

9.0 United States General Information

The following section contains basic information for motor carriers and operators of regulated vehicles operating in the United States. Operators should visit the U.S. Department of Transportation's (USDOT's) Federal Motor Carrier Safety Administration (FMCSA) website to verify this information on a regular basis as this information can change at any time.

Important: Operators must ensure that they know and understand the requirements of the jurisdictions where they are operating. The FMCSA website has an interactive map which allows operators to click on a U.S. state and obtain links to U.S. state-specific regulatory information.

www.fmcsa.dot.gov

In addition, the FMCSA publishes a guide called *A Motor Carrier's Guide to Improving Highway Safety*, which is available on-line. It outlines in detail regulatory requirements for operating in the U.S.

New Entrant Safety Assurance Program

If you are a new operator that intends to obtain a USDOT identification number to operate within the U.S., the New Entrant Safety Assurance Programs will affect you. A new entrant is monitored for the first 18-months of operation to ensure that they are operating safely, maintaining up-to-date records, conducting periodic inspections and performing maintenance on vehicles. They must also pass a safety audit. Visit the FMCSA website for more information.

Hours of Service

While driving in the United States, drivers must comply with the Hours of Service Regulation as outlined in the Federal Motor Carrier Safety Regulations, Part 395. Drivers must also ensure that when they re-enter Canada, they are in compliance with Canadian requirements.

A summary of the Hours of Service Regulations can be found at:

<https://www.fmcsa.dot.gov/regulations/hours-service/summary-hours-service-regulations>

In the United States, hours of service rules differ between drivers that transport property and those that transport passengers. For property-carrying drivers, a driver may drive a maximum of 11 hours after ten consecutive hours off duty. A driver may not drive beyond the 14th hour after coming on-duty, following 10 hours off-duty. There are additional requirements for rest breaks.

A driver may not drive after 60 hours on-duty in seven consecutive days, or 70 hours on-duty in eight consecutive days. A driver may restart a seven or eight consecutive-day period after taking 34 or more consecutive hours off-duty.

Controlled Substance and Alcohol Testing

Generally, all persons who operate commercial motor vehicles in the U.S. are subject to U.S. Department of Transportation drug and alcohol testing under Part 395 of the Federal Motor Carrier Safety Regulations. Because these requirements change regularly, please visit the U.S. Federal Motor Carrier Safety Administration website for the most up-to-date information.

<https://www.fmcsa.dot.gov/regulations/drug-alcohol-testing-program>

Medical Reciprocity

A Canadian driver who holds the proper license for the vehicle/vehicle combination being operated is not required to possess separate proof of medical certification to operate in the United States.

Important note: The U.S. does not allow drivers requiring insulin injections or having limited use of one eye to operate commercial vehicles.

SAFER System

The Safety and Fitness Electronic Records (SAFER) System offers company safety data to industry, roadside vehicle inspectors/stations, and the public over the Internet. Access is provided free of charge to the company snapshot, a concise electronic record of a company's identification, size, commodity information and safety record, including the safety rating (if any), roadside out-of-service inspection summary, and crash information. The company snapshot is available via an ad-hoc query (one operator at a time).

For more information, visit the SAFER website:
<http://safer.fmcsa.dot.gov/CompanySnapshot.aspx>