

1. FMCSA has modified the method used to determine the applicability of lower Hazmat thresholds to CSA scoring. Previously, the agency relied on registration information filed by motor carriers. Under the new procedures, the lower hazmat thresholds for CSA scores are applied if:
 - a. A truck was inspected over the past 24 months and the truck was carrying a placarded quantity of hazmat.
 - b. A Compliance Review or Safety Audit was conducted during the past 24 months and the review indicated transport of placarded quantities of hazmat.
 - c. Carrier has a hazmat permit.
2. The Final Rule requirement for states to merge medical certificates and CDL records goes into effect January 30, 2012. After that date, new CDL applicants and persons renewing a CDL will need to provide information on applicability of medical requirements and provide licensing agencies with copies of proof of medical certification. All drivers will need to have submitted evidence of medical certification by Jan 2014, as medical exam certifications expire and drivers obtain new certificates. FMCSA has published a proposal to require drivers to continue to carry the paper medical examination cards through Jan 2014, to permit states time to implement the IT systems changes necessary to report medical status via license checks.
3. FMCSA continues to work on a crash accountability process, to address concerns on Crash scoring in the CSA program. Either the DataQs system or a similar method will be used for carriers to submit a crash accountability review request. At this time, the Crash BASIC score is NOT available to the public, due to the accountability issue.
4. Due to a recent court determination, FMCSA will NOT be enforcing the Final Rule effective in 2012 mandating use of EOBRs by carriers found to have an unacceptable violation rate in Hours of Service. However, FMCSA has already published a proposal for an industry wide EOBR mandate and will continue to pursue increased use of EOBRs to regulate HOS compliance.
5. Per the terms of NAFTA, FMCSA has conducted two pre-clearance audits on Mexican domiciled carriers/drivers. One of those companies has been final approved, and has made a trip into the US under the provisions of the Pilot border crossing program. Trucks in the pilot will be equipped with FMCSA owned EOBR units to track the location and HOS compliance of the trucks.
6. Some carriers have been getting inspection write-ups for a few diodes out on a LED vehicle lamp (marker lights, tail lamps). While federal standards call for compliance with lumen output levels for brightness, officers are not equipped with meters for that purpose... FMCSA has conducted some informal testing and has recommended that inspectors use a rule of thumb that a LED lamp is OK as long as no more than half of the diodes in a LED array are out.

The original HOS rule change proposal called for a final rule to be issued this summer. That date was extended to October 28. **IF** the rule does come out in the near future, I will distribute in an update email, with a link to the formal announcement online.