



MOTOR CARRIER SAFETY PROGRAM

FC No.: 1040

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Contents:

- I. Policy
- II. Motor Carrier Safety Program
- III. Utilization of Inspectors
- IV. Time Sheet Recording Requirements**
- V. Proponent Unit
- VI. Cancellation

I. Policy

This directive establishes policy, structure, and procedures for the Motor Carrier Safety Program (MCSAP).

The purpose of the MCSAP is to promote and encourage the maintenance and operation of commercial motor vehicles in a manner that safeguards and protects the health and safety of the general public, to reduce delays to motorists caused by collisions and breakdowns, and to enforce the Federal Motor Carrier Safety Regulations and applicable sections of the Maryland Motor Vehicle Law.

II. Motor Carrier Safety Program (CALEA 61.1.5.g, 61.1.6.a)

- A. Officers ***who have successfully completed a Maryland State Police (MSP) approved commercial vehicle inspection course and hold a current certification will conduct*** random roadside inspections of commercial motor vehicles during the course of their normal duties and participate in team inspection details when they are on-duty and available.
- B. Teams of commercial vehicle inspectors will conduct random roadside safety inspections of commercial vehicles in operation on county, state, and interstate highways in Montgomery County.
- C. The MCSAP will be coordinated by a supervisor with the rank of sergeant whose responsibility is to promote the MCSAP program and to coordinate the efforts of the inspectors. None of the inspectors work directly for the coordinator, rather they are under the direct supervision of

their respective unit commanders. The coordinator only supervises the inspectors directly during details and evaluates their performance through review of inspection reports and the log of inspections performed by each inspector. The coordinator reports directly to the Operations Lieutenant, ***Tactical Operations Division (TOD)***.

- D. Officers certified as inspectors are available for call-out both on-duty and off-duty to assist officers with collision investigations when a commercial vehicle is involved or when an unsafe vehicle is found on patrol and expert assistance is needed.
- E. Inspectors will complete a Maryland Driver Vehicle Inspection Report for each vehicle or combination of vehicles inspected. Results of these inspections will be logged before the reports are submitted to MSP for data entry into the "SAFETYNET" System, a national computer used by the US Department of Transportation for analysis of violations and enforcement.
- F. Inspectors have the authority to order commercial vehicles and their drivers out of service when defects and/or violations meeting criteria established by the Commercial Vehicle Safety Alliance (CVSA) are found. These criteria are based on a mechanical condition or loading likely to cause a collision or breakdown or contribute to a loss of control over the vehicle by the driver. Vehicles ordered out of service may not be operated until cited defects are corrected. Drivers ordered out of service may not drive until they have complied with requirements of the Federal Motor Carrier Safety Regulations cited by the inspecting officer.
- G. Inspector Certification
The MCSAP coordinator will select officers based on job vacancy announcements to attend the US DOT North American Standard Driver Vehicle Inspection course, the Hazardous Materials Roadside Inspection course, ***and/or the Tanker Inspection course. Certification***

criteria for these courses will be established by MSP. Officers who hold any of these certifications will be responsible for meeting the annual criteria necessary to maintain them. Officers must immediately notify the MCSAP coordinator of any change in certification status.

III. Utilization of Inspectors

A. On-Duty Inspectors

Officers on the scene of collisions or other incidents involving large commercial vehicles are encouraged to enlist the assistance of on-duty inspectors whenever possible, subject to the following guidelines:

1. **Commercial vehicle** involved in a serious collision.
2. Truck appears to be unsafe and may need to be placed out of service.
3. **Commercial vehicle** involved in a collision where a mechanical defect appears to have caused/contributed to the collision.
4. Truck driver in possession, or under the influence, of alcohol or drugs.
5. Any incident or situation in which expert assistance would help to resolve the situation.

B. Call Out of Off-Duty Inspectors

Off-duty inspectors will only be called out to incidents on the authority of the duty commander involving the following:

1. **Commercial vehicle** involved in a serious personal injury or fatal collision.
2. Truck appears to be unsafe and needs to be placed out of service immediately. Continued operation of the truck presents a danger to the public.
3. HAZMAT incidents on roadways where Montgomery County has the primary responsibility, or at the request of Fire/Rescue.

C. Call Out Procedure

The ECC supervisor will contact the Motor Carrier Safety Coordinator for call out of inspectors if none is on duty. The coordinator will arrange for the call out of inspectors.

D. Generally

1. In all cases, two certified inspectors should respond to the scene to conduct the inspection as a team. This is primarily for the safety of the individual inspectors and

to ensure a thorough and complete inspection. The on-duty inspector shall have the option of requesting the call-out of an off-duty inspector if the inspector deems it necessary.

2. Officers inspecting vehicles involved in collisions will not be responsible for investigating the collision.
3. Selective enforcement by inspector teams may be requested at the discretion of district commanders by submission of a memorandum to the Motor Carrier Safety Coordinator via the Operations Commander, **Tactical** Operations Division.

IV. *Time Sheet Recording Requirements*

Inspectors will record all time (on-duty and overtime) spent conducting commercial vehicle inspection activities using project code "POL 211" on their timesheets.

V. **Proponent Unit:** Field Services Bureau

VI. **Cancellation**

This directive cancels Function Code 1040, dated 10-20-00.



William O'Toole
Acting Chief of Police