



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FMCSA 2019 Spring Regulatory Agenda

Commercial Driver's License Division



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Amendment to Agency Rules of Practice

FMCSA proposes to amend its Rules of Practice for motor carrier, intermodal equipment provider, broker, freight forwarder, and hazardous materials proceedings. The proposed changes would increase the efficiency of the procedures, enhance due process, make the rules more understandable to the public and regulated community, accommodate recent programmatic changes, and incorporate interpretations of the Rules of Practice made in Agency decisions issued since the rules were last amended in May 2005. The rules would apply to all motor carriers and other regulated business entities and individuals involved in administrative enforcement proceedings before FMCSA. FMCSA is considering a ticketing program that would replace the existing Notice of Claim program.

Timetable:

Action	Date	FR Cite
Next Action Undetermined		

Amendments to Motor Carrier Safety Assistance Program

FMCSA proposes amendments to the Agency's financial assistance programs resulting from the Fixing America's Surface Transportation (FAST) Act, including the funding formula recommendations derived from the Motor Carrier Safety Assistance Program (MCSAP) Formula Working Group (working group). This proposal would reorganize the Agency's regulations to create a stand-alone subpart for the High Priority Program. It would also include other programmatic changes to reduce redundancies, require the use of multi-year MCSAP Commercial Vehicle Safety Plans (CVSPs), and align the financial assistance programs with FMCSA's current enforcement and compliance programs.

Timetable:

Action	Date	FR Cite
NPRM	09/00/2019	

Application by Certain Mexico-Domiciled Motor Carriers to Operate Beyond U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border

This rulemaking would change FMCSA regulations to govern applications by Mexican carriers to operate beyond municipalities and commercial zones at the United State-Mexico border. It would also revise the application form, OP-1MX, to be filed by these Mexican motor carriers. The revised form would require additional information about the applicant’s business and operating practices to allow the FMCSA to determine if the applicant can meet the safety standards established for operating in interstate commerce in the United States. Carriers that had previously submitted an application would have to submit the updated form. These changes are needed to implement part of the North American Free Trade Agreement (NAFTA). On January 16, 2003, the Ninth Circuit Court remanded this rule, along with two other NAFTA-related rules, to the Agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents as ruled by the Ninth Circuit. FMCSA originally planned to publish a final rule by November 20, 2003.

Timetable:

Action	Date	FR Cite
Next Action Undetermined		
NPRM	05/03/2001	66 FR 22371
NPRM Comment Period End	07/02/2001	
Interim Final Rule (IFR)	03/19/2002	67 FR 12702
IFR Comment Period End	04/18/2002	
IFR Effective Date	05/03/2002	
Notice of Intent To Prepare an EIS	08/26/2003	68 FR 51322
EIS Public Scoping Meetings	10/08/2003	68 FR 58162

Application for Employment

FMCSA is considering changes to the requirement to have prospective drivers complete an employment application. FMCSA requests comment on the value of and need for this requirement. Comment also is sought on ways the requirement for an employment application could be changed to reduce the associated paperwork burdens for drivers and motor carriers, including but not limited to the complete elimination of the requirement.

Timetable:

Action	Date	FR Cite
ANPRM	03/08/2019	84 FR 8497
ANPRM Comment Period End	05/07/2019	

Broker and Freight Forwarder Financial Responsibility

FMCSA plans to initiate a rulemaking action pertaining to the implementation of the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 raised the financial security amount from \$10,000 amount for brokers to \$75,000 and, for the first time, established financial security requirements for freight forwarders. In the NPRM, the Agency will likely consider eight separate areas: 1) group surety bonds/trust funds, 2) assets readily available, 3) immediate suspension of broker/freight forwarder operating authority, 4) surety or trust responsibilities in cases of broker/freight forwarder financial failure or insolvency, 5) enforcement authority, 6) entities eligible to provide trust funds for form BMC-85 filings, 7) Form BMC-84 and BMC-85 trust fund revisions, and 8) household goods (HHG).

Timetable:

Action	Date	FR Cite
ANPRM	09/27/2018	83 FR 48779
ANPRM Comment Period End	11/26/2018	
NPRM	12/00/2019	

Certification of Safety Auditors, Safety Investigators, and Safety Inspectors

This rulemaking would require that any safety inspection, safety audit, or compliance review be conducted by a certified inspector, auditor, or investigator. It is required by section 211 of the Motor Carrier Safety Improvement Act. The agency will issue a notice of proposed rulemaking that addresses issues not clarified in the IFR.

Timetable:

Action	Date	FR Cite
Interim Final Rule	03/19/2002	67 FR 12776
IFR Comment Period End	05/20/2002	
IFR Effective Date Delayed	06/17/2002	67 FR 41196
IFR Date Effective	07/17/2002	
IFR; Ext. of Statutory Compliance Date	07/28/2003	68 FR 44378
Notice; Environmental Assessment (EA)	10/02/2003	68 FR 56863
EA Comment Period End	11/03/2003	
Notice; Statutory Compliance Date	12/23/2003	68 FR 74287
NPRM	07/00/2019	

Commercial Learner's Permit Validity

This rulemaking would amend Commercial Driver's License (CDL) regulations to allow a commercial learner's permit to be issued for one year, without renewal. This rule would not require a State to revise its current CLP issuance practices, unless it chooses to do so. This change would reduce costs to CDL applicants who are unable to complete the required training and testing within the current validity period, with no expected negative safety benefits.

Timetable:

Action	Date	FR Cite
NPRM	06/12/2017	82 FR 26888
NPRM Comment Period End	08/11/2017	
NPRM Comment Period End	08/11/2017	
Final Rule	12/21/2018	83 FR 65564
Final Rule Effective	12/21/2018	

Consumer Complaint Information

The rulemaking would require each motor carrier of household goods to submit a quarterly report of specific identified information regarding complaints that each receives from shippers and consumers to the Agency. This rule responds to Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Timetable:

Action	Date	FR Cite
Next Action Undetermined		
NPRM	02/20/2008	73 FR 9266
NPRM Comment Period End	04/21/2008	

Controlled Substances and Alcohol Testing: State Driver's Licensing Agency Downgrade of Commercial Driver's License

The Commercial Driver's License Drug and Alcohol Clearinghouse (Clearinghouse) final rule (81 Fed. Reg. 87686 (Dec. 5, 2016), requires State Driver Licensing Agencies (SDLAs) to check the Clearinghouse before issuing, renewing, transferring, or upgrading a Commercial Driver's License (CDL) to determine whether the driver is qualified to operate a commercial motor vehicle (CMV). Drivers who commit drug or alcohol testing violations are prohibited from operating a CMV until complying with return-to-duty requirements. FMCSA plans to propose, requirements on SDLAs to take specific actions for individuals subject to the CMV driving prohibition. FMCSA also looks to propose alternate additional actions SDLAs may be required to take after receiving notice that a driver licensed in their State is subject to the driving ban. The NPRM would also revise how reports of actual knowledge violations, based on a citation for Driving Under the Influence (DUI) in a CMV, would be maintained in the Clearinghouse. These proposed changes would improve highway safety by increasing compliance with existing drug and alcohol program requirements.

Timetable:

Action	Date	FR Cite
NPRM	07/00/2019	

Definition of Tank Vehicle Used for Determining the Commercial Driver's License Endorsement Requirement

FMCSA revises its definition of a "tank vehicle" under the Commercial Driver's License Standards to clarify which commercial driver's license (CDL) holders who operate such vehicles are required to obtain a tank vehicle endorsement. On May 9, 2011, FMCSA published a final rule on "Commercial Driver's License Testing and Commercial Learner's Permit Standards" that included a new definition of a tank vehicle, which had the effect of requiring additional drivers to obtain tank vehicle endorsements on their commercial learner's permits (CLPs) and CDLs. FMCSA received numerous inquiries regarding the new definition and ultimately three petitions for rulemaking. FMCSA granted these petitions and issued a notice of proposed rulemaking (NPRM) on September 26, 2013. This final rule would revise the definition based on the NPRM and the public comments received.

Timetable:

Action	Date	FR Cite
Next Action Undetermined		
NPRM	09/26/2013	78 FR 59328
NPRM Comment Period End	11/25/2013	

Driver Qualifications; Revising the Vision Standard

As part of the Agency's ongoing regulatory reform efforts, FMCSA proposes to reduce the burden on monocular vision individuals seeking to operate CMVs in interstate commerce, as well as the motor carriers who employ them, by revising the current physical qualification standards related to vision. Additionally, this action expects to save the Agency administrative costs associated with processing the paperwork associated with an existing agency exemption program.

Timetable:

Action	Date	FR Cite
NPRM	10/00/2019	

ELDT; Class B to Class A CDL Upgrade

FMCSA proposes to amend the entry-level driver training (ELDT) regulations published on December 8, 2016, titled "Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators" by adopting a new Class A theory instruction upgrade curriculum to reduce the training time and costs incurred by Class B commercial driver's license (CDL) holders upgrading to a Class A CDL. This NPRM does not propose any changes to behind-the-wheel training (BTW) requirements set forth in the ELDT final rule. This proposal would be a deregulatory action as defined by Executive Order 13771, "Reducing Regulation and Controlling Regulatory Costs." The Agency believes that this modest change in the Class A theory training requirements for Class B CDL holders upgrading to a Class A CDL would maintain the same level of safety established by the ELDT final rule.

Timetable:

Action	Date	FR Cite
NPRM	06/29/2018	83 FR 30668
NPRM Comment Period End	08/28/2018	
NPRM Comment Period End	08/28/2018	
Final Action	03/06/2019	84 FR 8029
Final Action; Effective Date	05/06/2019	
Final Action; Compliance Date	02/07/2020	

Extension of Compliance Date For Lease and Interchange of Vehicles: Motor Carriers of Passengers

This final rule will extend the January 1, 2019, compliance date until January 1, 2021, for the Bus Leasing final rule published May 27, 2015. The final rule received 37 petitions for reconsideration. To address those concerns, FMCSA initiated a new NPRM (RIN 2126-AC07), which also includes a proposal to extend the compliance date of the 2015 final rule from January 1, 2019, to January 1, 2021.

Timetable:

Action	Date	FR Cite
Final Rule	12/04/2018	83 FR 62505
Final Rule Effective	12/04/2018	

Extension of Compliance Date for Entry Level Driver Training

This action would propose extending the compliance date for certain provisions of the Entry Level Driver Training Final Rule, published December 8, 2016 (81 FR 88732).

Timetable:

Action	Date	FR Cite
NPRM	07/00/2019	

Extension of Compliance Date for States' Query of the Drug and Alcohol Clearinghouse

This action would propose extending the State compliance date for the Commercial Driver's License Drug and Alcohol Clearinghouse (Clearinghouse) final rule (81 FR 87686 (Dec. 5, 2016)).

Timetable:

Action	Date	FR Cite
NPRM	07/00/2019	

Extension of Compliance Dates for Medical Examiner's Certification Integration.

FMCSA seeks to amend its regulations to delay the compliance date from June 22, 2018, to June 22, 2021, for several requirements adopted in the final rule on Medical Examiner's Certification Integration). This action is being taken to ensure that the National Registry of Certified Medical Examiners (National Registry) is fully operational and that State Driver Licensing Agencies (SDLAs) have sufficient time to make the necessary information technology programming changes. FMCSA requests public comment on the provisions of this interim final rule.

Timetable:

Action	Date	FR Cite
Final Rule		
Interim Final Rule	06/21/2018	83 FR 28774
Interim Final Rule Comment Period End	08/20/2018	

Fees for the Unified Carrier Registration Plan and Agreement

This action proposes to establish reductions in the annual registration fees under the Unified Carrier Registration (UCR) Agreement for registration year 2020 and subsequent years.

Timetable:

Action	Date	FR Cite
NPRM	07/00/2019	

Fees for the Unified Carrier Registration Plan and Agreement

FMCSA proposes to establish reductions in the annual registration fees collected from motor carriers, motor private carriers of property, brokers, freight forwarders, and leasing companies for the Unified Carrier Registration Plan and Agreement for the registration years 2019, 2020, and subsequent years.

Timetable:

Action	Date	FR Cite
NPRM	08/21/2018	83 FR 42244
NPRM Comment Period End	08/31/2018	
Final Rule	12/28/2018	83 FR 67124
Final Action	12/28/2018	83 FR 67124

General Technical Amendments

In this annual rulemaking, FMCSA publishes a final rule to address technical, organizational, and conforming amendments to the Federal Motor Carrier Safety Regulations. The amendments made in this final rule merely correct inadvertent errors and omissions, remove obsolete references, and make minor editorial changes to improve clarity and consistency. The technical amendments do not impose any new requirements, nor do they make any substantive changes to the CFR. For these reasons, FMCSA finds good cause for not issuing an NPRM; the nature of the changes makes advance notice and comment unnecessary.

Timetable:

Action	Date	FR Cite
Final Rule	08/00/2019	

Heavy Vehicle Speed Limiters

This joint NHTSA and FMCSA rulemaking would respond to petitions from ATA and Roadsafe America to require the installation of speed limiting devices on heavy vehicles. This rulemaking would consider a new Federal Motor Vehicle Safety Standard that would require the installation of speed limiting devices on heavy vehicles.

Timetable:

Action	Date	FR Cite
Next Action Undetermined		
NPRM	09/07/2016	81 FR 61942
NPRM Comment Period End	11/07/2016	

Hours of Service of Drivers

The introduction of electronic logging devices and their ability to accurately record hours-of-service (HOS) regulations for drivers of commercial motor vehicles (CMVs) have prompted numerous requests from Congress and the public for FMCSA to consider revising certain HOS provisions. On August 23, 2018, FMCSA published an Advance Notice of Proposed Rulemaking (ANPRM) and convened five listening sessions to obtain information on how HOS provisions could be improved. In consideration of the available data, comments to the docket and the remarks of the participants at the listening sessions, FMCSA proposes revisions to certain HOS provisions to provide greater flexibility for drivers subject to the HOS rules without adversely affecting safety.

Timetable:

Action	Date	FR Cite
ANPRM	08/23/2018	83 FR 42631
NPRM	06/00/2019	

Hours of Service of Drivers of Commercial Motor Vehicles; Transportation of Agricultural Commodities

FMCSA seeks public input and data that the Agency could use in a future proposal on the definition of 'Agricultural commodity' for the 'Hours of Service (HOS) of Drivers' regulations at 49 CFR 395.1(k)(1) and 49 CFR 395.2.

FMCSA seeks comment to assist in determining whether, and if so to what extent, the Agency should revise or otherwise clarify the definitions of "agricultural commodity" or "livestock" in the "Hours of Service (HOS) of Drivers" regulations. Currently, during harvesting and planting seasons as determined by each State, drivers transporting agricultural commodities, including livestock, are exempt from the HOS requirements from the source of the commodities to a location within a 150-air-mile radius from the source. This ANPRM is prompted by indications that the current definition of these terms may not be understood or enforced consistently when determining whether the HOS exemption applies.

Timetable:

Action	Date	FR Cite
ANPRM	07/00/2019	

Hours of Service of Drivers--Restart provisions

This rule would make changes to the current overnight restart provision established in the hours of service of drivers regulations which requires that the restart must include two periods between 1 and 5 a.m. Three Appropriations Acts in 2017, 2016, and 2015 and an OIG report to Congress reported there are no statistically significant benefits from the 2011 restart rule. The provisions remain in the CFR but are not enforced, possibly causing confusion for stakeholders.

Timetable:

Action	Date	FR Cite
Final Rule	12/00/2019	

Human Trafficking Prohibition

This rulemaking would codify the No Human Trafficking on Our Roads Act, which requires permanently disqualifying an individual from operating a commercial motor vehicle who uses a commercial motor vehicle in committing a felony involving paragraph (9) of Section 103 of the Trafficking Protection Act of 2000 (22 U.S.C. 7102(9)).

Timetable:

Action	Date	FR Cite
Final Rule	05/00/2019	

Incorporation by Reference; North American Standard Out-of-Service Criteria; Hazardous Materials Safety Permits

This rule would incorporate by reference the April 2019 update to the out-of-service criteria for commercial motor vehicles, published by the Commercial Vehicle Safety Alliance. This is an annual update. FMCSA also amends its Hazardous Materials Safety Permit rules to update the current incorporation by reference of the North American Standard Out-of-Service Criteria and Level VI Inspection Procedures and Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials.

Timetable:

Action	Date	FR Cite
NPRM	07/00/2019	

Incorporation by Reference; North American Standard Out-of-Service Criteria; Hazardous Materials Safety Permits

This action will update an existing Incorporation by Reference (by the Commercial Vehicle Safety Alliance) of the North American Standard Out-of-Service Criteria and Level VI Inspection Procedures and Out-of-Service for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials as defined in 49 CFR part 173.403.

Timetable:

Action	Date	FR Cite
NPRM	12/31/2018	83 FR 67705
NPRM Comment Period End	01/30/2019	
Final Rule	06/00/2019	

Lease and Interchange of Vehicles; Motor Carriers of Passengers

FMCSA proposes to amend its May 27, 2015, final rule in response to petitions for rulemaking and extend the January 1, 2019, compliance date to January 1, 2021. This proposal would narrow the applicability of the rule, by excluding from the definition of lease and the associated regulatory requirements, certain contracts and other agreements between motor carriers of passengers that have active passenger carrier operating authority registrations with FMCSA. For passenger carriers that would remain subject to the leasing and interchange requirements, FMCSA proposes to return the bus marking requirement to its July 1, 2015, state with slight modifications to add references to leased vehicles; maintain and expand the delayed writing of a lease during urgent circumstances; and remove the 24-hour lease notification requirement.

Timetable:

Action	Date	FR Cite
NPRM	09/20/2018	83 FR 47764
NPRM Comment Period End	11/19/2018	
NPRM Comment Period End	11/19/2018	
Final Rule	07/00/2019	

Limitations on the Issuance of Commercial Driver Licenses With a Hazardous Materials Endorsement

FMCSA adopts certain requirements of the interim final rule (IFR) published on May 5, 2003 (2003 IFR), and the IFR published April 29, 2005 (2005 IFR), as final, without change. The 2003 IFR amended the Federal Motor Carrier Safety Regulations (FMCSRs) to prohibit States from issuing, renewing, transferring, or upgrading a commercial driver's license (CDL) with a hazardous materials endorsement unless the Transportation Security Administration (TSA) in the Department of Homeland Security has first conducted a security threat assessment of the applicant and determined that the applicant does not pose a security risk warranting denial of the hazardous materials endorsement, as required by the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001 (USA PATRIOT Act). The 2005 IFR amended the FMCSRs to conform to the TSA's compliance date and reduce the amount of advance notice that States must provide to drivers that a security threat assessment will be performed when they renew a hazardous materials endorsement.

Timetable:

Action	Date	FR Cite
Interim Final Rule	05/05/2003	68 FR 23844
IFR Effective	05/05/2003	
IFR Comment Period End	07/07/2003	
Compliance Date Delayed	11/07/2003	68 FR 63030
Comment Period End	01/06/2004	
Second Delay of Compliance Date to 01/31/2005	08/19/2004	69 FR 51391
IFR	04/29/2005	70 FR 22268
IFR	04/29/2005	
Final Rule	05/00/2019	

MAP-21 Enhancements and Other Updates to the Unified Registration System

FMCSA proposes to implement several provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that relate to the FMCSA's Unified Registration System (URS) as well as update and codify the Agency's procedures for granting, suspending, and revoking registration. These procedures would apply to all entities required to register under the Agency's commercial or safety jurisdiction. Many of the proposed provisions codify existing Agency practices, while others improve on existing processes and procedures. FMCSA proposes this rule to achieve greater transparency, uniformity, efficiency, and predictability with respect to granting, suspending, or revoking registration.

Timetable:

Action	Date	FR Cite
NPRM		

New Entrant Safety Assurance Process: Implementation of Section 210(b) of the Motor Carrier Safety Improvement Act of 1999

This rulemaking would consider methods for ensuring a new applicant carrier is knowledgeable about the applicable safety requirements before being granted New Entrant authority. The agency is considering whether to implement a proficiency examination as part of its revised New Entrant Safety Assurance Process as well as other alternatives. This rulemaking responds to issues raised in a petition from Advocates for Highway and Auto Safety regarding new entrant applicant knowledge.

Timetable:

Action	Date	FR Cite
Next Action Undetermined		
ANPRM	08/25/2009	74 FR 42833
ANPRM Comment Period End	10/26/2009	

Out of State Knowledge Test

This rulemaking would propose changes to 49 CFR 373.79 which prohibits drivers from taking their knowledge test in other than their state of domicile.

Timetable:

Action	Date	FR Cite
NPRM	06/00/2019	

Passenger Carrier No-Defect Driver Vehicle Inspection Reports

This rulemaking will propose changes to the requirement for commercial motor vehicle (CMV) drivers operating passenger-carrying vehicles to submit, and motor carriers retain, driver-vehicle inspection reports (DVIR) when the driver has neither found nor been made aware of any vehicle defect or deficiencies (no-defect DVIRs).

Timetable:

Action	Date	FR Cite
NPRM	11/00/2019	

Preservation of Records

This rulemaking would propose changes to the record retention requirements contained in appendix A to part 379 to amend overlapping requirements.

Timetable:

Action	Date	FR Cite
NPRM	11/00/2019	

Rear Impact Guards and Rear Impact Accessories; Certification Labeling and Annual Inspection Requirements

FMCSA would amend its parts and accessories regulations to update its current certification and labeling requirements for rear impact guards and include rear impact guards on the list of items that must be examined as part of the annual inspection of commercial motor vehicles (CMVs).

Timetable:

Action	Date	FR Cite
NPRM	02/00/2020	

Record of Violations

This rulemaking would propose changes the requirement in 391.27 that a driver complete a list of violations annually to reduce regulatory burden.

Timetable:

Action	Date	FR Cite
NPRM	07/00/2019	

Rulemaking Procedures Update

FMCSA is amending its rulemaking procedures by revising the process for preparing and adopting rules, petitions, and direct final rules. Also, the Agency adds new definitions, and makes general administrative corrections throughout its rulemaking procedures. These actions are authorized under the Fixing America's Surface Transportation (FAST) Act and the Administrative Procedure Act (APA).

Timetable:

Action	Date	FR Cite
NPRM	08/07/2017	82 FR 36719
NPRM Comment Period End	10/06/2017	
Final Rule	09/00/2019	

Safe Integration of Automated Driving Systems--Equipped Commercial Motor Vehicles

FMCSA requests public comment about Federal Motor Carrier Safety Regulations (FMCSRs) that may need to be updated, modified, or eliminated to facilitate the safe introduction of automated driving systems (ADS) equipped commercial motor vehicles (CMVs) onto our Nation's roadways. FMCSA requests comment on specific regulatory requirements that are likely to be affected by an increased integration of ADS-equipped CMVs. However, the Agency is not seeking comments on its financial responsibility requirements because they are not directly related to CMV technologies and because future insurance requirements will depend in part on the evolution of State tort law with respect to liability for the operation of ADS-equipped vehicles.

Timetable:

Action	Date	FR Cite
ANPRM	05/00/2019	

Safety Monitoring System and Compliance Initiative for Mexico-Domiciled Motor Carriers Operating in the United States

This rule would implement a safety monitoring system and compliance initiative designed to evaluate the continuing safety fitness of all Mexico-domiciled carriers within 18 months after receiving a provisional Certificate of Registration or provisional authority to operate in the United States. It also would establish suspension and revocation procedures for provisional Certificates of Registration and operating authority, and incorporate criteria to be used by FMCSA in evaluating whether Mexico-domiciled carriers exercise basic safety management controls. The interim rule included requirements that were not proposed in the NPRM, but which are necessary to comply with the FY-2002 DOT Appropriations Act. On January 16, 2003, the Ninth Circuit Court of Appeals remanded this rule, along with two other NAFTA-related rules, to the Agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents. FMCSA originally planned to publish a final rule by November 28, 2003.

Timetable:

Action	Date	FR Cite
Next Action Undetermined		
NPRM	05/03/2001	66 FR 22415
NPRM Comment Period End	07/02/2001	
Interim Final Rule	03/19/2002	67 FR 12758
Interim Final Rule Comment Period End	04/18/2002	
Interim Final Rule Effective	05/03/2002	
Notice of Intent To Prepare an EIS	08/26/2003	68 FR 51322
EIS Public Scoping Meetings	10/08/2003	68 FR 58162

Third Party Commercial License Testers

This rulemaking would propose changes to the 49 CFR 383.75(a)(7) restriction that prevents a third-party skills examiner from administering a CDL test for a student he/she has provided skills training to.

Timetable:

Action	Date	FR Cite
NPRM	05/00/2019	