



Minnesota Commercial Truck and Passenger Regulations

2022

Quick Reference Phone List

Highway Emergencies

911

Traffic and Road Conditions

511

Minnesota Department of Transportation

General Information	651-296-3000
	Toll Free 800-657-3774
Office of Freight and Commercial Vehicle Operations	651-215-6330
Oversize/Overweight Permits	651-296-6000
Seasonal Spring Road Restriction Information	651-366-5400
	Toll Free 800-723-6543

Minnesota Department of Public Safety

Minnesota State Patrol	
Annual Commercial Vehicle Inspection	651-350-2000
Commercial Vehicle Enforcement	651-350-2000
Vehicle Services	651-297-3298
Commercial Driver's License (CDL)	651-297-5029
Hazardous Materials Spill (State Duty Officer)	651-649-5451
	Toll Free 800-422-0798
Vehicle Registration/Fuel Tax Agreement	651-205-4141
School Bus License	651-297-5029

Minnesota Department of Agriculture

Livestock Dealer Licensing	320-808-4424
Pesticide and Fertilizer Management Division	651-201-6121

Minnesota Department of Revenue

Petroleum Division	651-296-0889
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U.S. Government

Federal Motor Carrier Safety Administration - St. Paul	651-291-6150
Licensing and Insurance - Washington D.C.	800-832-5660
Hazardous Materials Safety	800-467-4922
Internal Revenue Service - Twin Cities	651-312-8082
	Toll Free 800-829-1040
U.S. Customs - Metro (Cargo Crossing)	612-725-3689
Canadian Customs (Boarder Services)	204-983-3500

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Introduction

Introduction

Motor carrier regulations can be complex. Your responsibilities extend beyond your business operations to the condition of your vehicles and the actions of your drivers and employees. That's why we have developed this guide. It explains the basic requirements to operate as a motor carrier in Minnesota, as well as additional resources to assist you.

What we do

The Office of Freight and Commercial Vehicle Operations (OFCVO) goal is to advance highway safety by working with providers of commercial transportation to improve and enhance the safety of their operations.

We accomplish this by focusing our resources primarily on at-risk carriers and shippers who pose the greatest threat to highway safety. We partner with other local and federal agencies and industry groups to meet our safety goals; we make safety performance the main criteria in issuing operating credentials to motor carriers, and we work to streamline regulations and make our business functions more efficient.

OFCVO is responsible for implementing, administering, and enforcing Minnesota laws and federal regulations. These laws govern carriers of freight and passengers, private carriers hauling their own products, carriers transporting oversized and overweight loads, hazardous material and hazardous waste transporters, special transportation providers of the elderly and disabled, and for-hire limousine operators.

OFCVO works closely with the United States Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) in administering and enforcing motor carrier laws and regulations. With support from FMCSA, OFCVO investigators conduct on-site investigations and reviews of interstate carrier and shipper records and determine whether the carrier or shipper has adequate safety controls in place. If not, a carrier or shipper can be considered unfit, which may lead to severe penalties up to and including a shutdown of its operations.

OFCVO works with the Minnesota Departments of Public Safety and Human Services when assessing the operational fitness of providers of special transportation to the elderly and disabled. Specific criteria on vehicle standards and driver qualifications help ensure these providers are offering the safest transport possible to this vulnerable segment of Minnesota citizens.

In cooperation with the Minnesota State Patrol's Commercial Vehicle Enforcement Section, OFCVO conducts safety inspections on intrastate passenger vehicles to ensure they comply with applicable vehicle safety standards, and monitors whether the carrier has made the necessary repairs when violations have been found. OFCVO and the State Patrol's Commercial Vehicle Enforcement Section also provide training and technical assistance to motor carriers, drivers and shippers. This technical outreach helps operators better understand the regulations so that all highway users can benefit from a safer transportation environment.

Public Education and Outreach

We provide online resources on what is required to legally operate as a motor carrier or driver in Minnesota. Visit our education website for available resources at <https://www.dot.state.mn.us/cvo/education/index.html>.

Additional Information Sources

State and federal statutes and rules govern your operations. For specific regulatory details, consult these references:

- Minnesota Motor Vehicle and Traffic Laws, including Motor Carrier Laws, (Minn. Stat. Chapters 168, 169, 170, 171, 174, 221, and 296).
- Minnesota Department of Transportation Motor Bus and Truck Rules (Minnesota Rules Chapters 7800, 7805, 8840, 8850, 8855, 8860, 8870, and 8880).
- Federal Motor Carrier Safety Regulations, Code of Federal Regulations, Title 49 Parts 382, 383, 387, 390-397, and 40.
- Hazardous Material Transportation Regulations, Code of Federal Regulations, Title 49 Parts 100-185.

The resources listed above are available on the internet, at Minnesota's Bookstore 651-297-3000 or 800-657-3757, and from private sources.

The information published in this handbook does not change or override any current statute, rule, regulation or policy of the State of Minnesota, or of any department or agency. Nor does it relieve carriers of complying with current law.

Many sources were consulted in preparing this Minnesota Commercial Truck and Passenger Regulations handbook, and every effort has been made to present the information accurately. It is intended only as a helpful guide to the applicable laws and rules, not as a substitute for them. For specific questions, please refer to the laws and rules themselves. If you need an explanation or clarification of any law or rule, you should contact the appropriate agency.

This handbook has been prepared and published by the Minnesota Department of Transportation's Office of Freight and Commercial Vehicle Operations. If you have any comments or corrections to its content please email us at motorcarrier.dot@state.mn.us.



Fellow Highway User:

The Minnesota Department of Transportation's Office of Freight and Commercial Vehicle Operations has prepared a handy reference guide to help you in your travels across the state. This book was prepared for the professional driver and carrier who transport property, passengers, or hazardous materials on Minnesota highways.

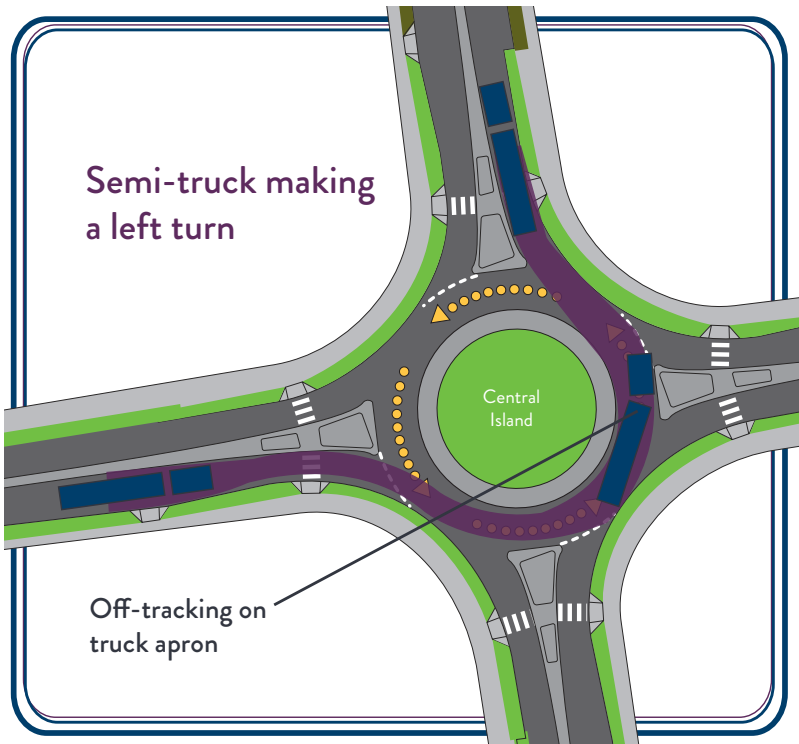
Over the past few years there have been many changes in state and federal regulations that apply to you and to others who deliver goods and provide transportation services in Minnesota. We understand that changing technologies, vehicle standards, and regulations make it difficult to stay up-to-date. This updated, comprehensive guide should help answer your questions and concerns – we hope you find it helpful. It also contains telephone numbers, addresses and website addresses of different agencies if you have more specific questions. For an electronic version of this guide, please visit www.mndot.gov/cvo/mntruckbook.

By working together we can make our roads safe for everyone. Enjoy your travels through our beautiful state!

Navigating a Single lane Roundabout in a Semi-Truck

- For multi-lane roundabouts, as with any Truck intersection, follow guide signs to get into the appropriate lane prior to entering a roundabout.
- Yield to pedestrians in the crosswalk. It is the law.
- Yield to vehicles already in the roundabout.
- Continue through the roundabout until you reach your exit. Do not stop/pass, or change lanes after entering in a roundabout. Exit the roundabout immediately if an emergency vehicle approaches, and then pull over.
- Do not stop in the roundabout.
- Use truck aprons as needed to traverse the roundabout.

For more information on roundabouts, please visit MnDOT's Roundabout website located at mndot.gov/roundabouts/ or visit the online Roundabout brochure at mndot.gov/roundabouts/pdfs/Roundabout_Freight.pdf.





Section 01: Driver's Checklist

Section 01

Driver's Checklist

As a driver, do you have:

- ✓ **A current, valid driver's license for the vehicle being driven?** See page 76 for information on driver's license classifications and endorsements.
- ✓ **A valid medical examiner's certificate?** See page 65 for information on driver qualification issues.
- ✓ **A copy of the vehicle's registration?** See page 10 for information about vehicle registration and fuel permits.
- ✓ **A copy of the previous day's daily vehicle inspection report?** See page 96 for information about inspection reports.
- ✓ **Proof of vehicle insurance?** See page 116 for information on insurance requirements.
- ✓ **Driver's record of duty status?** See page 86 for information about hours of service regulations.
- ✓ **Proof of proper operating authority, if operating for-hire?** See page 42 for information about operating authority for for-hire carriers.
- ✓ **The carrier's U.S. DOT number displayed on your vehicle?** See page 112 for information about U.S. DOT numbers and vehicle markings.
- ✓ **A copy of your U.S. DOT Hazardous Materials Certificate of Registration or other document showing your Registration number if transporting hazardous materials?** See page 118 for information about the Federal Hazardous Materials Registration program.

Your vehicle should have:

- ✓ **Proper vehicle identification** See page 112 for information about display of company name and USDOT number.
- ✓ **Proof of an annual inspection** See page 97 for information about annual inspections.
- ✓ **A fire extinguisher, extra fuses, and warning triangles** See page 94 for information about emergency equipment.
- ✓ **A properly secured load** See page 94 for load securement information.



Section 02: Vehicle Registration and Licensing

Section 02

Vehicle Registration and Licensing

Minn. Stat. § 168.013, 168.187

Intrastate Registration Requirements: Vehicles traveling exclusively within Minnesota are required to display Minnesota-based license plates. Intrastate vehicles may be registered and plates obtained at any deputy registrar’s office located throughout the state. Registration fees are determined by the gross vehicle weight and model year of the vehicle. A USDOT number is required. For more information contact Driver and Vehicle Services at 651-297-2126 or visit the website at <https://dps.mn.gov/divisions/dvs/>.



Intrastate Bus Plate



Intrastate Truck Plate

One-Ton Pickup Trucks for Non-commercial use (Minn. Stat. § 168.002):

Effective August 1, 2011, legislation established a distinction in registration and license plate display between commercial and non-commercial full size one-ton pickup trucks. Person declaring “personal/non-commercial use only” can register in the “Y” non-commercial truck class for registered weights of 10,000, 12,000 and 15,000 pounds. There is no difference in the registration tax amount; it is merely a plate designed to allow the owner to declare non-commercial use which is exempt from the USDOT number requirement. The plate identifies the vehicle is a non-commercial truck.



Non CMV Plate

Heavy Vehicle Use Tax: All vehicles or combination of vehicles having a registered gross weight over 54,999 pounds and traveling more than 5,000 miles on public highways (7,500 miles for agricultural vehicles) are subject to federal HVUT (IRS Form 2290, Schedule 1). Vehicles that travel less than 5,000 miles on public highways (7,500 miles for agricultural vehicles) are still required to file IRS Form 2290, but do not have to pay the tax. Proof of payment of HVUT (electronic verification or stamped copy 2290 schedule) must be submitted when a vehicle registration is renewed. When a vehicle is newly purchased, payment of HVUT is due the last day of the month following first use of the vehicle. For additional information, contact the Minnesota Internal Revenue Service-HVUT office at 866-699-4096.

International Registration Plan: Qualified registrants based in Minnesota who travel in Minnesota and another IRP state or province must display IRP license plates and IRP cab card, or obtain valid trip permits for the state or province in which they wish to travel. Registrants based in another IRP jurisdiction must have IRP plates and their IRP registration cab card with the correct weight, or display a valid Minnesota trip permit. The program allows the display of the base state-apportioned license plate. The base state collects and distributes the appropriate registration taxes for the respective states.

Each IRP registrant is required to file an annual application with the base jurisdiction. The application lists the vehicles to be apportioned, the fleet mileage, and the declared gross weight for each jurisdiction. Mileage is reported from the previous July 1 through June 30. When all fees are paid, the registrant is issued a cab card and validation stickers for each vehicle. The cab card lists all IRP jurisdictions and the vehicles gross weight for each jurisdiction.

IRP Participating States and Provinces:

- All U.S. states except Alaska and Hawaii
- District of Columbia
- All Canadian Provinces except Yukon, Northwest Territories, and Nunavut

Qualified Vehicles: A qualified motor vehicle means any power unit that is used or intended for use in two or more member jurisdictions and that is used for the transportation of persons for-hire, or designed, used, or maintained primarily for the transportation of property and:

- Has two axles and a gross vehicle weight or a registered gross vehicle weight over 26,000 pounds;
- Has three or more axles regardless of weight;
- Is used in combination when the gross vehicle weight of the combination exceeds 26,000 pounds; or
- A power unit involved in intrastate transportation outside the State of Minnesota regardless of gross vehicle weight or axles.

A power unit, or the power unit in a combination of vehicles having a gross vehicle weight of 26,000 pounds or less may be registered under the IRP at the option of the registrant.

Exempt Vehicles: The following vehicles are exempt from registering under the IRP:

- Government-owned vehicles
- Recreational vehicles
- Vehicles operating under separate state reciprocity agreements

Minnesota Base State Requirements: Minnesota is the base state for the purposes of fleet registration if the following conditions apply:

1. The registrant has an established place of business in Minnesota that meets all of the following conditions:
 - Physical structure located within Minnesota (building or office) owned or leased by the registrant
 - Street address (not a post office box)
 - Open for business (list business hours)
 - Vehicles will accrue miles in Minnesota
 - Located within the physical structure:
 - Permanent employee(s) of the registrant conducting the registrant's truck related business
 - The operational records of the fleet and presented to the state when requested

- The following must be presented to obtain IRP registration:
 - Articles of Business Incorporation (including certificate) issued by authorized state agency
 - Minnesota Secretary of State Certificate of Authority (required for foreign state/province corporations)
 - Ownership documents or Lease agreement records associated with the physical structure
 - Written statement that the registrant has one or more permanent employees listing major truck related job tasks
- 2. The registrant is a Minnesota resident and does not have an established place of business. Registrant must:
 - Accrue miles in Minnesota
 - Maintain operational records of the fleet in Minnesota and present them to the state when requested
 - Remit three documents from either A or B listed below

All documents shall be current and list registrant name and Minnesota address.

A: Individual

- Minnesota driver's license card
- Federal income tax return (filed)
- Minnesota personal income tax records (paid)
- Minnesota property/state tax records (paid)
- Current utility billing statement issued within last 90 days (i.e. landline phone, cable, gas, electric, water, etc.)
- Minnesota motor vehicle title or registration (in registrant's name)
- Residential lease agreement

B: Business Entity

- Minnesota driver's license card (principal owner must be a Minnesota resident)
- Minnesota Secretary of State Articles of Incorporation
- Federal income tax return (filed)
- Minnesota personal income tax records (paid) - please remove social security number before submitting to us
- Minnesota property/state tax records (paid)

- Current utility billing statement issued within the last 90 days (i.e. phone, cable, gas, electric, water, etc.)
- Minnesota motor vehicle title or registration (in registrant’s name)
- Residential lease agreement

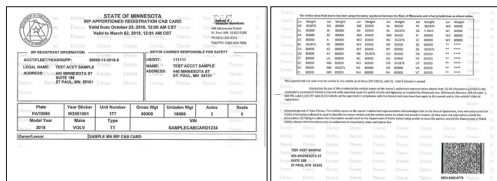
Documentation Required for IRP Registration:

1. Legal name
2. Business address
3. Phone number
4. Actual miles traveled between July 1 and June 30. Example, for registration year 2022 the mileage reporting year is July 2020 through June 2021.
5. Gross vehicle weight for each jurisdiction
6. Vehicle proof of ownership for new applicants and added vehicles. Proof of ownership may be any of the following items: Manufacturer Statement of Origin, Minnesota certificate of title, or an out of state title.
7. USDOT and Federal Employee Identification number for each vehicle
8. Copy of lease agreements for an owner-operator registering in his or her own name and leased to a carrier where the carrier is providing the vehicle liability insurance and operating authority. If the vehicle is being registered in a name other than that of the titled owner, a copy of the lease agreement must also be provided.

Display of Credentials: A valid annual registration cab card, temporary credential, or trip permit must be carried in the vehicle at all times. Minnesota vehicle registrations under the IRP expire at 12:01 a.m. March 2. An IRP registered vehicle may operate with a faxed temporary credential for 30 days without displaying a registration plate.



Interstate IRP Plate



Interstate Vehicle Cab Card

Electronic Image of Credentials: Carriers have the ability to carry IRP cab cards and IFTA licenses as an electronic image. Carriers will no longer be required to carry a paper IRP cab card or IFTA license.

All US States and Canadian Provinces will be required to accept electronic images or IRP cab cards and IFTA licenses. When stopped by law enforcement, credentials may be shown as an electronic image on a computer, tablet, smart phone or as a paper copy. Regardless of the format, the document must be accurate, accessible and readable by law enforcement.

It is recommended to store the document as a PDF on an electronic device in each vehicle to ensure access to documentation while in areas of no service or WiFi. If unable to provide proof of credentials, you may be subject to a registration citation.

Temporary Registration and Fuel Tax Permits: A vehicle owned and currently registered by an out-of-state resident and not apportioned with Minnesota, may obtain a temporary Minnesota registration trip permit. The cost is 1/12 of the annual amount of registration tax imposed on trucks and tractors rounded to nearest whole dollar, plus a \$11.00 filing fee, and is valid for 120 hours. A temporary registration trip is limited to 1 permit every 30 days per vehicle. A temporary fuel tax permit costs \$25.00, and is valid for 120 hours.

Temporary Weight Increase: For currently registered vehicles, registrants may increase the weight of a vehicle for more than 80,000 pounds. For each 30-day period, the additional tax is \$4.17 per ton. A \$11.00 filing fee is required for each request. When operating an oversize/overweight vehicle, the registrant is responsible for contacting and obtaining approval from each local road authority (see Section 5). The weight increase does not replace any requirement for overweight authorization.

30 Day Temporary Registration: A vehicle owned and currently registered by an out-of-state resident and not apportioned with Minnesota may obtain a 30 day registration for the time period the vehicle will be temporarily used for interstate and intrastate travel. The registration fee is 1/12 of the annual fee based on the gross vehicle weight, and is available in 30, 60, and 90 day increments plus the \$11.00 filing fee.

International Fuel Tax Agreement: Minn. Stat. § 168.D. The IFTA is a base jurisdiction fuel tax program. The program allows carriers to file one fuel report per quarter for all participating IFTA jurisdictions.

The base jurisdiction collects the appropriate fuel tax and distributes the tax to the applicable IFTA states or Canadian provinces.

Qualified Vehicles: The following vehicles are required to display fuel credentials and report fuel use under the IFTA program if operating in two or more member jurisdictions. A qualified motor vehicle means a motor vehicle used, designed, or maintained for transportation of persons and property, and:

- Power unit having two axles and a gross vehicle weight or registered gross vehicle weight exceeding 26,000 pounds; or
- Power unit having three or more axles, regardless of weight; or
- Power unit used in combination when the weight of such combination exceeds 26,000 pounds gross vehicle weight or registered gross vehicle weight.

Recreational vehicles are exempt from IFTA fuel tax licensing and reporting.

Display of Credentials: A legible photocopy or electronic image of the IFTA license must be carried in the cab of each qualified vehicle in the fleet. Two decals are required per vehicle. Place one decal on each side of the exterior portion of the cab. The original license should be kept with the business records. The IFTA license and decal is valid for the current calendar year.

The IFTA license is required to maintain a listing of the IFTA decal serial number assigned to each vehicle by recording the unit number and vehicle identification number. DVS will use this data to review the licensee's accountability of the IFTA decals. The number of decals purchased will be matched to the vehicles displaying the IFTA decal.

Key dates:

October 15 - annual renewal begins

November 1 - earliest display date of license and decals for next calendar year

December 31 - renewal filing deadline

Note: A two month grace period is allowed to display license and decals if renewed by December 31.



IFTA Vehicle Decal



IFTA License

IFTA Fees: Minnesota fees for license and decals:

- \$28.00 Annual Fuel License Fee
- \$11.00 Annual Filing Fee
- \$2.50 per vehicle decal fee

Fuel Tax Quarterly Return: All licensees are required to file a quarterly IFTA fuel tax return with payment of fuel taxes. IFTA returns are filed on a quarterly basis as follows:

Reporting Quarter

- January 1 through March 31
- April 1 through June 30
- July 1 through September 30
- October 1 through December 31

Filing Due Date

- April 30
- July 31
- October 31
- January 31

Exemptions: Under certain circumstances, carriers may be exempt from obtaining an IFTA license and having to file fuel returns under the IFTA program. Carriers who qualify for an exemption must notify the DVS office in writing. Exemptions include:

- A company that has an IFTA license in another state or is leased to a carrier that reports fuels tax; or
- A company operating 2-axle vehicles having a gross registered weight of 26,000 pounds or less in each state where the company is registered.

Late Filing Penalties: Failing to file a fuel return, filing a late return, or for underpayment of taxes due:

- A penalty of \$50.00 or 10% of the net tax liability, whichever is greater; and
- Interest on delinquent fuel taxes due to each jurisdiction.

License Revocation: Operation of a qualified vehicle under revocation may result in a citation and fines. Minnesota law enforcement agencies and member IFTA jurisdictions will be notified of any revocation. There is a \$100.00 reinstatement fee to reinstate a revoked IFTA license.

The IRP and/or IFTA license may be canceled, suspended, or revoked for the following reasons:

- Failure to file an IFTA quarterly tax return
- Failure to pay delinquent IRP or IFTA taxes in any jurisdiction
- Failure to maintain and follow record keeping requirements
- Failure to pay or appeal an audit assessment within the established time period
- Failure to comply with all applicable provisions of the Minnesota Statutes and the IRP and IFTA Agreements
- Improper use of the license or decal

Free Zone/Reciprocity Agreements: Minnesota has entered into reciprocity agreements with border states regarding registration requirements. These agreements allow Minnesota intrastate plated vehicles (MN Y class, farm class and buses) to travel a limited distance into a border state without an IRP or IFTA license.

Reciprocity is not extended to intrastate operation except for Minnesota and North Dakota farm plated vehicle, when transporting their own farm products, farm supplies or farm equipment.

Border Reciprocity Agreements

Jurisdiction	Registration	Fuel Tax
Iowa	<ul style="list-style-type: none"> • Farm registered vehicles* • Chartered and School Buses* • Dealer, Transporter, In-transit permits* • State or any political subdivision vehicles* 	<ul style="list-style-type: none"> • Vehicles operated within 30 miles of the border • State or any political subdivision vehicles* • Buses used in pupil transportation*
South Dakota	<ul style="list-style-type: none"> • Vehicles operated within 20 miles of the border • State or any political subdivision vehicles* 	<ul style="list-style-type: none"> • No Reciprocity
North Dakota	<ul style="list-style-type: none"> • Vehicles operated within 20 miles of the border • ND farm registered vehicles may travel in the western half of MN (includes intrastate and interstate operations) • MN farm registered vehicles may travel in the eastern half of ND (call for specific location) • State or any political subdivision vehicles* 	<ul style="list-style-type: none"> • Vehicles operated within 20 miles of the border • Farm registered vehicles* • State or any political subdivision vehicles* • Buses used in pupil transportation*
Wisconsin	<ul style="list-style-type: none"> • Vehicles operated within 30 miles of the border • Chartered and School Buses* • In-transit, dealer, transporter, temporary operation plates and permit vehicles* • State or political subdivision vehicles* 	<ul style="list-style-type: none"> • Vehicles operated within 30 miles of the border • State or any political subdivision vehicles* • Buses used in pupil transportation*
Manitoba	<ul style="list-style-type: none"> • School buses* • Dealer, transporter, in-transit* • State or political subdivision vehicles* 	<ul style="list-style-type: none"> • No Reciprocity

* Denotes no mileage limitation.

IRP and IFTA Record Keeping Requirements: The maintenance of mileage and fuel records is a requirement of the IRP and IFTA programs. Mileage and fuel records are needed to ensure proper tax distribution among states/provinces. The carrier and driver are responsible for maintaining vehicle trip reports that record by state/province, every mile driven and every gallon of fuel put into the licensed power unit.

Trip Report: A “Trip Report” is the source document completed by the driver that records in detail the vehicle miles traveled and fuel purchased. The mileage and fuel trip report must contain the following items:

1. Date of trip (starting and ending)
2. Trip origin and destination. Destination is considered the furthestmost point from the trip origin.
3. Routes of travel
4. Beginning and ending odometer or hubodometer reading of the trip
5. Total trip miles
6. Mileage by state/province (determined by state line odometer reading or route of travel)
7. Unit number or vehicle identification number
8. Vehicle fleet number
9. Registrant’s name

Vehicle Trip Report Produced by GPS: The IRP and IFTA programs require the vehicle distance trip reports contain the following items for distance records produced by a vehicle tracking system, including a system based on a global positioning system (GPS):

1. The original GPS or other location data for the vehicle to which the records pertain
2. The date and time of each GPS or other system reading
3. The location of each GPS or other system reading
4. Beginning and ending readings from the odometer, hubodometer, engine control module, or any similar device
5. Calculated distance between each GPS or other system reading
6. The route of the vehicles travel

7. The total distance traveled by the vehicle
8. The distance traveled in each jurisdiction
9. The vehicle identification number or vehicle unit number

Note: Electronic Logging Devices (ELD) may not meet the IRP and IFTA distance record keeping requirements. Refer to this website for more information <https://www.irponline.org/page/eld>.

Fuel Records: To obtain credit for tax paid purchases, a receipt or invoice, credit card receipt or automated vendor-generated invoice must be kept showing evidence of fuel purchases.

For a tax paid credit, a valid retail receipt, invoice, or transaction listing, receipt must contain:

1. Date of fuel purchase
2. Seller's name and address
3. Number of gallons or liters purchased
4. Fuel type
5. Price per gallon or liter or total price of fuel purchased
6. Unit number or identification of the vehicle into which fuel was placed
7. Purchaser's name (in the case of a lessee/lessor agreement, receipts will be accepted in either name, provided a legal connection can be made to the reporting party)

Bulk Fuel: Report fuel withdrawn from a bulk tank when placed into the tank of the qualifying vehicle. Credit for fuel tax must be substantiated by:

1. Date of withdrawal
2. Number of gallons
3. Fuel type
4. Unit number, license plate number, or vehicle identification number
5. Purchase and inventory records to substantiate that tax was paid on all bulk fuel purchases
6. Capacity of tank and quarterly inventory reconciliation for the tank

Mileage and Fuel Summaries (Recaps): IRP and IFTA require each carrier to maintain a monthly summary of miles traveled and fuel purchased for each vehicle. Monthly totals for the following items are required for all vehicles in the fleet:

1. Miles driven by state/province
2. Fuel purchased by state/province
3. Total mileage driven
4. Total fuel purchased

Record Retention

IFTA Retention Requirement

Records used to support the information reported on the fuel tax returns (miles and fuel purchases) must be retained for four years from the filing date of the return.

IRP Retention Requirement

Mileage records used to support the information reported on the annual renewal are required to be retained for 5 1/2 years.

Audit: Carriers are audited periodically to ensure that acceptable records are maintained and payment of proper tax liability has been made. Failure to provide adequate mileage and fuel documentation may result in the following audit assessments including posting a bond and denial of registration:

IRP Registration Tax Penalty

The IRP Agreement mandates that the Base Jurisdiction shall impose an assessment in the amount of twenty percent (20%) of the apportionable fees paid for the registration. The second offense, the Base Jurisdiction shall impose an assessment of fifty percent (50%) of the apportionable fees paid for the registration. The third offense, and on any subsequent offenses, the Base Jurisdiction shall impose an assessment of one hundred percent (100%) of the apportionable fees paid for the registration of its fleet in the registration year to which the records pertain.

Fuel Tax Assessment

In the absence of adequate mileage records, a standard of four miles per gallon will determine fuel tax liability for audited periods. In addition, failure to maintain fuel receipts or invoices will result in denial of a fuel tax credit. An audit assessment may be \$10,000 to \$15,000 per year per vehicle for non-compliant records.

Online IRP and IFTA Services: Secure, online services are available to motor carriers 24/7. To begin taking advantage of these services, complete an access application. You will find the application at https://onlineservices.dps.mn.gov/EServices/_/

*Access is subject to Minn. Stat. § 171.12 Subd. 1a.

Here's what you can do online:

- Renew IRP and IFTA fleet
- File quarterly IFTA return
- Order additional IFTA decals
- Apply for replacement plates, stickers, and cab card
- Print cab cards and fuel license
- Add/delete vehicle to fleet
- Change vehicle weights

For additional assistance contact:

Department of Public Safety, IRP/IFTA Office at 651-205-4141 or e-mail: dvs.prorate@state.mn.us

For a list of deputy registrars in your area, visit:

<https://dps.mn.gov/divisions/dvs/locations/Pages/find-office-locations.aspx>

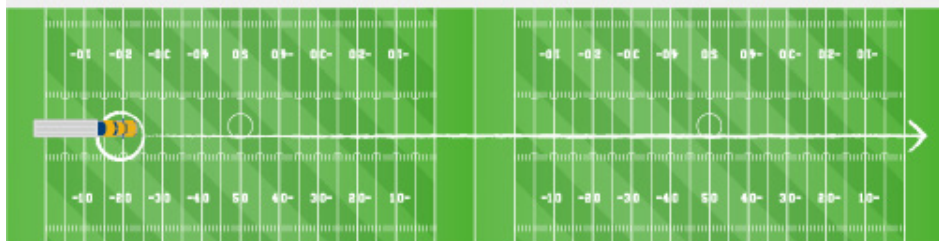
For online IRP/IFTA visit: https://onlineservices.dps.mn.gov/EServices/_/

IFTA Web site: www.iftach.org

IRP Web site: www.irponline.org

BE AWARE

OF LONG STOPPING DISTANCES



Trucks Traveling 65 MPH Will Take
up to **Two Football Fields** to STOP



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Section 03: Maximum Vehicle Dimensions

Section 03

Maximum Vehicle Dimensions

Minn. Stat. § 169.80 and 169.81

When operating a vehicle on Minnesota highways a special transportation permit is required if the vehicle and/or load exceeds the maximum legal vehicle dimensions. The permit, in paper or electronic format, is required to be carried in the vehicle during transit.

The following maximum dimensions may be operated on Minnesota's highways without special permit:

Width: 8'6" Exclusive of side rear view mirrors or load securement devices which may extend an additional 3" on each side of vehicle.

Height: 13'6"

Length: Maximum length limits, to include front and rear overhang, are listed in the following table:

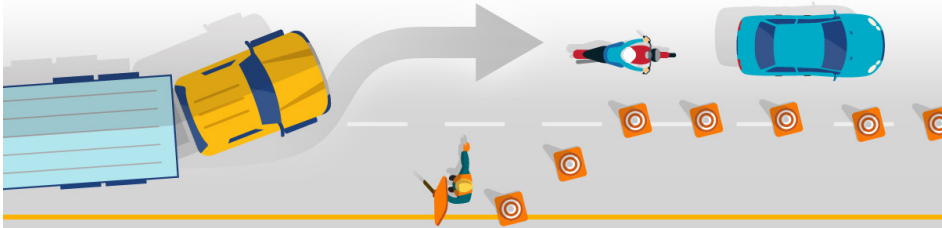
Vehicle	Maximum Length
Single motor vehicle	45'
Mobile crane	48'
Each trailer or semi-trailer of a twin trailer combination on designated routes	28'6"
Trailer of two-vehicle combination	45'
Semi-trailer of two-vehicle combination,	53' (if greater than 48' the distance from kingpin to center of the rear axle group cannot exceed 43')
Truck-tractor with semi-trailer	75'
Two-vehicle combination other than a truck-tractor and semi-trailer	75'
Drive-away saddlemount Drive-away saddlemount transporter combinations	97'

Maximum Number of Vehicles in Combination: No more than two commercial vehicles in combination may be operated on Minnesota highways except for 28'6" twin-trailer combinations operating on designated twin-trailer routes.

Recreational Vehicles Combinations: Minnesota allows three-unit RV combinations consisting of a full size pickup truck or recreational truck-tractor towing a 5th wheel trailer and one additional trailer that is carrying only a watercraft, motorcycle, motorized bicycle, off-highway motorcycle, snowmobile, all-terrain vehicle, motorized golf cart, or equestrian equipment or supplies, if all the following conditions are met:

1. The combination does not consist of more than three vehicles, and the towing rating of the pickup truck is equal to or greater than the total weight of all vehicles being towed;
2. The combination does not exceed 70 feet in length;
3. The operator of the combination is at least 18 years of age;
4. The trailer carrying the recreational vehicle combination;
5. The trailers in the combination are connected to the pickup truck and each other in conformity with Minn. Stat. § 169.82; and
6. The combination is not operated within the seven-county metropolitan area, as defined in Minn. Stat. § 473.121 subd. 2, during the hours of 6:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. on Mondays through Fridays.

MOVE EARLY INTO OPEN LANES DURING WORK ZONE TRAFFIC SHIFTS



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Section 04: Weight Limitations

Section 04

Weight Limitations

Minnesota uses a number of different types of weighing equipment. These include portable scales, certified privately-owned scales, and official weigh stations along state trunk highways and interstates.

10-Ton Routes: All paved routes in Minnesota are 10-ton routes unless posted with a sign indicating a lesser axle weight limit.

Limits are:

- Any single or dual wheel - 10,000 pounds
- Any single axle - 20,000 pounds
- Any tandem axle group - 34,000 pounds
- Any vehicle combination with five or more properly spaced axles - 80,000 pounds

9-Ton Routes: All unpaved routes in Minnesota are 9-ton routes unless posted with a sign indicating a lesser axle weight limit.

Limits are:

- Any single or dual wheel - 9,000 pounds
- Any single axle - 18,000 pounds
- Any tandem axle group - 34,000 pounds
- Any vehicle combination with five or more properly spaced axles - 80,000 pounds

Note: (1) Tandem axles means a group of axles that measures more than 40" and not more than 96" from the center of the first axle to the center of the last axle of the group. (2) All axle groups must be in compliance with the Gross Weight Schedule (Minn. Stat. § 169.824). Gross weights in excess of 80,000 pounds require an overweight special transportation permit.

Posted Axle Weight Limits:

Posted Axle Limit	9 Ton	8 Ton	7 Ton	6 Ton	5 Ton	4 Ton
Single Axle	18,000	16,000	14,000	12,000	10,000	8,000
Two axles, spaced within 8'0" or less	34,000	30,222	26,444	22,667	18,889	15,111
Three axles, spaced within 9'0" or less	43,000	38,222	33,444	28,667	23,889	19,111
Four axles, spaced within 14'0" or less	51,500	45,778	40,056	34,333	28,611	22,889

Bridge Restrictions: Bridges with rated capacities less than the maximum legal limit have gross weight restrictions posted. You must observe these restrictions.

Seasonal Load Restrictions: Between the dates set by the Commissioner of Transportation, the weight on any single axle shall not exceed five tons on an unpaved street or highway or ten tons on a paved street or highway. If an unpaved street or highway is restricted to more than or less than five tons per axle or a paved street is restricted to less than ten tons, signs must be posted.

Tire Load: No tire may exceed 600 pounds per inch of tire width on the foremost and rearmost steer axle, or more than 500 pounds per inch of tire width on non-steer axles.

Tire Width: Tire width is the manufacturer's tire width shown on the tire. In no instance may the manufacturer's recommended tire load-carrying limit be exceeded.

Variable Load Axles: A vehicle equipped with a variable load axle must have the pressure control preset and the means for adjusting pressure either secured or out of the driver's reach, so that the axle may not be varied by the driver while transporting a load.

Per Minn. Stat. § 169.828, there are two exceptions to this restriction on accessibility of variable load axle control. It does not apply to:

- Farm trucks registered for 57,000 pounds or less prior to July 1, 1981
- Rear-loading refuse compactors

Gross Weight Table

Distance in feet between centers of foremost and rearmost axles of a group.

The gross weights shown without parentheses are allowed on unpaved streets and highways, unless posted to a lesser weight under Minn. Stat. § 169.87 subd. 1. The gross weights shown in this table, whether within or without parentheses, are allowed on paved streets and highways, unless posted to a lesser weight under Minn. Stat. § 169.87 subd. 1. Gross weights over 80,000 pounds require an overweight permit under this chapter, unless otherwise allowed under Minn. Stat. § 169.826.

Distance	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles
4	34,000						
5	34,000						
6	34,000						
7	34,000	34,000					
8	34,000	34,000					
8+	34,000 (38,000)	42,000					
9	35,000 (39,000)	43,000					
10	36,000 (40,000) 36,000	43,500	49,000				
11		44,500	49,500				
12		45,000	50,000				
13		46,000	51,000				
14		46,500	51,500	57,000			
15		47,500	52,000	57,500			
16		48,000	53,000	58,000			
17		49,000	53,500	59,000			
18		49,500	54,000	59,500			
19		50,500	55,000	60,000			
20		51,000	55,500	60,500	66,000	72,000	
21		52,000	56,000	61,500	67,000	72,500	
22		52,500	57,000	62,000	67,500	73,000	
23		53,500	57,500	62,500	68,000	73,500	
24		54,000	58,000	63,000	68,500	74,000	
25		(55,000)	59,000	64,000	69,000	75,000	
26		(55,500)	59,500	64,500	70,000	75,500	
27		(56,500)	60,000	65,000	70,500	76,000	
28		(57,000)	61,000	65,500	71,000	76,500	82,000
29		(58,000)	61,500	66,500	71,500	77,000	82,500
30		(58,500)	62,000	67,000	72,000	77,500	83,000
31		(59,500)	63,000	67,500	73,000	78,500	83,500
32		(60,000)	63,500	68,000	73,500	79,000	84,500

*8+ refers to any distance greater than eight feet but less than nine feet.

Distance	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles
33			64,000	69,000	74,000	79,500	85,000
34	Two consecutive tandems may carry a gross weight of 34,000 pounds each, and a total of 68,000 pounds together, when the centers of the first and last axle of the group are spaced 36 feet or more. "Tandem axles" in Minnesota means two consecutive axles whose centers are spaced more than 40 inches and not more than 96 inches apart (Minn. Stat. § 169.822 subd. 5).		65,000	69,500	74,500	80,000	85,500
35			65,500	70,000	75,000	(80,500)	(86,000)
36			66,000	70,500	76,000	(81,000)	(86,500)
37			67,000	71,500	76,500	(81,500)	(87,000)
38			67,500	72,000	77,000	(82,000)	(87,500)
39			68,000	72,500	77,500	(82,500)	(88,500)
40			69,000	73,000	78,000	(83,500)	(89,000)
41			69,500	74,000	79,000	(84,000)	(89,500)
42			70,000	74,500	79,500	(84,500)	(90,000)
43			71,000	75,000	80,000	(85,000)	(90,500)
44			71,500	75,500	(80,500)	(85,500)	(91,000)
45			72,000	76,500	(81,000)	(86,500)	(91,500)
46			72,500	77,000	(81,500)	(87,000)	(92,500)
47			(73,500)	77,500	(82,000)	(87,500)	(93,000)
48			(74,000)	78,000	(83,000)	(88,000)	(93,500)
49			(74,500)	79,000	(83,500)	(88,500)	(94,000)
50			(75,500)	79,500	(84,000)	(89,000)	(94,500)
51		(76,000)	80,000	(84,500)	(89,500)	(95,000)	
52		(76,500)	(80,500)	(85,000)	(90,500)	(95,500)	
53		(77,500)	(81,000)	(86,000)	(91,000)	(96,500)	
54		(78,000)	(81,500)	(86,500)	(91,500)	(97,000)	
55		(78,500)	(82,500)	(87,000)	(92,000)	(97,500)	
56		(79,500)	(83,000)	(87,500)	(92,500)	(98,000)	
57		(80,000)	(83,500)	(88,000)	(93,000)	(98,500)	
58			(84,000)	(89,000)	(94,000)	(99,000)	
59			(85,000)	(89,500)	(94,500)	(99,500)	
60			(85,500)	(90,000)	(95,000)	(100,500)	
61					(95,500)	(101,000)	
62					(96,000)	(101,500)	
63					(96,500)	(102,000)	
64					(97,000)	(102,500)	
65						(103,000)	
66						(103,500)	
67						(104,500)	
67						(105,000)	
69						(105,500)	
70						(106,000)	
71						(106,500)	
72						(107,000)	
73						(107,500)	
74						(108,000)	

As an additional resource, you can use the Truck Weight Calculator, which provides a convenient way to determine the maximum legal weight that any set of axles on a vehicle/vehicle combination may carry on Minnesota highways. The allowable weight on a vehicle/vehicle combination may increase by either adding additional axles or by increasing the distance between axles. The formula for the calculator is a weight-to-length ration. This formula was enacted by Congress and the State to limit the weight-to-length of a vehicle crossing a bridge. The calculator is available at <http://dotsc.ugpti.ndsu.nodak.edu/TWC>.

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Section 05: Oversize/Overweight Permits

Section 05

Oversize/Overweight Permits

Obtain a Permit: Minnesota oversize/overweight transportation permits are valid for use on Interstate Highways (unless otherwise prohibited law), US Highways, and MN State Highways.

Minnesota oversize/overweight permits are not valid on county, township, or municipal roads. It is the permittee's responsibility to contact, and obtain approval from, each local road authority for roads within its jurisdiction (i.e. county, township, municipal).

Submit your Minnesota oversize/overweight permit applications by visiting MnDOT's [Oversize/Overweight Permits website](#). Payment must be made before a permit will be issued. Payment can be made using Visa, MC, American Express, and Discover. Permit application submitted by email or US mail may experience delays; cash or check is accepted. For additional information, please visit mndot.gov/cvo/oversize.

The oversize/overweight online permitting system is accessible 24/7 to submit applications; and to obtain pre-trip route approvals for moves made under an annual permit. You may apply for an Org ID account, which allows you to maintain your company and payment profile. Account holders have 24/7 access to permit status updates and account management. Alternatively, by logging in as a guest, you may apply for a permit without obtaining an Org ID account and pay as a one-time payment. For forms, instructions, information, or to establish an Org ID account, please visit mndot.gov/cvo/oversize.

Required Application Information: Being prepared with the following information will help speed your application process:

- **Permittee:** start date, permitted name, USDOT#, mailing address, phone and permit delivery method.
- **Vehicles:** load description, make/serial number, or bill of lading #, or dimensions of the load itself, and weight of the load. Vehicle make, license, and VIN, license plate number, number of axles per unit, empty weight and equipment width/length.
- **Size/Weight:** overall loaded dimensions including any front/rear/side overhang. Over-length requires axle spacing information; Overweight requires axle weight, axle width, axle spacing, and number of tires per axle and tire size.
- **Route:** Minnesota origin/destination or proposed route. Use specific junctions/proximity offsets, town name, highway numbers or points of interest.

Registered Weight: The power unit registration must be equal to or exceed the gross vehicle weight. A MnDOT special permit for oversize/overweight transportation permit does not increase the power unit's registered vehicle weight. To increase the vehicle's registered weight, contact the Minnesota Department of Public Safety, IRP/IFTA Office at 651-205-4141.

Travel Hours: Visit our [Oversize/Overweight Permits - Permit Attachments website](#) for a copy of Minnesota General Provisions for Oversize/Overweight Permitted Loads.

Permittee Responsibility: The permit does not release the permittee from complying with any restrictions posted on a bridge, structures or roadways along the permitted route. The permittee is expected to repair at their expense any damage to the highway or its structures resulting from their action.

Flags: Eighteen inch (18") square red or orange warning flags must be properly displayed when the load or vehicle exceeds 9'0" wide or 75'0" long.

Oversize Load Signs: Oversize load signs with flashing amber light(s) and reflective letters visible from a distance of 500' must be displayed when the load or vehicle exceeds 12'6" wide or 95'0" long.

Pilot Cars and Escort: Minnesota Law ([Minn. Stat. § 169.812](#)) ([Minn. Stat. § 299D.085](#)) identifies; 1) when an escort is required; what type of escort is required; number of escorts are required, for oversize loads. 2) Minnesota pilot car escort Certification requirements.

Pilot/escort drivers based outside of Minnesota may operate as a certified pilot/escort driver with another state’s certification credential, provided the course meets the minimum requirements outlined in the Pilot/Escort Training Manual - Best Practices Guidelines as endorsed by the Specialized Carriers and Rigging Association, Federal Highway Administration, in cooperation with the Commercial Vehicle Safety Alliance, which is incorporated by reference.

Bumper-mounted signs only are prohibited on the pilot/escort vehicle. The sign must be a rigid mount and (1) be a minimum of five feet in width, (2) have ten inches of vertical visible surface space, and (3) display black letters that are eight inches in height and have a one-inch brush stroke on a solid yellow surface. Solid is defined as when being viewed from the front or rear at a 90-degree angle to the sign, no light can transmit through the solid surface. Red/orange 18-inch flags must be mounted in line with the “Oversize Load” sign and mounted at approximately a 45-degree angle toward the sides of the pilot/escort vehicle. Signs and flags must be removed or covered when pilot/escorts are not providing services. If a route survey is being performed by the pilot/ escort, the “Oversize Load” sign must be removed or covered.

Route surveys may not be performed while escorting an over-dimensional load. A sign, light, or flag may not extend more than six inches beyond the widest part of the body of the pilot/escort vehicle. The escort driver cannot perform other function when conducting escorting duties (i.e. cannot act as the tillerperson to steer/navigate a rear steer trailer system).

For more information regarding pilot vehicle escort for overdimensional/oversize loads, please visit www.revisor.mn.gov/rules/7455.

For more information on how to obtain certification, visit <https://hennepintech.edu/cts/programs%20and%20courses/pilot%20car.html>.

Route Survey: Mandatory for loaded or unloaded vehicles that exceed 16’0” high or 20’0” wide (and in some cases, excessive length), MnDOT will require the permittee to certify they performed a physical pre-trip route survey of the complete proposed route within 14 days of the move to identify any obstructions. For additional information about pre-trip route surveys, go to <https://www.dot.state.mn.us/cvo/oversize/route-survey.html>.

Road Condition Information: Check MnDOT's 511 for up-to-date state highway information affecting permitted loads. It is the hauler's responsibility to check 511 the day of, and prior to the actual move. Visit <https://511mn.org> or dial 511 on your telephone.

Truckers Page: From the MnDOT 511 website you can link to our Trucker's Page, an enhanced 511 feature that gives additional information specific to truckers. The Truckers Page is not all-inclusive regarding permitted load requirements.

Contact Information

Minnesota Department of Transportation
Office of Freight & Commercial Vehicle Operations
Oversize/Overweight Permit Section
395 John Ireland Blvd, MS 420
St. Paul, MN 55155

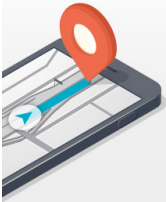
Phone: 651-296-6000

Fax: 651-215-9677

Email: ofcvopermits.dot@state.mn.us

www.mndot.gov/cvo/oversize

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Section 06: Types of Intrastate Carriers & Obtaining and Maintaining Minnesota Intrastate For-Hire Operating Authority

Section 06

Types of Intrastate Carriers

Minn. Stat. § 221.012 and 221.025

Intrastate transportation is the transportation of passengers or property entirely within one state that is not interstate in nature. There are two types of intrastate carriers in Minnesota: Private Carriers and For-hire Motor Carriers

Private Carriers: A private carrier is a person or company that transports property or passengers by motor vehicle when:

- Their primary business is not transportation; and
- The transportation is incidental to and furthers their primary business.

For-Hire Motor Carriers: Motor Carrier means a person or company engaged in the for-hire transportation of property or passengers in intrastate commerce. For-hire means for remuneration or compensation of any kind promised, paid, or given to or received by a person or company for the transportation of persons or property on the highways.

For-hire Motor Carrier's must obtain MN Operating Authority, unless exempted (see Exemptions below). The for-hire motor carrier operating authority registration process begins by filing an application with the Office of Freight and Commercial Vehicle Operations (see Section 15).

Exemptions: (Minn. Stat. § 221.025): An intrastate for-hire motor carrier is not required to obtain operating authority when exclusively engaged in the transportation described below:

- (1) the transportation of students to or from school or school activities in a school bus inspected and certified under Minn. Stat. § 169.451; and the transportation of children or parents to or from a Head Start facility or Head Start activity in a Head Start bus inspected and certified under Minn. Stat. § 169.451;
- (2) the transportation of solid waste, as defined in Minn. Stat. § 116.06 Subd. 22, including recyclable materials and waste tires, except that the term "hazardous waste" has the meaning given it in Minn. Stat. § 221.012 Subd. 18;
- (3) a commuter van as defined in Minn. Stat. § 221.012 Subd. 9;
- (4) authorized emergency vehicles as defined in Minn. Stat. § 169.011 Subd. 3, including ambulances; and tow trucks equipped with proper

and legal warning devices when picking up and transporting disabled or wrecked motor vehicles or (2) vehicles towed or transported under a towing order issued by a public employee authorized to issue a towing order;

(5) the transportation of grain samples under conditions prescribed by the commissioner;

(6) the delivery of agricultural lime;

(7) the transportation of dirt and sod within an area having a 50-mile radius from the home post office of the person performing the transportation;

(8) the transportation of sand, gravel, bituminous asphalt mix, concrete ready mix, concrete blocks or tile and the mortar mix to be used with the concrete blocks or tile, or crushed rock to or from the point of loading or a place of gathering within an area having a 50-mile radius from that person's home post office or a 50-mile radius from the site of construction or maintenance of public roads and streets;

(9) the transportation of pulpwood, cordwood, mining timber, poles, posts, decorator evergreens, wood chips, sawdust, shavings, and bark from the place where the products are produced to the point where they are to be used or shipped;

(10) the transportation of fresh vegetables from farms to canneries or viner stations, from viner stations to canneries, or from canneries to canneries during the harvesting, canning, or packing season, or transporting sugar beets, wild rice, or rutabagas from the field of production to the first place of delivery or unloading, including a processing plant, warehouse, or railroad siding;

(11) the transportation of unprocessed dairy products in bulk within an area having a 100-mile radius from the home post office of the person providing the transportation;

(12) the transportation of agricultural, horticultural, dairy, livestock, or other farm products within an area having a 100-mile radius from the person's home post office and the carrier may transport other commodities within the 100-mile radius if the destination of each haul is a farm;

(13) the transportation of newspapers, telephone books, handbills, circulars, or pamphlets in a vehicle with a gross vehicle weight of 10,000 pounds or less; and

(14) transportation of potatoes from the field of production, or storage site owned or otherwise controlled by the producer, to the first place of processing.

Obtaining and Maintaining Minnesota Intrastate For-Hire Operating Authority

Minnesota operating authority is required for those persons engaged in for-hire transportation and certain other transportation providers within the state of Minnesota. Operating authority will not be issued to an applicant with an unsatisfactory USDOT safety rating. Application forms and instructions are available by calling the MnDOT Office of Freight and Commercial Vehicle Operations at 651-366-3700, fax 651-366-3718 or visiting their website at www.mndot.gov/cvo.

Certificate of Compliance Minnesota Workers' Compensation Law

Minnesota Statutes, Section 176.182 requires every state and local licensing agency to withhold the issuance or renewal of license or permit to operate a business or engage in any activity in Minnesota until the applicant presents acceptable evidence of compliance with the workers' compensation insurance coverage requirement of Minnesota Statutes, Chapter 176. The required workers' compensation insurance information is the name of the insurance company, the policy number, and the dates of coverage, or the permit to self-insure. If the required information is not provided or is falsely stated, it shall result in a \$2,000 penalty assessed against the applicant by the commissioner of the Department of Labor and Industry.

There are six types of for-hire carriers in Minnesota:

Motor Carrier of Property (Minn. Stat. § 221.0251)

Motor Carrier of Property means a motor carrier engaged in the for-hire transportation of property, other than household goods, in Minnesota who has filed a registration statement with the commissioner.

To obtain a Motor Carrier of Property Certificate of Registration, you must:

- Submit a completed registration statement (no fee);
- Complete a certificate of Compliance Minnesota Workers' Compensation Law form;
- Have your insurance company file, with MnDOT, the Uniform Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance (Form E) with proper coverage limits: \$100,000/300,000 Public Liability, \$50,000 Property Damage (You, the Motor Carrier, are responsible for maintaining continuous coverage); and,

- Complete the Initial Motor Carrier Contact (IMCC) education requirement within 90 days of being issued a certificate of registration (<https://www.dot.state.mn.us/cvo/education>). A motor carrier’s authority will be canceled for non-compliance of the IMCC requirement, or if the carrier does not correct any of the causes for suspension listed above within the required time as stated in the notice of suspension and Minn. Stat. §221.185.

A motor carrier’s authority of this type will be suspended if the carrier:

- Does not maintain and file required insurance;
- Receives an unsatisfactory safety rating;
- Fails to pay an administrative penalty, if issued against the carrier;
- Does not comply with DOT audit, if required; and/or,
- Fails to maintain workers’ compensation insurance.

Household Goods Carriers (Minn. Stat. §221.121)

“Household goods” means personal effects and property used or to be used by the owner in the owner’s dwelling.

To obtain Household Goods Permit, you must:

- Submit a completed Household Goods Mover Permit application packet (application, Workers’ Compensation form, and the vehicle registration form). You will need a US DOT number to apply for this authority. If you do not already have a US DOT number, see Section 14 for information on how to obtain one.
- Have your insurance company file, with MnDOT, the Uniform Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance (Form E) with proper coverage limits: \$100,000/300,000 Public Liability, \$50,000 Property Damage; and, Form H Cargo: minimum coverage of \$50,000. (You, the Carrier, are responsible for maintaining continuous coverage);
- Complete and submit a vehicle registration form, \$75.00 per vehicle for registration fee; and,
- Complete the Initial Motor Carrier Contact (IMCC) training within 90 days of being issued a Household Good Permit (<https://www.dot.state.mn.us/cvo/education>).

A motor carrier’s authority of this type will be suspended if the carrier:

- Does not maintain and file required insurance;
- Does not pay the annual vehicle registration fees and purchase vehicle ID cab cards or renew permits as required;
- Receives an unsatisfactory safety rating;
- Fails to pay an administrative penalty, if issued against the carrier;
- Does not comply with DOT audit, if required;
- Fails to maintain workers’ compensation insurance; and
- Fails to renew registration.



Building Movers (Minn. Stat. § 221.81)

Intrastate Authority Cab Card

“Building Mover” means a person, corporation (private and for-hire motor carriers), or other entity who raises, supports off the foundation and moves buildings on or over public streets and highways. It does not include moving manufactured or modular homes, farmers moving their own farm buildings or persons moving buildings less than 16 feet wide by 20 feet long.

To be licensed as a Building Mover, you must:

- Submit a completed application for a Building Mover License application packet (application, Workers’ Compensation form) (\$150.00 filing fee due at time of application);
- Have your insurance company file, with MnDOT, a Certificate of Insurance with proper coverage limits: \$500,000 Motor Vehicle Liability, \$500,000 General Liability, (Certificate of Insurance filing - Minn. Stat. §221.81, subd. 3(a)). (You, the Carrier, are responsible for maintaining continuous coverage); and,
- Complete and submit a vehicle registration form, \$10.00 per vehicle for registration fee.

A building mover may not move a building on or across a street or highway without first obtaining a permit from the road authority having jurisdiction over the street or highway. Depending upon route, more than one over-weight/over-dimension permit may be required.

A motor carrier's authority of this type will be suspended if the carrier:

- Does not maintain and file required insurance;
- Does not pay the annual vehicle registration fees and purchase vehicle ID cab cards or renew permits as required;
- Receives an unsatisfactory safety rating;
- Fails to pay an administrative penalty, if issued against the carrier;
- Does not comply with DOT audit, if required; and/or,
- Fails to maintain workers' compensation insurance.



Intrastate Motor Carrier of Passengers Certificate

Motor Carriers of Passengers (Minn. Stat. § 221.0252)

“Motor Carriers of Passengers” are persons engaged in the for-hire transportation of passengers in vehicles designed to transport 8 or more passengers, including the driver.

To obtain Intrastate Passenger Certificate of Registration, you must:

- Submit a completed application (application, Workers' Compensation form);
- Have your insurance company file, with MnDOT, the Uniform Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance (Form E) with proper coverage limits: \$5 million (16 or more passengers), \$1.5 million (8 to 15 passengers). (You, the Motor Carrier, are responsible for maintaining continuous coverage);
- Apply for a USDOT number at www.fmcsa.dot.gov/registration (print a copy of your online filing and submit with your completed application);
- Have all Motor Carrier of Passenger vehicles inspected by a certified inspector;
- Complete and submit a Vehicle Registration Form (including a copy of your vehicle inspection report) along with \$75.00 registration fee for each vehicle; and,
- Complete the Initial Motor Carrier Contact (IMCC) training within 90 days of being issued a certificate of authority (<https://www.dot.state.mn.us/cvo/education>).

Within 90 days, and before issuing an annual renewal of a certificate of registration, an audit will be conducted to check for compliance with the motor carrier safety regulations.

Note: (1) Driver criminal background checks must be completed before transporting passengers (see Section 07). (2) “Small vehicle passenger service” is a service provided by a person engaged in the for-hire transportation of passengers in a vehicle designed to transport 7 or fewer persons including the driver other than a limousine. Small vehicle passenger service is regulated by the cities in which they operate and also by the Metropolitan Airport Commission.

A motor carrier’s authority of this type will be suspended if the carrier:

- Does not maintain and file required insurance;
- Does not pay the annual vehicle registration fees and purchase vehicle ID cab cards or renew permits as required;
- Receives an unsatisfactory safety rating;
- Fails to pay an administrative penalty, if issued against the carrier;
- Does not comply with DOT audit, if required; and/or,
- Fails to maintain workers’ compensation insurance;
- Fails to renew registration.

A motor carrier’s authority will be canceled for non-compliance of the IMCC requirement, or if the carrier does not correct any of the causes for suspension listed above within the required time as stated in the notice of suspension and Minn. Stat. § 221.185.

Limousine Permit (Minn. Stat. § 221.84 and Minn. Rules Chapter 8880)

“Limousine service” means a service that:

- (1) is not provided on a regular route;
- (2) is provided in a luxury passenger automobile that has a seating capacity of not more than 15 persons, including the driver;
- (3) provides only prearranged pickup; and
- (4) charges more than a taxicab fare for a comparable trip.

Minnesota Rules, Chapter 8880 defines “Luxury passenger automobile” as a passenger automobile that does not have a meter and:

- Has a chassis and wheelbase that have been stretched beyond the length of the manufacturer's original specifications for the vehicle;
- Is a sedan that the manufacturer characterizes as a luxury automobile in sales or promotional material regularly distributed to the public; or
- Is a sedan with an original manufacturer's suggested retail price or present fair market value of more than \$25,000.



Minnesota Limousine Vehicle Decal

Luxury passenger automobile does not include a bus, pickup truck, truck, or taxi cab. Limousines meeting these criteria must be registered and display a decal. The Permit must be kept at the principal place of business and in each vehicle.

Note: MN Statute § 168.128 requires that all limousines, other than other than those driven for personal use, must have LM class license plates.

To obtain Intrastate Limousine Authority:

- Submit a completed Limousine Service Permit application packet (application, Workers' Compensation form). (Permit Filing Fee: \$150.00 due at time of application);
- Have your insurance company file, with MnDOT, the Uniform Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance (Form E) with the proper amount of insurance; minimum aggregate amount of \$1,500,000 per accident for each limousine covered, \$100,000 Property Damage. You, the Limousine Operator, are responsible for maintaining continuous insurance coverage; and,
- Submit a completed Vehicle Registration Form and copy of your Inspection Report along with \$80.00 per vehicle decal fee (due at time of application).

A motor carrier's authority of this type will be suspended or revoked if the carrier:

- Not in compliance with the insurance requirements;
- Willfully refused to permit an inspection;

- Did not pay, or make arrangements to pay, an administrative penalty, including costs assessed;
- Revocation of permit may occur if: (1) a limousine operator knowingly made a material false or misleading statement in a permit application, (2) if a carrier provided limousine service while the limousine operator's permit was suspended, or (3) the operator does not correct any of the causes for suspension listed above within the required time as stated in the notice of suspension MN Rules 8880.1300. If the operator does not correct any of the causes for suspension listed above within the required time as stated in the notice of suspension MN Rules 8880.1300.

A driver must meet the driver qualification requirements under Minn. Rule §8880.0800 including an initial criminal background check completed before transporting passengers for-hire in a limousine.

Special Transportation Service (Minn. Stat. § 174.29, Minn. Stat. § 174.30, Minn. Rule Part 8840).

Motor vehicle transportation provided on a regular basis by a public or private entity or person, that is designed exclusively or primarily to serve individuals who are elderly or disabled and who are unable to use regular means of transportation but do not require ambulance service, and that transportation is provided using, in part, by specially equipped buses, vans, taxis, and volunteers driving private automobiles; and, non-emergency medical transportation services under section 256B.0625, subdivision 17, that are subject to the operating standards for special transportation service under sections 174.29 to 174.30 and Minnesota Rules, chapter 8840, must first be certified by the Office of Freight and Commercial Vehicle Operations. Application forms and instructions are available by calling 651-215-6330.

To obtain Intrastate Special Transportation Services Authority:

- Begin the process to become MnDOT certified (mndot.gov/cvo/sts/newprovider.html);
- Apply to become an active provider (mndot.gov/cvo/sts/newprovider.html);
- Complete the online STS Provider education requirement within 90 days of being issued a certificate of authority (mndot.gov/cvo/education).

An annual audit will be conducted to check for compliance with driver qualification, driver training requirements, and criminal background checks as required by Minn. Stat. § 174.30, subd. 10.

A motor carrier's authority of this type will be suspended if the carrier:

- Fails to correct a violation within 15 days of receiving written notice;
- Operated a special transportation vehicle after the provider has been directed to remove the vehicle from service unless the defect has first been corrected;
- Used a driver or attendant after the provider has been directed by the commissioner to stop using the driver or attendant;
- Fails to permit an inspection as provided in part 8840.5700;
- Fails to maintain insurance as provided in part 8840.6000; and/or
- Fails to pay an administrative penalty, if issued against the carrier;
- Allows an individual to perform services or functions after being notified by the Dept. of Human Services that the individual is disqualified;
- Fails to pay required decal fees; and
- If it is determined that an individual subject to background studies is disqualified or is not on the provider's active roster.

Revocation of the certificate of compliance may occur if a provider:

- Provides special transportation service after the provider's certificate of compliance has been suspended or canceled;
- Provider has committed a pattern of violating the standards that shows a willful or reckless disregard for the health and safety of persons who use special transportation service.

A motor carrier's authority of this type will be canceled if the carrier:

- Fails to renew a certificate of compliance;
- Knowingly made a material statement that was false or fraudulent;
- Fails to maintain insurance after a notice of suspension was issued.

For additional information on obtaining and maintaining Minnesota Intrastate for-hire operating authority please visit our website at www.mndot.gov/cvo.

Licensing and credentialing	Credentials Issued & Expiration
Building House Movers (New)	Permit/License and cab card expires in 1 year on the last day of the month it was issued.
Building House Movers (Renewal)	Permit/License and cab card expires in 1 year from the current expiration date.
Household Good Movers (New)	Permit/License and cab card expires in 1 year on the last day of the month it was issued.
Household Good Movers (Renewal)	Permit and cab card expires in 1 year from the current expiration date. There is a late fee if not renewed by expiration date.
Limousine Carrier (New)	There is no expiration date for the permit license unless revoked. Decals expire in 1 year on the last day of the month it was issued.
Limousine Carrier (Renewal)	Decals expire in 1 year on the last day of the month it was issued. No renewal of the permit is required.
Passenger (New)	Certificate/license and cab card expires in 1 year on the last day of the month it was issued.
Passenger (Renewal)	Certificate/license and cab card expires in 1 year from the current expiration date. There is a late fee if not renewed by expiration date.
Property Carrier (New)	No expiration date.
STS (New)	Certificate and decal expires in 1 year on the last day of the month it was issued.
STS (Renewal)	Certificate expires in 1 year from the current expiration date. Decal expires in 1 year on the last day of the month it was issued.
STS (Trainers)	Certificate issued for 3 years.
Waivers - All	Expiration based on medical examiners determination.
UCR (Renewal)	Expires annually. Interstate carriers expiration is December 31.



Section 07: Obtaining Interstate For-Hire Operating Authority

Section 07

Obtaining Interstate For-Hire Operating Authority

49 CFR Part 365

Interstate operating authority is required to transport property (regulated commodities) or passengers for-hire in interstate commerce. To obtain interstate operating authority, contact the USDOT's Federal Motor Carrier Safety Administration at 800-832-5660 or visit their website at www.fmcsa.dot.gov.

Unified Carrier Registration Program (UCR)

Motor Carriers and Private Carriers

The Unified Carrier Registration Agreement (UCR) applies to you or your business if you operate a commercial motor vehicle in interstate or international commerce. A CMV is defined under Part 49 USC Section 31101, and means a self-propelled vehicle used on the highways in commerce principally to transport passengers or cargo if the vehicle:

- Has a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds, whichever is greater;
- Is designed to transport more than 10 passengers, including the driver; or
- Is used in transporting material found by the Secretary of Transportation to be hazardous under Section 5103 of this title and transported in a quantity requiring placarding under regulations prescribed by the Secretary under Section 5103.

The UCR requires ALL (private and for-hire) individuals and companies that operate commercial motor vehicles in interstate or international commerce to apply and register with the State of Minnesota, and pay an annual fee based on the size of their fleet not including trailers. The revenues generated are used for the enforcement of motor carrier safety programs.

As of the date of this publication, the fee brackets are as follows:

Fleet Size (does NOT include trailers)		Fee Per Entity
Bracket	Number of Vehicles	
B1	*0-2	\$59.00
B2	3-5	\$176.00
B3	6-20	\$351.00
B4	21-100	\$1,224.00
B5	101-1,000	\$5,835.00
B6	1,001 or more	\$6,977.00

The “0” vehicle count exists for any motor carrier, who has filed a MCS-150 to obtain a USDOT number and designated themselves as an INTERSTATE carrier, but have no vehicles crossing state lines, or do not meet the definition of a Commercial Motor Vehicle as defined above that wish to retain their interstate authority. Those carriers are to pay the flat fee of \$59.00. If you do NOT want to keep your interstate authority, you must contact the Federal Motor Carrier Safety Administration to surrender your authority and change your status to INTRASTATE.

Note: There are very few exemptions under the UCR. Agricultural carriers (farmers) are NOT exempt. However, private motor carriers of passengers as defined by FMCSA (www.fmcsa.dot.gov/regulations/passenger-carrier-guidance-fact-sheet) are exempted. You can be ticketed in Minnesota for not having filed your UCR if you are an INTERSTATE carrier regardless if you cross state lines or not. Some types of farm products being dropped off at river, or rail terminals, are considered INTERSTATE movements even if you never leave the state, and you are an INTRASTATE carrier. For clarification, contact the Federal Motor Carrier Safety Administration. As of the 2010 UCR registration year, interstate charitable and non-profit organizations operating a commercial motor vehicle as defined by the UCR are NO LONGER EXEMPT.

Notice For All Freight Forwarders, Brokers and Leasing Companies

If you offer services as a freight forwarder, broker or leasing company that is NOT combined with a motor carrier entity, and you make arrangements for the transportation of cargo and goods in interstate or international commerce, the federal Unified Carrier Registration Agreement applies to your business. The UCR collects an annual flat fee of \$59.00.

UCR Filing

In filing your UCR application, you have the following options:

1. The preferred method and the highly recommended one is that you register with the national UCR online system. To register online, go to www.ucr.gov and follow the step-by-step instructions. Payments may be made online using MasterCard, Visa or e-Check.
2. You may also complete the UCR application (and UCR 2 if applicable), calculate your fees and mail or deliver your application and check. You can find all the necessary forms at mndot.gov/cvo/unifiedcarrier.html. Your check should be made payable to “Minnesota Commissioner of Transportation” and mailed or delivered to the address below. Please show your USDOT Number or MC Number on the face of your check. Your application will be returned to you and the processing delayed if it is incomplete or incorrect.

If you would like to learn more about UCR or have questions please go to <https://plan.ucr.gov> or mndot.gov/cvo/unifiedcarrier.html.

Minnesota Department of Transportation
Office of Freight and Commercial Vehicle Operations
395 John Ireland Blvd., MS 420
St. Paul, MN 55155



Section 08: Driver Qualification Rules

Section 08

Driver Qualification Rules

49 CFR Part 391 and Minn. Stat. Chapter 221

Driver qualification (DQ) rules set the minimum standards for a person who drives a commercial motor vehicle (CMV). The rules also establish minimum duties of employers with respect to the qualification of their drivers. Minnesota Statutes adopt the Federal Motor Carrier Safety Regulations (FMSCRs) for Driver Qualifications found in 49 CFR, Part 391.

No carrier shall require or permit an unqualified driver to operate a commercial motor vehicle. Drivers and carriers operating in Minnesota are subject to the rules for driver qualifications if they operate vehicles that are:

- Vehicles in interstate commerce that are:
 - Over 10,000 pounds gross vehicle weight (GVW) or gross vehicle weight rating (GVWR);
 - Designed to transport 16 or more passengers, including the driver, and is not used to transport passengers for compensation;
 - Designed or used to transport between 9 and 15 passengers, including the driver, for direct compensation; or
 - Of any size transporting hazardous material of a type or quantity that requires the vehicle to be placarded; or
- Vehicles in intrastate commerce that are:
 - Over 10,000 pounds GVW or GVWR operated by an Intrastate Private Carrier;
 - Of any size transporting property, including household goods, by an Intrastate Motor Carrier (for-hire);
 - Over 10,000 pounds GVW or GVWR while exclusively engaged in transportation described in Minn. Statutes 221.025, except for school buses, commuter vans, authorized emergency vehicles and transportation described in 221.025 clause (6), (10), (11) or (12) (see section 6 for descriptions of the clauses);
 - Designed to transport 8 or more passengers, including the driver operating for-hire; or
 - Of any size transporting hazardous material of a type or quantity that requires the vehicle to be marked or placarded.

Exceptions/Exemptions:

1. For interstate commerce, the DQ rules do not apply to a driver operating a CMV engaged in custom harvesting operations or a driver operating a CMV owned and operated by a beekeeper in the seasonal transportation of bees (see [49 CFR Section 391.2](#)).
2. Drivers of Covered Farm Vehicles are not subject to the driver qualification rules (see Section 20 for the definition of covered farm vehicle).
3. Intrastate motor carriers of railroad employees must meet specific driver qualification requirements (see [Minn. Stat. § 221.0255](#)).

See Section 20 for definitions of intrastate and interstate transportation

General Requirements: When subject to the DQ rules, a driver must:

- Be at least 21 years old when engaged in interstate transportation;
- Be at least 18 years old when engaged in intrastate transportation or 21 years old if transporting certain hazardous materials;
- Speak and read English sufficiently to converse with the general public, read and understand highway signs/signals, respond to official inquiries and make entries on reports/records;
- Be able to safely operate a commercial motor vehicle;
- Be physically qualified (see Physical Qualifications for Drivers in this section);
- Have a driver's license that is valid for the type of vehicle being driven;
- Not be disqualified from driving a commercial motor vehicle (see Driver Disqualifications in this section); and
- Successfully complete a driver's road test or present the motor carrier that employs them with a CDL which the motor carrier has accepted as equivalent to a road test.

Motor Carriers of Passengers Criminal Background Check: An intrastate Motor Carrier of Passengers must conduct an initial criminal background check on commercial vehicle drivers they employ as required under Minn. Stat. § 221.178, unless the driver holds a valid driver's license with a school bus endorsement. A subsequent background check must be conducted every 3 years. Criminal background checks for Minnesota residents can be obtained from the Minnesota Department of Public Safety, Bureau of Criminal Apprehension 651-793-2400 or dps.mn.gov/divisions/bca/Pages/criminal-history-search.aspx.

Physical Qualifications for Drivers: (49 CFR Sections 391.41 and 391.43). A person subject to Driver Qualifications must not operate a commercial motor vehicle unless the driver is medically certified as physically qualified to do so. The medical examination must be performed by a Licensed Medical Examiner listed on the National Registry of Certified Medical Examiners which can be found at www.fmcsa.dot.gov/regulations/national-registry/national-registry-certified-medical-examiners. The medical examination must follow the criteria specified by the FMSCA, as listed under 49 CFR Section 391.43.

In general, a person is physically qualified to drive a commercial motor vehicle if they:

- Have no loss or impairment of a foot, leg, hand or arm, or have been granted a Skills Performance Evaluation Certificate or Intrastate Medical Waiver;
- Have no history of diabetes mellitus requiring insulin for control unless the person meets the requirements in §391.46 or has been issued an Intrastate Medical Waiver;
- Have no current diagnosis of heart disease;
- Have no respiratory dysfunction likely to interfere with controlling a CMV;
- Have no rheumatic, arthritic, orthopedic or muscular disease likely to interfere with controlling a CMV;
- Have no current clinical diagnosis of high blood pressure likely to interfere with controlling a CMV;
- Have no history of epilepsy or any other condition likely to cause unconsciousness;
- Have no muscular, neuromuscular, vascular, mental, or other organic or functional disease which would interfere with their ability to operate a CMV safely;

- Have a visual acuity of at least 20/40 in each eye, with or without corrective lenses, field of vision of at least 70° in the horizontal Meridian and the ability to recognize the colors of traffic signals showing standard red, green and amber or has been issued an Intrastate Medical Waiver. The vision requirement will change effective March 22, 2012. Please visit [FMCSA's website](#) for more information.
- Do not have hearing loss that prevents them from hearing a forced whisper from five feet or if tested by use of an audiometric device, does not have an average hearing loss in the better ear greater than 40 decibels at 500Hz, 1,000Hz and 2,000Hz or has been issued an Intrastate Medical Waiver;
- Do not use a schedule 1 controlled substance, amphetamines, narcotics, or other habit-forming drugs; and
- Have no current clinical diagnosis of alcoholism.

Medical certifications may be valid for up to two years. Licensed medical examiners may certify drivers for less than a two year period if certain medical conditions are present or need monitoring. Medical certification forms are available from licensed medical examiners, from private sources, or online at <https://csa.fmcsa.dot.gov/safetyplanner/Resources/FormsLibrary.aspx>.

A driver required to have a commercial driver's license, and whose current medical examiner's certificate has been submitted to the State in accordance with [49 CFR Section 383.71\(h\)](#) documenting they meet the physical qualification requirements, is not required to have on their person the medical examiner's certificate, or a copy for more than 15 days after the date it was issued (see [49 CFR Section 391.41\(a\)\(2\)\(i\)](#)).

A non-CDL licensed driver subject to the physical qualification requirements must not operate a commercial motor vehicle unless they have on their person a current medical examiner's certificate indicating the driver is physically qualified to operate a CMV.

A driver of a Motor Carrier of Passenger vehicle who is engaged in intrastate transportation is not required to carry a medical certificate (as defined in [49 CFR Section 391.43](#)) if they have a valid driver's license with a valid school bus endorsement.

Driver Disqualifications: A driver who is disqualified cannot operate a CMV. An employer shall not require or permit a driver who is disqualified to drive a CMV. Disqualifying offenses include:

- Loss of driving privileges;
- Certain criminal offenses;
- Driving a CMV under the influence of alcohol (which includes driving a CMV with alcohol concentration of .04% or more, driving under the influence of alcohol as prescribed by State Law or refusal to undergo testing);
- Driving under the influence of, transportation of, possession of, or unlawful use of an illegal drug;
- Leaving the scene of an accident while operating a CMV;
- A felony involving the use of a CMV;
- Violation of an out-of-service order;
- Conviction of texting while driving a CMV*; or
- Conviction of using a hand-held mobile telephone while driving a CMV**.

**See 49 CFR Section 392.80 for more information about prohibited texting.*

***See 49 CFR Section 392.82 for more information about the prohibition against using hand-held mobile telephones while driving.*

Special Training Requirements for Longer Combination Vehicle Drivers:

Drivers operating LCVs (any combination of a truck-tractor and two or more trailers or semi-trailers, which operate on the National System of Interstate and Defense Highways with a gross vehicle weight (GVW) greater than 80,000 pounds), must receive additional training as described in **49 CFR Sections 380.101-380.401**. A motor carrier that employs an LCV driver must be able to produce evidence of the LCV certification when requested during a compliance review.

Driver Medical Waivers and Skills Performance Evaluation Certificates and Driver Exemption Programs

A driver who cannot meet the physical qualifications requirement due to a loss or impairment of a limb, vision problems, insulin-dependent diabetes or deafness/hearing impairments may be granted permission to operate a

commercial motor vehicle under the MN Department of Transportation's Medical Waiver program for intrastate drivers or the FMCSA's Skills Performance Evaluation Certificate program, the Driver Exemption programs or the Diabetes Standards for interstate drivers.

Intrastate Drivers

Medical Waivers. The Minnesota Department of Transportation may grant a medical waiver to a person who is not physically qualified to drive under 49 CFR Section 391.41. A waiver granted under this subdivision applies to intrastate transportation only.

There are four waiver programs available to Minnesota Intrastate drivers:

- Hearing
- Insulin dependent diabetics
- Physical
- Vision

To obtain a Minnesota Intrastate Medical Waiver a driver **must** first be examined by a licensed medical examiner. After a driver has been found to be physically unqualified, a medical waiver application can then be submitted to the Office of Freight and Commercial Vehicle Operations.

When a medical waiver is granted, it will have the same expiration date as the expiration date shown on the medical examiners certificate. The medical waiver can be cancelled, suspended or revoked by the Minnesota Department of Transportation.

Minnesota intrastate medical waiver applications are available on the Office of Freight and Commercial Vehicle Operations website at mndot.gov/cvo/waivers.

Note: The Minnesota Department of Transportation does not issue waivers for school bus drivers. For information on school bus drivers license waivers, please contact the Department of Public Safety at 651-297-5029, or visit their website at <https://dps.mn.gov/divisions/dvs/Pages>.

Interstate Drivers

Skills Performance Evaluation Certificates

The Skills Performance Evaluation (SPE) certification program allows drivers with missing or impaired limbs to drive CMVs in interstate commerce if the driver can demonstrate the ability to drive a CMV safely. A SPE Certificate applicant may be required to submit to a driving test. If the driver passes the driving test, he or she will receive a SPE certificate. A driver may be required to be fitted with a prosthetic device or have other vehicle modifications made in order for the driver to qualify for a SPE Certificate. An issued SPE Certificate will indicate if any prosthetic device or vehicle modification is required while operating a CMV. A driver must be properly using any prosthetic device or vehicle modifications as noted on the SPE Certificate while operating a CMV.

Information on the Skills Performance Evaluation Certificate Program can be found at www.fmcsa.dot.gov/medical/driver-medical-requirements/skill-performance-evaluation-certificate-program or contact the FMCSA at phone #202-366-4001 or email FMCSAMedical@dot.gov.

A person who has a valid Interstate FMCSA Skills Performance Evaluation Certificate does not need a Minnesota Intrastate Medical Waiver.

Driver Exemption Programs (49 CFR Part 391.41)

An interstate driver may apply for an exemption from the diabetes, hearing, seizure or vision standard of the Physical Qualification regulation by utilizing the FMCSA's exemption programs. The Federal Diabetes and Vision Exemption Programs have specific requirements, as does the requests for hearing and seizure exemptions. These requirements may include medical exams, employment history, driving experience and motor vehicle records which must be submitted with the application. The Agency will make a final decision within 180 days of receipt of the completed application.

Information on the Driver Exemption Programs may be found at www.fmcsa.dot.gov/medical/driver-medical-requirements/driver-exemption-programs or contact the FMCSA at FMCSAMedical@dot.gov.

Diabetes Standard for Drivers Treated with Insulin for Control (49 CFR Part 391.46)

The FMCSA has implemented a Physical Qualification Standard for a CMV driver with diabetes mellitus treated with insulin for control. A webinar providing an overview of the standards and processes can be viewed at www.fmcsa.dot.gov/regulations/medical/new-diabetes-standard-overview-webinar. The webinar explains the regulatory requirements as well as the responsibilities of insulin-treated diabetes mellitus individuals, diabetes grandfathered drivers, Treating Clinicians, and certified Medical Examiners. The webinar also provides a review of the new Insulin-Treated Diabetes Mellitus Assessment Form, MCSA-5870, and its requirements. Contact the FMCSA office at FMCSAMedical@dot.gov for additional information.

Driver Qualification File - DQ File (49 CFR Section 391.51)

A motor carrier must maintain a DQ file for each driver it employs. The DQ file is to be kept at the principal place of business for as long as the driver is employed by the carrier and for three years thereafter. The DQ file for each driver includes all of the following:

- A completed DOT job application for employment;
- A copy of the motor vehicle record received from each State (if a driver held a driver's license in multiple states, during the preceding three years, each state must be contacted);
- The certificate of driver's road test — or a legible copy of the driver's CDL which the motor carrier may accept in place of a road test — provided the driver successfully completed the road test examination in a CMV of the type the motor carrier intends to assign to them (not including a double/triple trailer or tank vehicle endorsement);
- The motor vehicle record received from each state agency to the annual driver record inquiry;
- The annual review of the driving record showing the date of review and who performed the review;
- The annual list or certificate relating to violations of motor vehicle laws;
- The driver's medical examiner's certificate*;
- The driver's SPE Certificate or medical waiver, if one has been granted;

- A note showing the verification of medical examiner listing on the National Registry of Certified Medical Examiners for drivers not required to have a CDL;
- A written record of investigation of past employers (for the preceding three years) contacted to verify applicant’s previous employment, and drug and alcohol testing history;
- For a LCV driver, a copy of the LCV driver-training certificate; and
- For intrastate Motor Carrier of Passenger drivers, a driver record of the criminal background check.

**Exceptions: For CDL holders, if the Commercial Drivers License Information System (CDLIS) motor vehicle record contains medical certification status information, the motor carrier employer must meet this requirement by obtaining the CDLIS motor vehicle record defined at 49 CFR Section 384.105. That record must be obtained from the current licensing State and placed in the driver qualification file. A non-expected, interstate CDL holder without medical certification status information on the CDLIS motor vehicle record is designated “not-certified” to operate a CMV in interstate commerce. A motor carrier may use a copy of the driver’s current medical examiner’s certificate that was submitted to the State for up to 15 days from the date it was issued as proof of medical certification.*

Sample driver qualification forms are available in the Safety Planner on FMCSA’s website at <https://csa.fmcsa.dot.gov/safetyplanner/Default.aspx>.



Section 09: Controlled Substances and Alcohol Testing Requirements

Section 09

Controlled Substances and Alcohol Testing Requirements

49 CFR Parts 382 and 40

Controlled substances and alcohol testing regulations are designed to prevent accidents and injuries resulting from the misuse of alcohol or use of controlled substances by drivers of Commercial Motor Vehicles (CMVs). The controlled substances and alcohol testing regulations are found in the Federal Motor Carrier Safety Regulations Parts 40 and 382. These regulations are applicable to most motor carriers and drivers of CMVs required to have a Commercial Driver's License (CDL) operating in interstate and/or intrastate transportation.

Commercial Motor Vehicle (CMV) Definition: For Controlled Substances and Alcohol Testing Requirements, a CMV is defined as a vehicle or combination of vehicles used in commerce to transport passengers or property that:

- Has a gross combination weight rating (GCWR*) or gross combination weight (GCW) of 26,001 or more pounds, whichever is greater, inclusive of a towed unit(s) with a gross vehicle weight rating (GVWR)** or gross vehicle weight (GVW)***, whichever is greater, of more than 10,000 pounds; or
- Has a GVWR** or GVW***, whichever is greater, of 26,001 or more pounds; or
- Is designed to transport 16 or more passengers, including the driver; or
- Is of any size and is used in the transportation of hazardous materials (HM) that requires the vehicle to be placarded.

**GCWR means the value specified by the manufacturer as the loaded weight of a combination (articulated) vehicle.*

***GVWR means the value specified by the manufacturer as the loaded weight of a single motor vehicle. The GVWR can typically be found on the manufacturer's VIN plate.*

****GVW means the actual weight of the vehicle plus the weight of the load.*

Drivers/Carriers Subject to the Controlled Substances and Alcohol Testing

Requirements: Employers are required to have controlled substances and alcohol testing programs and procedures in place to ensure that drivers who operate CMVs which require a commercial driver's license (CDL) to operate are tested for controlled substances use or alcohol misuse. The controlled substances and alcohol testing requirements apply to the following groups:

- For-hire carriers
- Private carriers
- Federal, state, local governments, political subdivisions and tribal governments
- School bus operations
- Church and civic organizations

An employer who is also a driver must comply with both the requirements that apply to the employer and the driver.

Drivers/Carriers Not Subject to Controlled Substances and Alcohol Testing Regulations: The following drivers/carriers are not subject to the controlled substances and alcohol testing regulations:

- Those required to comply with the controlled substances and alcohol regulations applicable to Transit Operations (49 CFR Part 655);
- Those who a state must waive from CDL requirements*;
- Those who a state may exempt from the CDL requirements**; or
- Drivers of Covered Farm Vehicles (See Section 20 for definition).

**Active duty military personnel, members of the reserves, members of National Guard and active duty US Coast Guard personnel.*

***Operators of farm vehicles owned and controlled by a farmer hauling the farmer's products when used within 150 mile radius of the farm and operators of authorized emergency vehicles.*

Drug and Alcohol Clearinghouse

The FMCSA has established a Drug and Alcohol Clearinghouse which is a secure online database that allows employers, FMCSA, State Driver Licensing Agencies, and State law enforcement personnel real-time information about CDL driver drug and alcohol program violations. When a driver has a violation of a FMCSA drug and alcohol program, the violation is reported to the Drug and Alcohol Clearinghouse by either the employer, the employer's designated consortium/third-party administrator (C/TPA) or a Medical Review Officer. A driver that has a drug and alcohol program violation reported to the Drug and Alcohol Clearinghouse is prohibited from performing safety-sensitive functions, including operating a CMV, until he/she has successfully completed a return-to-duty (RTD) process. A driver who begins the RTD process will have milestones of the driver's RTD process recorded in the Drug and Alcohol Clearinghouse by the Substance Abuse Professional or the driver's employer.

Employers, or their designated C/TPA, are required to conduct queries to check if current and prospective employees are prohibited from performing safety-sensitive functions, including operating a CMV, due to an unresolved FMCSR drug and alcohol program violation. Employers are required to conduct pre-employment queries of the Drug and Alcohol Clearinghouse for new or prospective CDL drivers. Employers must also conduct limited queries annual for all CDL drivers they employ.

A full query of the Drug and Alcohol Clearinghouse must be conducted as part of a pre-employment check of a prospective CDL driver. The prospective CDL driver applicant must register with the Drug and Alcohol Clearinghouse and provide electronic consent for the motor carrier to conduct the full query.

A limited query of the Drug and Alcohol Clearinghouse must be conducted annually for all CDL drivers employed by a carrier. A carrier must obtain a driver's consent prior to conducting a limited query. The driver's consent for a limited query may be a signed written consent form or an electronic signed consent form retained in the driver qualification file. The driver does not have to register and provide an electronic consent in the Drug and Alcohol Clearinghouse for a limited query to be conducted. If a limited query for a CDL driver returns results found in the Drug and Alcohol Clearinghouse, the carrier must conduct a full query of the Drug and Alcohol Clearinghouse to obtain violation and/or RTD details. If the full query results indicate the driver has a FMCSR drug or alcohol program violation and no negative RTD test results, the driver cannot be allowed to perform safety-sensitive functions, including operating a CMV.

A CDL driver may view their own record in the Drug and Alcohol Clearinghouse. A driver may also select a Substance Abuse Professional in the Drug and Alcohol Clearinghouse, if needed. For more information on the Drug and Alcohol Clearinghouse, see the FMCSA website at: <https://www.fmcsa.dot.gov/regulations/commercial-drivers-license-drug-and-alcohol-clearinghouse>.

Alcohol Prohibitions: A CMV driver shall not:

- Report for duty or remain on duty to perform safety-sensitive functions with an alcohol concentration of 0.04 or greater;
- Use alcohol while performing safety-sensitive functions;
- Use alcohol during the 4 hours before performing safety-sensitive functions;

- Use alcohol after being involved in a crash in which the driver is required to take a post-accident test for up to 8 hours after the crash or until the driver undergoes a post-accident test, whichever occurs first; or
- Refuse to submit to a required alcohol test.

Controlled Substances Prohibitions: A CMV driver shall not:

- Report for duty or remain on duty to perform safety-sensitive functions when the driver uses any drug* or controlled substance;
- Report for duty or remain on duty to perform safety-sensitive functions if the driver tests positive for controlled substances; or
- Refuse to submit to a required controlled substances test.

**Except for Non Schedule I prescription medications that are used in accordance with a medical practitioner's instructions and when the medical practitioner has advised the driver that the medication will not adversely affect the driver's ability to safely operate a CMV.*

Employers having first-hand actual knowledge that a driver has used alcohol or a controlled substance shall not permit the driver to drive or perform safety-sensitive functions. Actual Knowledge means knowledge by an employer that a driver has used alcohol or a controlled substance based on the employer's direct observation of the employee. This includes:

- Information provided by the driver's previous employer(s); or
- A traffic citation for driving a CMV while under the influence of alcohol or a controlled substance or an employee's admission of alcohol or controlled substance use, except admission in accordance with a written employer-established voluntary self-identification program or policy.

Establishing a Controlled Substance and Alcohol Testing Program: A carrier may administer their own controlled substances and alcohol testing program or may contract with outside service providers and/or consortiums to assist with administration of the carrier's controlled substance and alcohol testing program. Frequently contracted services include development of a company policy, selection of subjects for random testing, locating collection sites and testing/analysis services. If an employer contracts with an outside service provider and/or consortium, the employer is still responsible for ensuring compliance with the controlled substance and alcohol testing regulations.

Company Policy and Educational Materials: Employers must provide a written Controlled Substance and Alcohol Testing Policy and educational materials to each driver, each newly hired driver or an employee transferred into a position requiring driving of a CMV. The written Controlled Substance and Alcohol Testing Policy and educational materials must explain the controlled substance and alcohol testing requirements and the employer's policies and procedures.

Type of Tests Required: The controlled substances and alcohol testing regulations require the following types of tests:

- pre-employment tests (controlled substances only),
- random tests,
- post-accident tests,
- reasonable suspicion tests,
- return-to-duty tests,
- follow-up tests.

A driver cannot self-identify alcohol or controlled substance use under an employer's established voluntary self-identification program or policy in order to avoid any testing required by the carrier's controlled substances and alcohol testing program.

Testing Process: A driver required to submit to or chosen randomly for controlled substances and/or alcohol testing will be notified by the employer. The employee will report to a designated testing site as instructed by the employer. Alcohol tests will be conducted using an Evidential Breath Testing Device or an Alcohol Screening Device. For Controlled Substance Testing, the driver will be asked to provide a urine specimen following procedures laid out in the FMCSRs. Controlled substance tests/analysis must be conducted by laboratories certified by the Substance Abuse and Mental Health Services Administration. These laboratories are often separate from the actual collection site. A Federal Drug Testing Custody and Control Form (CCF) must be completed for every controlled substance test specimen collected. The CCF will accompany and document the test specimen's handling/transfer to the laboratory where it is tested.

Test Results: If an alcohol test result is 0.02 or higher, the test administrator must immediately notify the employer's Designated Employer Representative (DER) by telephone or secure electronic means.

All controlled substance test results must be forwarded to a medical review officer (MRO) who will verify the test results. If a controlled substance test

result is positive, the MRO will attempt to contact the driver and determine if there is a legitimate medical explanation for the positive test result. The MRO will report the verified test result to the employer's DER by telephone or secure electronic means. For a positive test result, the MRO's report to the DER will identify what controlled substance was found by the test.

Required Training for Supervisors: Each employer shall ensure that all persons designated to supervise CMV drivers receive 60 minutes of training on controlled substance use and an additional 60 minutes of training on alcohol misuse. The training is used by the supervisors to determine whether reasonable suspicion exists to require a driver to undergo reasonable suspicion testing. Employers are required to maintain documentation relating to supervisory training. Recurrent training for supervisory personnel is not required. An owner/operator who is an employer and the only employee is not required to comply with the supervisory training requirements.

Consequences for Engaging in Controlled Substances and/or Alcohol Prohibitions: A driver who engages in any prohibited conduct for Controlled Substances or Alcohol must:

- Not perform, nor be permitted to perform, a safety-sensitive function including driving a CMV that:
 - has a GVWR or GVW >10,000 pounds,
 - is designed or used to transport more than 8 passengers (including the driver) for compensation,
 - is designed or used to transport more than 15 passengers (including the driver) and is not for compensation, or
 - is a vehicle of any size transporting hazardous materials which require the vehicle to be placarded;
- Be referred to a Substance Abuse Professional (SAP) who will make a clinical evaluation and determine what assistance is needed by the employee, refer the employee to an appropriate education or treatment program and conduct a follow-up evaluation; and
- Undergo a return-to-duty test.

Other Consequences for Alcohol-related Conduct: A driver tested for alcohol and found to have an alcohol concentration of 0.02 or greater but less than 0.04 must be removed from the performance of safety-sensitive functions until the driver's next regularly scheduled duty period, but not less than 24 hours following administration of the test.

Record keeping: Each employer must maintain records related to the administration of their alcohol and controlled substance testing program and their registration with and use of the Drug and Alcohol Clearinghouse. All alcohol and controlled substance test records/results must be maintained in a secure location with controlled access. Carriers must make all records related to the administration of their testing programs and individual test results available to agencies with regulatory jurisdiction.

“Safety-sensitive function” means all time from the time a driver begins to work or is required to be in readiness to work until the time they are relieved from work and all responsibility for performing work. Safety-sensitive functions include:

- All time spent at a carrier’s or shipper’s plant, terminal, facility, or other property waiting to be dispatched, unless the driver has been relieved of duty by the employer;
- All time spent inspecting equipment, servicing, or conditioning any CMV at any time;
- All time spent at the driving controls of a CMV;
- All time, other than driving time, in or upon any CMV except time spent resting in a sleeper berth;
- All time loading or unloading a CMV, supervising or assisting in loading or unloading, or remaining in readiness to operate the CMV, or giving/receiving receipts for shipments loaded or unloaded; and
- All time repairing, obtaining assistance, or remaining in attendance upon a disabled CMV.



Section 10: Commercial Driver's License

Section 10

Commercial Driver's License

Minn. Stat. Chapter 171

A person cannot drive a commercial motor vehicle in Minnesota unless the driver has a valid Commercial Driver's License (CDL) or Commercial Learner's Permit (CLP), unless excepted. A commercial motor vehicle is defined as a vehicle or combination of vehicles used to transport passengers or property in:

- A single vehicle with a Gross Vehicle Weight (GVW)* of more than 26,000 pounds;
- A combination of vehicles with a combined GVW of more than 26,000 pounds, inclusive of a towed unit(s) with a GVW of more than 10,000 pounds;
- A vehicle designed to transport 16 or more people (including the driver); or
- A vehicle of any size that transports hazardous materials that requires the vehicle to be placarded.

*For this sections, Gross Vehicle Weight (GVW) is defined as the greater of:

- The unloaded weight of a vehicle (or combination) plus the weight of the load; or
- The value specified by the manufacturer as the maximum gross weight or gross vehicle weight rating.

Commercial Driver's Licenses - Class Types

Class A is valid for:

- A combination of vehicles with a combined GVW of more than 26,000 pounds inclusive of a towed unit(s) with a GVW of more than 10,000 pounds.



Sample Minnesota CDL

Class B is valid for:

- A single unit vehicle with a GVW of more than 26,000 pounds; or
- A combination vehicle with a power unit with a GVW of more than 26,000 pounds and a towed unit with a GVW of 10,000 pounds or less.

Class C is valid for:

- A vehicle (not requiring a Class A or B license) transporting hazardous materials that require the vehicle to be placarded; or
- A vehicle (not requiring a Class A or B license) designed to transport 16 or more passengers, including the driver.

Non-Commercial Driver's Licenses

Class D is valid for operating:

- All single vehicles except vehicles with a GVW of more than 26,000 pounds; vehicles designed to transport 16 passengers or more, including the driver; or vehicles that carry hazardous materials requiring placards;
- Towing vehicles if:
 - The towed vehicle has a GVW of 10,000 pounds or less; or
 - The towed vehicle has a GVW of more than 10,000 pounds and the combination of vehicles has a GVW of 26,000 pounds or less;
- Recreational vehicles as defined in Minn. Stat. § 168.002 subd. 27;
- Authorized Emergency Vehicles whether or not in excess of 26,000 pounds GVW;
- All farm trucks if the farm truck is:
 - Controlled and operated by a farmer, including operation by an immediate family member or an employee of the farmer;
 - Used to transport agricultural products, farm machinery, or farm supplies, including hazardous materials, to or from a farm;
 - Not used in the operations of a for-hire carrier; and
 - Used within 150 miles of the farm; and
- Covered Farm Vehicles (See Section 20 for definition) not carrying hazardous materials of a type or quantity that requires the vehicle to be placarded.

Drivers Exempted from CDL Requirements. The following drivers are not required to have a CDL:

- Individuals who operate CMVs for military purposes;
- Operators of a farm vehicle (see MN Non-Commercial Drivers Licenses;

- Firefighters and other persons who operate CMVs which are Authorized Emergency Vehicles; or
- Operators of Covered Farm Vehicles (See Section 20 for definition of Covered Farm Vehicle).

Commercial Driver’s License Endorsements: A CDL driver must obtain State-issued endorsement(s) to their CDL to operate the type(s) of motor vehicles described below. CDL drivers are required to pass written and/or skills test(s) to obtain each endorsement. The following list shows the CDL endorsements with the CDL License designation:

- T – Double Trailer or Triple Trailer Combinations
- P – Passenger
- N – Tank Vehicles
- H – Hazardous Materials
- S – School Bus
- X – Hazardous Materials and Tank Vehicles

The only endorsements allowed on a Commercial Learner’s Permit (CLP) are Passenger, School Bus and Tank Vehicle.

Commercial Drivers License Restrictions: A CDL driver/applicant will have restriction(s) placed on their CDL if they fail certain portions of the written test, take skills test with restricted vehicles, or if the driver is subject to other restrictions. A driver with a restriction appearing on their CDL must comply with the restriction while operating a CMV requiring a CDL. The restriction(s) placed on the CDL include:

- L – No air brake equipped CMV
- Z – No full air braked equipped CMV
- E – No manual transmission equipped CMV
- O – No tractor-trailer CMV
- M – No Class A passenger vehicle
- N – No Class A or B passenger vehicle
- K – Intrastate only
- V – Medical Variance

Medical Record Keeping: A driver who applies for or renews a Minnesota CDL must self-certify what type of driving that he/she operates or expects to operate in. The self-certification options include:

- Interstate – non-excepted (meaning the driver is subject to the physical qualifications of FMCSR Part 391);
- Interstate – excepted (indicating the driver is not subject to the physical qualifications of FMCSR Part 391);
- Intrastate – non-excepted (meaning the driver is subject to State driver physical qualification requirements); or
- Intrastate – excepted (indicating the driver is not subject to State driver physical qualifications requirements).

A CDL driver who self-certifies as non-excepted will have their medical self-certification information and the medical certification information, as received from the licensed medical examiner, posted to their driving record by the State. Any restrictions appearing on the medical certificate will be posted to the driving record. A CDL driver who is physically qualified under a medical variance or SPE certificate will have those details added to their driving record. If a driver's medical certification and/or medical variance or SPE certification expires, a driver's CDL will be downgraded to a non-CDL class driver's license. Currently MN Driver Vehicle Services allows a 30 day grace period for an expired medical certificate, medical variance, or a SPE certificate before downgrading a CDL.

Background Checks for Drivers with CDL Hazardous Materials Endorsements:

Minnesota Driver Vehicle Services cannot issue, renew, upgrade, or transfer a hazardous materials endorsement for a CDL to any individual unless the Transportation Security Administration (TSA) has determined the individual does not pose a security risk warranting denial of the endorsement. To obtain, renew, upgrade or transfer a hazardous materials endorsement for a CDL, a driver must:

1. Complete a security threat assessment application online at <https://universalenroll.dhs.gov/programs/hme> or by calling toll free (855) 347-8371;
2. Submit their fingerprints at an authorized collection site. Go to <https://universalenroll.dhs.gov/locator> to locate the nearest authorized fingerprint collection site. Note: At the fingerprint collection site, you will be required to present two forms of TSA acceptable identification. TSA will no longer accept a driver's license and medical

certificate as identification documents. A list of acceptable enrollment (identification) documents is listed on the TSA website: www.tsa.gov/for-industry/hazmat-endorsement;

3. Take and pass the Hazardous Materials Endorsement knowledge test at a Minnesota driver's license examination station; and
4. Apply or renew your CDL at a full service Minnesota driver's license examination station or driver's license renewal office.

Drivers renewing CDL Hazardous Materials Endorsements must complete all steps at least 30 days before the CDL expires in order to maintain continuous Hazardous Materials Endorsement privileges.

Restricted CDL for Certain Drivers in Farm-Related Service Industries:

Employees of designated farm-related service industries may qualify for a restricted class B or C CDL. Designated farm-related service industries include:

- Agri-chemical businesses;
- Custom harvesters;
- Farm retail outlets and suppliers; or
- Livestock feeders.

Applicants must have held a valid driver's license for at least one year. A restricted CDL will only be issued to applicants having a good driving record. A good driving record means that an applicant:

- Has not had more than one license;
- Has not had any license suspended, revoked, or canceled;
- Has not had any conviction for any type of motor vehicle for disqualifying offenses or serious traffic violations (see 49 CFR 383.51); and
- Has not had any conviction for a traffic violation arising in connection with any traffic accident, and has no record of an accident in which they were at fault.

A Restricted CDL is valid for 180 days in a 12 month period, and must be renewed each year. Restricted CDL drivers are limited to operating Class B and Class C vehicles. Restricted CDL drivers may not drive vehicles carrying placardable quantities of hazardous materials except for:

- 1,000 gallons or less of diesel fuel;
- Liquid fertilizers, including anhydrous ammonia, in vehicles with a total capacity of 3,000 gallons or less*; or
- Solid fertilizers that are not transported with any organic substance.

**Note: Anhydrous ammonia trailers equipped with more than one tank may meet the definition of a Class A vehicle combination and cannot be operated by a driver holding a Restricted CDL.*

Restricted CDL holders may not hold an unrestricted CDL at the same time. Restricted CDL holders may not operate a commercial motor vehicle beyond 150 miles from the place of business or farm currently being served.

CDL Disqualification: A driver will be disqualified from operating a CMV requiring a CDL if convicted of any of the following offenses:

- Being under the influence of alcohol or controlled substances while operating any motor vehicle;
- Having an alcohol concentration of .04 or greater while operating a CMV;
- Leaving the scene of an accident;
- Using a vehicle to commit a felony;
- Driving a CMV when the driver's CDL is revoked, suspended or cancelled or the driver is disqualified;
- Convictions of serious traffic violations (see Table 2 of 49 CFR 383.51);
- Operating a CMV in violation of a state or local law restricting use of hand-held mobile telephone while driving;
- Convictions of certain railroad-highway grade crossing offenses (see Table 3 of 49 CFR 383.51);
- Operating a CMV in violation of an out-of-service order; or
- Causing a fatality through negligent operation of a CMV.

Convictions of certain offense committed while operating a non-CMV can disqualify a CDL driver. Periods of disqualification vary based on the nature of the violation and whether the violation is a first or subsequent violation.

Commercial Driver's License Manual: The Minnesota Commercial Driver's License Manual, which is produced by the MN Department of Public Safety, Division of Driver and Vehicle Services, details the information required to obtain a MN CDL. The MN Commercial Driver's License Manual is available online at <https://dps.mn.gov/divisions/dvs/forms-documents/Documents/Commercial%20Drivers%20License%20Manual.pdf>.

Additional information on MN driver's licenses can be obtained from: Minnesota Department of Public Safety, Driver and Vehicle Services at <https://dps.mn.gov/Pages/default.aspx> or 651-297-2126.



Section 11: Driver's Hours of Service

Section 11

Driver's Hours of Service

49 CFR Part 395 and Minn. Stat. § 221.0314

A carrier and its drivers are subject to the hours of service regulations in Minnesota if they operate vehicles in:

- Interstate Commerce which are:
 - Over 10,000 pounds GVW or GVWR or gross vehicle weight or gross combination weight (whichever is greater);
 - Designed or used to transport more than 8 passengers (including the driver) for compensation;
 - Designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
 - Used in transporting hazardous materials in a quantity requiring placarding.
- Intrastate Commerce as:
 - A private carrier with a vehicle with a gross vehicle weight over 10,000 pounds;
 - A for-hire motor carrier with any size vehicle; or
 - A private or for-hire motor carrier in any size vehicle transporting a quantity of hazardous materials that requires the vehicle to be marked or placarded.

Carrier Not Subject to Hours of Service Rules (Part 395 & Minn. Stat. 221.031)

A carrier and its drivers are exempt/excepted from the hours of service regulations if they are engaged in:

- Interstate Commerce and:
 - Qualify for the Agricultural Operations exemption (see FMCSR Part 395.1);
 - Operate Utility Service Vehicles (as defined in FMCSR Part 395.2);
 - Are Railroad Signal Employees (see Part 395.1);
 - Operate Pipeline Welding Trucks [see FMCSR Part 390.38(b) for definition];

- Are Covered Farm Vehicles (See Section 20 for the definition of a Covered Farm Vehicle);
- Intrastate Commerce and:
 - Are Private Carriers who are:
 - » Operating as a Covered Farm Vehicles (see section 20 for the definition of a Covered Farm Vehicle);
 - » Public Utilities as defined in MN Statute 216B;
 - » Cooperative Electric Associations;
 - » Telephone Companies; or
 - » Engaged in the transportation of construction materials, tools and equipment from shop to job site or job site to job site, for use by the private carrier in the new construction, remodeling or repair of buildings, structures or their appurtenances.
 - Are Private or For-Hire Motor Carriers performed transportation described in MN Statute 221.025 paragraphs (1), or (3) through (14). (see Section 14 under Exempt Carriers for descriptions);
 - Are operating Pipeline Welding Trucks; or
 - Are engaged in transportation of Utility Construction Materials within a 50-mile radius from the site of a construction or maintenance project such as a street/highway, electrical transmission service, a telecommunications or cable communications system, a waterworks system, sanitary or storm sewer, a gas heating service line, a pipeline or a facility for other similar utility service.

Hours of Service Rules: There are different hours of service regulations for passenger carriers and property carriers.

Passenger Carriers

Passenger carriers may not permit or require a driver to drive, and no driver shall drive a passenger carrying vehicle after:

- More than 10 hours driving time following eight consecutive hours off-duty;
- Being on duty 15 hours following eight consecutive hours off-duty; or
- Being on duty 60 hours in any seven consecutive days if the carrier does not operate every day of the week or being on duty 70 hours

in any eight consecutive days if the carrier operates every day of the week.

Property Carriers

Property carriers may not permit or require a driver to drive and no driver shall drive a property carrying vehicle:

- After more than 11 cumulative hours following 10 consecutive hours off-duty;
- For any period after the end of the 14 hour driving window after coming on-duty following 10 consecutive hours off-duty;
- After more than 8 hours of driving time have passed without a consecutive interruption in driving status of at least 30 minutes; and
- After being on duty 60 hours in any seven consecutive days if the carrier does not operate every day of the week; or
- Being on duty 70 hours in any eight consecutive days if the carrier operates every day of the week.

For property carrier drivers, any period of seven or eight consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours.

There are four duty statuses for a CMV driver:

- “On-duty” time is all time a driver spends performing work or being ready to work, until being relieved by the carrier of all responsibility. “On-duty” time also includes any compensated work performed by the driver for a carrier or non-motor carrier entity.
- “Driving” time is all time spent at the driving controls of a commercial motor vehicle in operation.
- “Off-duty” means the driver has been relieved of all responsibilities for the vehicle and its cargo or passengers and the driver is free to pursue activities of his/her own choosing.
- “Sleeper Berth” is all time spent resting in a sleeper berth as defined in 49 CFR Section 393.76.

Carriers must maintain true and accurate records showing a driver’s hours of service. Drivers who are subject to the hours of service regulations must

record their daily activities on a record of duty status (RODS), unless they meet all of the conditions for the short haul provision or are otherwise excepted/exempted.

Electronic Logging Device (ELD): An ELD is an electronic device that automatically records a driver's driving time and other hours-of-service (HOS) data. An ELD monitors a vehicle's engine to capture data on whether the engine is running, whether the vehicle is moving, miles driven and duration of engine operation (engine hours).

All carriers and drivers subject to the hours of service regulations must use ELDs unless exempted or excepted. Motor carriers and drivers may only use ELDs that are registered on FMCSA's website: <https://eld.fmcsa.dot.gov/list>. ELDs must have the capability of either telematics data transfer or local transfer.

A carrier using ELDs must ensure its drivers possess onboard a commercial motor vehicle an ELD information packet containing the following items:

- A user's manual for the driver describing how to operate the ELD;
- An instruction sheet describing the data transfer mechanisms supported by the ELD and step-by-step instructions to produce and transfer the driver's hour-of-service records to an authorized safety official;
- An instruction sheet for the driver describing ELD malfunction reporting requirements and record keeping procedures during ELD malfunctions; and
- A supply of blank driver's records of duty status (RODS) sufficient to record the driver's duty status and other related information for a minimum of 8 days.

The user's manual, instruction sheet, and malfunction instruction sheet can be in electronic form.

A driver must provide the information the ELD requires as prompted by the ELD and required by the motor carrier. A driver must manually input or verify the following information on the ELD: commercial motor vehicle power unit number, the trailer number(s), if applicable, and shipping document number or the name of the shipper and commodity transported, if applicable.

Exceptions to the ELD Rule: The following drivers are not required to use an ELD to record their hours of service:

- Drivers who operate under the Short-Haul Provision (See Short Haul Provision in this section);
- Drivers who use paper Records of Duty Status (RODS) for not more than 8 days in any 30 day period;
- Drivers who conduct driveaway-towaway operations in which the vehicle being driven is the commodity being delivered; or
- Drivers of vehicles manufactured before model year 2000.

Short Haul Provision - 150 Air-Mile Radius Driver (49 CFR Section 395.1(e))

Drivers who operate within a 150 air-mile radius (172.6 statute miles) of their normal work reporting location, are not required to maintain RODS if all of the following requirements are met:

- The driver returns to the normal work reporting location and is released from work within 14 consecutive hours*;
- A property-carrying commercial motor vehicle driver has at least 10 consecutive hours off-duty separating each 14 hours on duty;
- A passenger-carrying commercial motor vehicle driver has at least 8 consecutive hours off-duty separating each 14 hours on duty;
- A property-carrying commercial motor vehicle driver does not exceed 11 hours maximum driving time following 10 consecutive hours off-duty; or
- A passenger-carrying commercial motor vehicle driver does not exceed 10 hours maximum driving time following 8 consecutive hours off-duty; and
- The carrier maintains true and accurate time records showing the time the driver starts work, is released from work, total number of hours worked, and for drivers used for the first time or intermittently, the total time worked during the preceding seven days.

Drivers of property-carrying commercial motor vehicles that do not require a Commercial Driver's License for operation and who operate within a 150 air-mile radius (172.6 statute miles) of their normal work reporting location:

- May not drive after the 14th hour after coming on duty on 5 days of any period of 7 consecutive days; and
- After the 16th hour after coming on duty on 2 days of any period of 7 consecutive days.
- The carrier maintains true and accurate time records showing the time the driver starts work, is released from work, total number of hours worked, and for drivers used for the first time or intermittently, the total time worked during the preceding seven days.

Drivers meeting the requirements of the short haul provision are not subject to the 30 minute interruption of driving requirement in 49 CFR Section 395.3(a)(3).

Record Retention Hours of service records (ELD data, records of duty status and/or time sheets) and supporting documents must be maintained and retained by the carrier for a period of at least six months.

Whistleblower

Drivers have the right to question the safety practices of their employer without the risk of losing their job or being subject to retaliation for stating a safety concern. The Occupational Safety and Health Administration's whistleblower statutes protect drivers from retaliation. For more information on the Whistleblower Protection Program, please visit US Department of Labor's Occupation Safety and Health Administrations website at <https://www.whistleblowers.gov/>.

To file a whistleblower complaint with OSHA, please see their online complaint form at https://www.whistleblowers.gov/complaint_page.





Section 12: Vehicle Inspection, Repair and Maintenance

Section 12

Vehicle Inspection, Repair, and Maintenance

49 CFR Part 396

Vehicle inspection, repair and maintenance standards are critical to the safe operation of commercial motor vehicles (CMVs) The systematic maintenance standards are designed to reduce accidents, injuries and fatalities resulting from unsafe vehicles operating on the highways.

General Standards: Minnesota Statutes adopt most of the Federal Motor Carrier Safety Regulations, 49 CFR Part 393 (Parts and Accessories) and Part 396 (Inspection, Repair, and Maintenance). Under these regulations:

- A carrier is responsible for ensuring it properly inspects, repairs, and maintains vehicles under its control;
- A carrier must establish a regular or scheduled maintenance program to inspect, repair and maintain vehicles in a safe operating condition (inspection, maintenance, or repair intervals may be fleet specific or, in some instances, vehicle specific);
- A motor vehicle may not be operated when its mechanical condition is likely to cause an accident or breakdown;
- Parts and accessories (including those specified in 49 CFR Part 393 and any additional parts and accessories which may affect safe operation of the vehicle) must be in safe operating condition at all times; and
- Push out windows, emergency doors, and emergency door marking lights in buses must be inspected at least every 90 days.

Interstate Carriers Who Must Comply:

- Carriers operating vehicles that have a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) or gross vehicle weight (GVW) or gross combination weight (GCW) of 10,001 pounds or more;
- Carriers operating vehicles designed or used to transport more than 8 passengers, (including the driver) for compensation;
- Carriers operating vehicles designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation;
- Carriers transporting Hazardous Materials of a type or quantity that requires the vehicle to be marked or placarded.

Intrastate Carriers Who Must Comply:

- For-hire carriers operating any size vehicle;
- Private carriers operating vehicles or vehicle combinations with a gross vehicle weight over 10,000 pounds;
- Carriers transporting hazardous material of a type or quantity that requires the vehicle to be marked or placarded;
- Certain transit providers*; and
- Solid waste transporters.

**Special Transportation Services (STS) and Limousine operators should refer to the rules that govern their operation. See MN Rules 8840.5950, and 8880.0900*

Certain Intrastate Carriers are not subject to the vehicle inspection, repair and maintenance standards (Part 396). These carriers include:

- Private carriers engaged in intrastate commerce and operating vehicles transporting agricultural and other farm products within an area having a 50-mile radius from the business location of the carrier; and
- Carriers exclusively providing transportation described in Minn. Stat. § 221.025, (1) or (3) through (14) (see Section 14 Types of Carriers - Exemptions).

Vehicle Inspection, Repair and Maintenance Records: For each vehicle a carrier controls for 30 consecutive days or more, the carrier must ensure that vehicle maintenance files are maintained. Each vehicle file must contain:

- Vehicle identification information including the company number (if so marked), make, serial number, year, and tire size. If the vehicle is leased, the person furnishing the vehicle must be identified;
- Due date(s) and type(s) of inspections and maintenance operations to be performed;
- A record of inspections, repairs, and maintenance indicating their date and nature; and
- A record of tests conducted on push out windows, emergency doors, and emergency door marking lights on buses.

Vehicle maintenance records must be retained where the vehicle is either housed or maintained for a period of one year and be retained for six months after the vehicle leaves the carrier's control.

Pre-trip Inspections: (49 CFR Part 392)

Before driving a commercial motor vehicle (CMV), the driver shall be satisfied the CMV is in safe operating condition. No CMV shall be driven unless the following parts and accessories are in good working order:

- Service brakes, including trailer brake connections
- Parking (hand brake)
- Steering mechanism
- Lighting devices and reflectors
- Tires
- Horn
- Windshield wiper or wipers
- Rear-vision mirror(s)
- Coupling devices
- Wheels and rims
- Emergency Equipment

Before driving a CMV, the driver is required to review the previous driver vehicle inspection report (DVIR), if one was prepared. See Driver Vehicle Inspection Report in this section for more information.

A driver must be satisfied the emergency equipment is in place and ready for use. CMVs must carry the following emergency equipment:

- A fire extinguisher which is properly filled, securely mounted and readily accessible. (Minimum ratings 5B:C or two 4B:C for general commodities, or 10B:C for hazardous materials transportation);
- Warning devices for stopped vehicles, preferably three red reflective triangles; and
- Spare fuses (of each type and size used in the vehicle) for power units in which fuses are needed to operate any required parts and accessories.

Cargo Load Securement (49 CFR Sections 393.100-393.136)

MN has adopted the load securement requirements of the Federal Motor Carrier Safety Regulations (FMSCRs). The regulations are applicable to all commercial motor vehicles (CMVs) operating in interstate or intrastate transportation. For drivers who are transporting hazardous materials, additional loading and unloading requirements may apply (see Section 17).

A driver may not operate a CMV and a motor carrier may not require or permit a driver to operate a CMV unless:

- The CMV's cargo is properly distributed and secured (as specified in 49 CFR 393.100 through 393.136);
- The CMV's tailgate, tailboard, doors, tarps, spare tire and other equipment used in its operation, and the means for fastening the CMV's cargo are secure; and
- The CMV's cargo or any other object does not obscure the driver's view ahead or to the sides, interfere with the free movement of the driver's arms or legs, prevent the driver from free and ready access to accessories required for emergencies or prevent the free and ready exit of a person from the CMV's cab or driver compartment.

Drivers of trucks, truck-tractors or vehicle combinations must inspect and adjust as necessary the cargo and the devices used to secure the cargo within the first 50 miles after beginning a trip. Re-examination of the cargo and load securement devices must be made whenever:

- The driver makes a change of his/her duty status;
- The CMV has been driven for 3 hours; or
- The CMV has been driven for 150 miles, whichever occurs first.

The rules for inspection of cargo and load securement devices do not apply to the driver of a sealed CMV who has been ordered not to open it to inspect its cargo or to the driver of a CMV that has been loaded in a manner that makes inspection of its cargo impracticable.

Manner of Loading (Minn. Stat. § 169.81 subd. 5)

No vehicle is to be driven or moved on the highway unless it is so constructed, loaded or the load securely covered as to prevent any of its load from dropping, sifting, leaking, blowing or otherwise escaping. For specific information, please refer to Minn. Stat. § 169.81 subd. 5.

Driver Vehicle Inspection Report (DVIR) (49 CFR Sections 396.11 and 396.13)

Every carrier shall require its drivers to report, and every driver shall prepare a report in writing at the completion of each day's work on each vehicle operated. Drivers are not required to prepare a report if no defect or deficiency is discovered by or reported to the driver.

The report must identify the vehicle and list any defect or deficiency discovered by or reported to the driver which would affect the safe operation of the vehicle or result in its mechanical breakdown. The driver must sign the report after completing it. If a driver operates more than one vehicle during the day, a report must be prepared for each vehicle operated. On two-driver operations, only one driver needs to sign the driver vehicle inspection report provided, both drivers agree to the defects/deficiencies.

Prior to requiring or permitting a driver to operate a vehicle, every motor carrier or its agent shall repair any defect/deficiency listed on the DVIR which would likely affect the safe operation of the vehicle. The carrier/agent must certify on the original DVIR that the defect/deficiency has been repaired or the repair is unnecessary before the vehicle is operated again.

Before driving a CMV, a driver is required to review the last DVIR, if one was prepared, and sign the report* only if defects or deficiencies were noted by the driver who prepared the report to acknowledge that the driver has reviewed it and that there is a certification the required repairs have been performed.

**The signature requirement is not required if the DVIR lists defects on a towed unit which is no longer part of the vehicle combination.*

For vehicles subject to the Minnesota Annual Inspection, a copy of the DVIR, including certifications of repairs, must be carried in the CMV at all times when the vehicle is operated until the next DVIR is completed. Carriers are required to maintain the DVIR including the certification of repairs and certification of the driver's review for three months from the date the DVIR was prepared.

Minnesota Annual Vehicle Inspection

Program: A commercial motor vehicle that is registered and operated in Minnesota and self-propelled special mobile equipment must be inspected annually by an inspector certified by the Minnesota State Patrol. For the Minnesota Annual Vehicle Inspection Program, a CMV includes:

- A vehicle with a gross vehicle weight (GVW) of more than 26,000 pounds (including self-propelled special mobile equipment);
- Each vehicle in a combination of more than 26,000 pounds;
- Any vehicle used to transport hazardous materials of a type or quantity requiring the vehicle to display placards; or
- A bus designed to transport more than 15 passengers, including the driver.



Minnesota Vehicle Inspection Decal

Vehicles passing a MN Annual Vehicle Inspection will be issued a decal valid for 12 months after the month specified on the decal. The owner of the vehicle must keep a copy of the inspection report for 14 months at a location where the vehicle is housed or maintained.

The owner of a CMV that is not housed or maintained in Minnesota but is in compliance with the Federal Annual Inspection for vehicles operating in interstate commerce may apply for a certificate of compliance. For more information, contact the Minnesota State Patrol's Commercial Vehicle Section at 651-350-2000 option 2 or visit <https://dps.mn.gov/divisions/msp/commercial-vehicles/Pages/mandatory-inspection-program-mip.aspx>.

The requirements for the Minnesota Annual Vehicle Inspection Program do not apply to vehicles operated by Intrastate Motor Carrier of Passengers where the vehicle has been inspected in accordance with Minn. Stat. § 221.0252 within the previous 12 months or to a Covered Farm Vehicle that is not transporting hazardous materials requiring the vehicle(s) to display placards (See Covered Farm Vehicle definition in Section 20).

Federal Annual Inspection: The following vehicles, when operated by a carrier in interstate commerce, are required to pass a Federal Annual Inspection:

- Vehicles that have a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) or gross vehicle weight (GVW) or gross combination weight (GCW) of 10,001 or more;
- Vehicles designed or used to transport more than 8 passengers, (including the driver) for compensation;
- Vehicles designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation; or
- Vehicles used to transport Hazardous Materials of a type or quantity that requires the vehicle to be placarded.

Note: Vehicles passing Minnesota Annual Vehicle Inspections will be considered to have met the requirements of a Federal Annual Inspection for a period of 12 months from the last day of the month in which the inspection was performed.

A carrier is prohibited from using a CMV unless each component identified in Appendix G of 49 CFR 396 has passed an inspection at least once during the preceding 12 months. Documentation of the inspection is required to be carried on the vehicle. The original or a copy of the inspection report shall be kept by the carrier for 14 months.

A carrier must ensure the individual(s) performing an annual inspection is qualified. (See 49 CFR 396.19 for Inspector Qualifications). The motor carrier must retain evidence of an inspector's qualification for the time the individual is performing annual motor vehicle inspections for the carrier, and for one year thereafter. However, motor carriers do not have to maintain documentation of inspector qualifications for those inspections performed as part of the Minnesota Annual Vehicle Inspection Program.

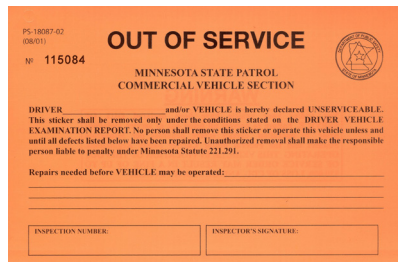
Roadside Inspections (49 CFR Section 396.9 and Minn. Stat. § 169.771)

A commercial motor vehicle operating in Minnesota may be subject to a roadside inspection. The driver of any CMV receiving a roadside inspection report shall deliver it to the carrier operating the vehicle upon his/her arrival at the next terminal or facility. If the driver is not scheduled to arrive at a terminal or facility of the carrier within 24 hours, the driver shall immediately mail, fax or otherwise transmit the report to the carrier.

A carrier official must sign and date the inspection report, certifying that all violations have been corrected. A copy of the report must be kept by the carrier for 12 months from the date of inspection.

Out-Of-Service Vehicles (49 CFR Section 396.9 and Minn. Stat. § 221.036 subd. 3(d))

A state inspector may place a CMV out-of-service if its mechanical condition or loading is likely to cause an accident or breakdown. An “out-of-service” sticker will be placed on the vehicle and the vehicle cannot be operated on a public roadway until the out-of-service defects are corrected. A driver charged and convicted of violating an out-of-service order may be disqualified for at least 90 days and fined not less than \$1,000.00. An employer may be fined up to \$10,000.00 for requiring an employee to operate a commercial motor vehicle while it is under an out-of-service order.



Minnesota Vehicle Out-Of-Service Sticker - Minnesota State Patrol



Minnesota Vehicle Out-Of-Service Sticker - Minnesota Department of Transportation

Is your cargo properly secured?



Roadway debris can be deadly to drivers (a 20lb. object at 55 mph has a force of 1,000 lbs. at impact), with AAA reporting in 2016 that it was responsible for more than 500 deaths across the U.S. over a four-year period. Unsecured loads are also responsible for up to 40%

of roadway litter which costs US taxpayers billions in cleanup costs. Debris can also harm wildlife and reduce the quality of our Minnesota waters as stormwater washes it to the lakes, streams and wetlands we depend on for fishing, swimming and drinking water. Minnesota law requires vehicles be prepared to secure loose material and prevent it from escaping by blowing or spilling (Minn. Stat. § 169.81 subd. 5).

Tips on how to secure and inspect your load **(details in FMCSA handbook):**

- Add “Secure Your Load” to your company’s safety checklist. Use a tarp large enough to completely cover your trailer or truck bed.
- Tightly secure the tarp with ropes, bungee cords, netting or straps.
- Place lighter items at the bottom of the load.
- Don’t overload — keep material level with the truck bed or trailer.
- When transporting large or stacked items, make sure they are tied down.
- Check for holes or cracks in your truck or trailer bed before you hit the road.
- Continue to check your cargo covers along your route. A flapping cover can tear lose and release debris or block yours or other driver’s views.





Section 13: Accident Countermeasures and Accident Reporting

Section 13

Accident Countermeasures

Accident countermeasures must be in place in order to reduce motor carrier accidents by establishing safe driving standards. A preventable accident is one which occurs because the driver fails to act in a reasonably expected manner to prevent it.

Factors in Crashes: There are many reasons why crashes occur, including:

- Driving too fast;
- Running off the road or out of traffic; and
- Failure to yield to the right of way.

Safe Driving Tips: There are things you can do to reduce the risk of a crash.

- Take care of yourself. Fatigue and lack of attention will increase your risk of crashes. To avoid this, get plenty of rest before driving, eat well and stay fit, and comply with the hours of service regulations.
- Maintain your vehicle. Inspect your vehicle carefully before each trip, and learn how to inspect your brakes, identify safety defects, and get them repaired.
- Be aware of your “No Zone.” Adjust your mirrors and watch out for other vehicles.
- Slowdown in work zones. Stay alert and watch out for highway construction. Take your time and give yourself plenty of room.
- Keep your distance. Always leave enough room between your vehicle and the vehicle in front of you.

Accident Reporting: Anyone involved in a traffic crash must stop at the crash site. Call for law enforcement and an ambulance if needed. Provide reasonable assistance to anyone who sustained injuries in the crash. All drivers involved in the crash should exchange names, addresses and vehicle license plate numbers, as well as showing driver’s licenses, if requested.



Section 14: Record Keeping Requirements

Section 14

Record Keeping Requirements

49 CFR Part 390

Motor carriers who are subject to the Federal Motor Carrier Safety Regulations (FMCSRs) and/or the MN Motor Carrier Laws are required to keep/retain certain documents and records.

Note: An employer who employs himself/herself as a driver must comply with both the rules/requirements that apply to employers and the rules/requirements that apply to drivers.

Accident Register (49 CFR 390.15)

Motor carriers must assemble and maintain an accident register for each recordable accident. The FMCSRs define an accident as an occurrence involving a commercial motor vehicle operating on a highway in interstate or intrastate commerce which results in:

- A fatality;
- Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident; or
- One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle(s) to be transported away from the scene by a tow truck or other motor vehicle.

The term accident does not include:

- An occurrence involving only boarding and alighting from a stationary motor vehicle; or
- An occurrence involving only the loading or unloading of cargo.

The information for each accident must be maintained for three years after the date of each accident. Information placed in the accident register must contain at least the following:

1. A list of accidents that include:
 - Date of accident
 - City or town, or most near, where the accident occurred and the State where the accident occurred

- Driver name
- Number of injuries
- Number of fatalities
- Whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicles involved in the accident, were released

2. Copies of all accident reports required by State or other governmental entities or insurers.

Driver Qualification (DQ) Files (49 CFR, Part 391)

Each carrier subject to the driver qualification rules must maintain a driver qualification file for each driver it employs. A driver's qualification file may be combined with his/her personnel file.

The qualification file for each driver must include:

- A completed DOT job application for employment meeting the requirements of 391.21;
- A copy of the motor vehicle record received from each State (if a driver held a driver's license in multiple states, during the preceding 3 years, each state must be contacted);
- The certificate of driver's road test or a legible copy of the driver's CDL which the motor carrier may accept in place of a road test provided the driver successfully completed the CDL examination road test in a CMV of the type the motor carrier intends to assign to them;
 - NOTE: Drivers who will operate CMVs requiring double/triple trailer or tank vehicle endorsements must successfully complete a road test for the motor carrier. A copy of a driver's CDL cannot be used in lieu of a road test for drivers who will operate double/triple trailers or tank vehicles for the carrier.
- The motor vehicle record received from each state agency to the annual driver record inquiry;**
- The annual review of the driving record showing date of review and who performed the review;**
- The annual list or certificate relating to violations of motor vehicle laws;**
- The driver's medical examiner's certificate;*,**

- The driver’s SPE Certificate or medical waiver, if one has been granted;**
- A note showing the verification of medical examiner listing on the National Registry of Certified Medical Examiners;*
- A written record of investigation of past employers (for the preceding 3 years) contacted to verify applicant’s previous employment and controlled substance and alcohol testing history; and
- For intrastate Motor Carrier of Passengers, a record of the criminal background check.

**Exception: For CDL holders, if the CDLIS motor vehicle record contains medical certification status information, the motor carrier employer must meet this requirement by obtaining the CDLIS motor vehicle record defined at 49 CFR Section 384.105. That record must be obtained from the current licensing State and placed in the driver qualification file. A non-excepted, interstate CDL holder without medical certification status information on the CDLIS motor vehicle record is designated “not-certified” to operate a CMV in interstate commerce. A motor carrier may use a copy of the driver’s current medical examiner’s certificate that was submitted to the State for up to 15 days from the date it was issued as proof of medical certification. See 49 CFR Section 391.51 for additional information.*

***These records can be removed from a driver’s qualification file 3 years after date of execution.*

DQ file records must be kept as long as the driver is employed and for 3 years thereafter. A carrier must make all records and information in the DQ file available to Federal Motor Carrier Safety Administration representatives or special agents or an authorized State or local enforcement agency representative.

Longer Combination Vehicle (LCV) Drivers (49 CFR 380.101-401)

Longer Combination Vehicle (LCV) means any combination of a truck-tractor and two or more trailers or semi-trailers, which operate on the National System of Interstate and Defense Highways with a Gross Vehicle Weight (GVW) greater than 80,000 pounds. A copy of the LCV driver training certificate must be filed in the driver qualification file. An interstate carrier that employs or has under contract LCV drivers shall provide evidence of the drivers LCV Driver Training certifications when requested by an authorized FMCSA, State, or local official in the course of a compliance review.

Controlled Substances & Alcohol Testing Records (49 CFR 382.401)

Each employer subject to controlled substances and alcohol testing requirements, must maintain records of its alcohol and controlled substance testing program for their CDL drivers. The records must be kept in a secure location with controlled access. The following records must be maintained for a minimum of:

Five years

- Records of alcohol test results indicating an alcohol concentration of 0.02 or greater;
- Records of verified positive controlled substance test results;
- Documentation of refusals to take required alcohol and/or controlled substances tests;
- Driver evaluation and referrals;
- Calibration documentation;
- Records related to the administration of the alcohol and controlled substances testing program; and
- A copy of each annual calendar year summary if required by 49 CFR 382.403.

Three years. Records related to a carrier's queries of the Drug and Alcohol Clearinghouse, including:

- A driver's written consent allowing a carrier to query the Clearinghouse for any information contained in the Clearinghouse about the driver: and
- A record of each query and all information received in response to each query. As of Jan. 6, 2023, an employer who maintains a valid registration with the Drug and Alcohol Clearinghouse will have fulfilled this requirement.

Two years. Records related to the alcohol and controlled substances collection process (except calibration of evidential breath testing devices) including:

- Random selection process records;
- Reasonable suspicion testing documentation;
- Post accident testing documentation; and
- Medical explanation for a driver's inability to provide adequate sample.

One year

- Records of negative and cancelled controlled substances test results; and
- Alcohol test results with a concentration of less than 0.02.

Indefinite Period All records related to the training and education of drivers, supervisors, breath alcohol technicians, and screening technicians, must be maintained by the employer while the individual performs the functions that require the training and for 2 years after ceasing to perform those functions.

Carriers are required to maintain:

- Employer's testing policy; and
- Driver's signed receipt for educational materials and testing program policy.

Hours of Service Records and Supporting Documents (49 CFR, Part 395)

A motor carrier shall retain records of duty status and supporting documents for each of its drivers for a period of not less than 6 months from the date of receipt.

Supporting document means a document, in any medium, generated or received by a motor carrier in the normal course of business as described in 49 CFR 395.11 that can be used, as produced or with additional identifying information, by the motor carrier and enforcement officials to verify the accuracy of a driver's record of duty status. Some examples of supporting documents are: bills of lading, itinerary, schedule, or equivalent documents that indicate the origin and destination of each trip, dispatch records, trip records, expense receipts, electronic mobile communication records, payroll records, settlement sheets, fuel receipts, and fuel billing statements.

A motor carrier need not retain more than eight supporting documents for an individual driver's 24 hour period. If a motor carrier has more than eight supporting documents for a driver's 24 hour period, the motor carrier must retain the supporting documents containing the earliest and latest time indications among the eight supporting documents retained. Notwithstanding the maximum number of documents, a motor carrier that requires a driver to complete a paper record of duty status, must also maintain toll receipts for any period when the driver kept paper records of duty status.

For carriers employing drivers operating under the Short Haul Provisions (150 air-mile radius drivers), the time records indicating starting and ending times and total hours worked must be maintained by the carrier for 6 months.

Vehicle Maintenance & Inspection Records (49 CFR Part 396)

Carriers that rent, lease or operate vehicles for 30 consecutive days or more must maintain the required vehicle maintenance and inspection records.

Maintenance Files: Maintenance files must be kept for a minimum of one year and for six months after the vehicle leaves a motor carrier's control. Maintenance files may be kept where the vehicle is housed or maintained.

The maintenance file must include:

- An identification of the vehicle including company number (if so marked), year, make, serial number, and tire size. If the vehicle is leased, the person furnishing the vehicle must be identified;
- A written schedule or means to indicate the nature and due date of the various inspection and maintenance operations to be performed;
- A record of inspection, repairs, and maintenance indicating their date and nature; and
- A record of tests conducted on push out windows, emergency doors, and emergency door marking lights on buses.

Periodic (Annual) Inspection Records/Reports: The original or a copy of the periodic inspection report shall be retained by a carrier for a period of fourteen months from the date of the inspection report. The original or a copy of the inspection report must be retained where the vehicle is either housed or maintained.

Evidence of Inspector and/or Brake Inspector Qualifications: Carriers must ensure that individuals performing annual inspections and/or brake inspections are qualified. The carrier must retain evidence of the individual's qualifications. The evidence must be retained for the period the person is employed in that capacity and 1 year thereafter.

Driver Vehicle Inspection Reports: Every carrier shall maintain the original driver vehicle inspection report, the certification of repairs, and the certification of the driver's review for three months from the date the report was prepared.

Household Goods Movers Records of Shipments (MN Statutes 221.172)

Intrastate Household Goods Movers must maintain a record of shipment transported. A record may consist of one or more documents, including a bill of lading, freight bill, manifest, delivery receipt, or other document. If it consists of more than one document, the documents constituting a shipment record must be available for inspection together.

The record must show:

- Names of the consignor and consignee;
- Date of shipment;
- Origin and destination points;
- Description of the freight;
- Weight, volume, or measurement of the freight, if applicable to the rating of the freight;
- Exact rate or rates assessed;
- Total charges due, including the nature and amount of any charges for special service; and
- The name of each carrier participating in the transportation.

A shipping document or record must be retained by the carrier for at least three years from the date on the shipping document or record. Records of shipments must be readily accessible and available for inspection by MnDOT upon request.

Interstate Household Goods Movers must maintain records and documents of shipments according to 49 CFR Part 375.



Section 15: USDOT Number & Vehicle Identification Requirements

Section 15

USDOT Number & Vehicle Identification Requirements

49 CFR Part 390 and Minn. Stat. § 221.031

USDOT Number (49 CFR Section 390.21 and Minn. Stat. § 221.031 Subd. 6)

Interstate and intrastate carriers subject to the vehicle identification requirements are required to mark every self-propelled CMV with the carrier's USDOT number on both sides of the CMV in addition to their legal name or single trade name. The letters "USDOT" must precede the number. If the name of a person other than the operating carrier appears on the vehicle, the words "operated by" must precede the name of the operating carrier.

The markings must be displayed in letters that contrast sharply with the vehicle's background color and must be readily legible from 50 feet during daylight hours while the vehicle is stationary.

US DOT numbers are issued by the US DOT Federal Motor Carrier Safety Administration (FMCSA). Carriers can apply for a US DOT number by visiting the United Registration System (URS) website at: <https://portal.fmcsa.dot.gov/UrsRegistrationWizard/>. For more information contact the FMCSA at 651-291-6150.

The owner of a truck or truck tractor having a gross vehicle weight of more than 10,000 pounds, shall report to the Commissioner of Public Safety at the time of registration its US DOT carrier number. This requirement does not apply to a farm truck that is not used in interstate commerce, a vehicle that is not used in intrastate or interstate commerce, or a vehicle that is owned and used solely for official business by the Federal government, the state or a political subdivision (Minn. Stat. § 168.185).

Vehicle Identification Requirements (49 CFR Section 390.21 and Minn. Stat. § 221.031 Subd. 6)

The following carriers shall comply with the requirements for marking of commercial motor vehicles as required by Minnesota Statute section 221.031 Subd. 6 and the Code of Federal Regulations, title 49, section 390.21, which is incorporated by reference:

- Interstate carriers operating vehicles with a gross vehicle weight of more than 10,000 pounds;
- Intrastate for-hire motor carriers, regardless of the weight of the

vehicle, except this requirement does not apply to a limousine as defined in section 168.002, Subd.15, that is equipped with “LM” license plates;

- Intrastate private carriers operating vehicles with a gross vehicle weight of more than 10,000 pounds; and
- Vehicles providing intrastate transportation described in Minn. Stat. § 221.025 with a gross vehicle weight of more than 10,000 pounds except those providing transportation described in Minn. Stat. § 221.025, clauses (1), (3), or (4). (See Section 14, Types of Carriers – Exemptions)

A farm truck not used in interstate commerce, a vehicle not used in intrastate or interstate commerce and a vehicle owned/used by a federal, state or other government entity is not required to comply with the vehicle identification rule.

What is Toward Zero Deaths?

TZD uses a data-driven, interdisciplinary approach that targets areas for improvement and employs proven countermeasures, integrating application of education, enforcement, engineering, and emergency medical and trauma services (the “4Es”). A combination of strategies from different focus areas is often most effective for solving a particular problem.

Minnesota TZD is the state’s cornerstone traffic safety program, employing an interdisciplinary approach to reducing traffic crashes, injuries, and deaths on Minnesota roads. While individual disciplines have a long history of successful traffic safety programs, TZD aims to tie these together with a common vision and mission for even greater success. The TZD program uses data to target areas for improvement and employ proven countermeasures.

The TZD program team works in partnership with community and corridor groups to improve the traffic safety of a designated area. Toward Zero Deaths provides technical assistance, materials, and guidance to local groups that are committed to reducing crashes and the fatalities and severe injuries that result from them.

For more information on TZD, please visit their website at www.minnesotatzd.org/.





Section 16: Insurance Requirements - Intrastate For-Hire Operating Authority

Section 16

Insurance Requirements - Intrastate For-Hire Operating Authority

	Type of Carrier	Commodity Transported	Minimum Amount of Coverage
Intrastate	Building Movers	Buildings and Houses	\$500,000 Motor Vehicle Liability,\$500,000 General Liability,(Certificate of Insurance filing)
	Hazardous Materials Transportation	See 49 CFR Part 387.9	See 49 CFR Part 387.9
	Household Goods Carriers	Household Goods	\$100,000/300,000 Public Liability, \$50,000 Property Damage (Form E) \$50,000 Cargo Insurance (Form H)
	Motor Carriers of Property	All freight except household goods	\$100,000/300,000 Public Liability, \$50,000 Property Damage (Form E filing)
	Motor Carriers of Passengers	Passengers	\$5 million (16 or more passengers), \$1.5 million (8 to 15 passengers), Form E
	Limousine Service	Passengers	Minimum aggregate amount of \$1,500,000 per accident for each limousine covered, \$100,000 Property Damage, (Form E filing)
	Special Transportation Service	Elderly/Disabled Persons	\$100,000/300,000 Public Liability, \$50,000 Property Damage, (Form E)



Section 17: Hazardous Materials Regulations

Section 17

Hazardous Materials Regulations

49 CFR Parts 107, 171-180, 392 and 397

The Federal Hazardous Materials Regulations found in Title 49 of the Code of Regulations, Parts 171-180, govern the transportation of hazardous materials in interstate and intrastate commerce. Minnesota has adopted the Federal Motor Carrier Safety Regulations governing hazardous materials transportation under Minn. Stat. § 221.033.

The HMR set standards for hazard classification, hazard communications, hazardous materials packaging, shipping and transporting, transportation security, incident reporting, and registration of hazardous materials shippers and transporters. The regulations also set requirements for load securement, loading and off-loading, hazard segregation, and hazmat employee training. The Federal Motor Carrier Safety Regulations in 49 CFR Parts 392 and 397 set additional requirements for parking, attendance of hazmat vehicles, routing of hazardous materials shipments, and railroad crossings.

Hazardous materials specialists are available to provide you with assistance in answering questions regarding hazardous material or hazardous waste transportation. For more information call the Office of Freight and Commercial Vehicle Operations at 651-215-6330 or visit our website at mndot.gov/cvo/hazmat. You can also contact the USDOT Hazardous Materials Information Line at 800-467-4922 ext. 1, or visit the USDOT Hazmat Safety website at www.phmsa.dot.gov/hazmat.

USDOT Hazardous Materials Registration Program (49 CFR Part 107 subp. G)

Any person who offers for transportation, or transports in commerce, hazardous materials requiring placards or hazardous materials in a bulk packaging having a capacity equal to or greater than 3,500 gallons (13.248 L) for liquids or gases, or more than 468 cubic feet (13.24 cubic meters) for solid materials, must register with the USDOT Pipeline and Hazardous Materials Safety Administration. Registration information and forms are available at www.phmsa.dot.gov/hazmat/registration or by contacting USDOT at 202-366-4109.

USDOT Hazardous Material Safety Permits (49 CFR Part 385 subp. E)

A Hazardous Materials Safety Permit is a document issued by the USDOT Federal Motor Carrier Safety Administration that contains a permit number, and confers authority to transport in commerce certain high hazard materials. As safety permits are performance based, carriers with high crash rates, unsatisfactory hazmat security plans, or high driver, vehicle, or hazmat out-of-service rates will not be issued a Safety Permit, or may have an existing permit suspended or revoked.

To apply for a new Safety Permit, or renew an existing Safety Permit, the carrier must complete and submit Form MCS-150B to the FMCSA. For full details, contact FMCSA at 651-291-6150 or visit their websites at

- <https://www.fmcsa.dot.gov/regulations/hazardous-materials/hazardous-materials-safety-permit-program-hmsp>; or
- <https://www.fmcsa.dot.gov/faq/anhydrous-ammonia-covered-under-hazardous-materials-safety-permit-program>

Hazardous Materials Communications (49 CFR Part 172)

Federal standards for hazardous material communications apply in Minnesota. They set the requirements for shipping papers, marking of packages and transport vehicles, labeling of packages, placarding of vehicles, and providing emergency response information.

Shipping Papers and Emergency Information (49 CFR Part 172 subp. C and I)

Each person who ships or offers a hazardous material for transportation shall describe the hazardous material on a shipping paper that conforms to the format requirements in the HMR. No carrier shall accept hazardous materials for transportation unless the shipping paper is prepared in accordance with the requirements of 49 CFR Part 172 subp. C.

Marking and Labeling (49 CFR Part 172, subp. D & E)

Marking is the display of DOT shipping names, identification numbers, packaging specification codes, and other required information on packaging or vehicles used to transport hazardous materials.

Placards (49 CFR Part 172 subp. F)

Placards are color-coded warning devices that indicate the hazard class or division of materials carried in a truck, trailer, or bulk package. Placards must be at least 250 mm (approximately 9.84 inches) on all sides. A vehicle or freight container that contains hazardous materials of a type or quantity that requires it to be placarded must be placarded as specified in 49 CFR Sections 172.504 and 172.505.

For additional information of HM Communications, please visit the online Code of Federal Regulations at <https://bit.ly/2mfR9is>.

Hazardous Materials Transportation Security (49 CFR Part 172 subp. I)

For more information on HM Transportation Security, please visit PHMSA's website at www.phmsa.dot.gov/training/hazmat/security-requirements-brochure-english.

Hazardous Materials Employee Training (49 CFR Part 172 subp. H)

All Hazmat Employers shall ensure each of its Hazmat Employees is trained in accordance with the regulations found in 49 CFR Part 172 subp. H. If the HM employee is a driver, training must include those subjects listed in 49 CFR Section 177.816, and instruction on applicable sections of the Federal Motor Carrier Safety Regulations.

For additional information on HM Employee Training, please go to the following resources:

www.phmsa.dot.gov

<https://bit.ly/2mfR9is>

Materials of Trade

Certain hazardous materials (HM) transported in small quantities as part of a business are subject to less regulation, because of the limited hazard they pose. These materials are known as Materials of Trade (MOT). For information on MOT, please visit the online Code of Federal Regulations at <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-I/subchapter-C/part-172>.

Transportation of Gasoline in Fueling/Contractor Tanks

A fueling or contractor tank is a tank mounted on a truck or trailer used to fuel equipment or vehicles at job sites. Any tank used to transport gasoline must conform to United Nations standards, DOT specifications or Special Permits issued by the USDOT. A tank must display specification markings or DOT Special Permit numbers that show it is an authorized packaging. These tanks must be placarded, marked and/or labeled as required by the HMR. Small tanks or other packaging that do not display these markings are not authorized for transportation of gasoline.

Driving / Parking / Inspection During Hazardous Materials Transportation (49 CFR Parts 177, 392 and 397)

A carrier may not transport hazardous materials unless the vehicle is correctly marked and placarded. Also,

- A vehicle transporting hazardous material that is required to be placarded must stop at railroad crossings and must make sure that no train is approaching before crossing the tracks.
- A driver operating a placarded vehicle must examine each tire at the beginning of the trip and each time the vehicle is parked. Defective tires must be replaced or repaired before the vehicle is driven.
- Marked or placarded hazardous materials vehicles shall be operated over routes that do not go through or near heavily populated areas, places where crowds assemble, tunnels, narrow streets, except when there is no practicable alternative. Vehicles required to be marked or placarded for hazardous materials may not use the Lowry Hill tunnel on I-94 near downtown Minneapolis. A Prohibited Vehicle Route around the tunnel is provided.
- A marked or placarded vehicle must not be parked within five feet of a public street or highway except for brief periods when necessities of operation make it impracticable to park in any other place.
- No person may smoke or carry a lighted cigarette, cigar, or pipe within 25 feet of a marked or placarded motor vehicle that contains explosives, oxidizing materials, flammable materials, or an empty cargo tank vehicle that previously contained those materials.
- If a motor carrier requires or permits a vehicle containing explosives in divisions 1.1, 1.2, or 1.3 to be operated, the carrier must give the driver a written route plan.

- A driver of a marked or placarded vehicle must inspect cargo and cargo securement devices to ensure cargo cannot shift or fall in or from a vehicle. A driver may not operate, and a carrier may not permit a driver to operate a commercial motor vehicle unless the cargo is properly distributed and secured as specified in the Federal Motor Carrier Safety Regulations and the HMR.

Hazardous Materials Incident Reporting: (Minn. Stat. § 221.0341 and 49 CFR Sections 171.15 & 171.16)

Hazardous materials (HM) shippers and carriers, who detect a reportable HM incident shall **immediately** provide notice by telephone to the Minnesota Duty Officer (MDO) and the National Response Center (NRC). For information on HM Incident Reporting, please visit the online Code of Federal Regulations at <https://bit.ly/2kkiSOS>.

Reports to the State of Minnesota

Immediate telephone notice of a hazardous materials incident should be given to local emergency responders by calling 911, or the appropriate local emergency telephone number. Local notification will start response by fire, police, or emergency medical services as needed.

A person transporting hazardous materials shall immediately notify by telephone the Minnesota Duty Officer if any of the following events occur:

- A reportable hazardous materials incident, as defined in 49 CFR Section 171.15 (b), in Minnesota
- An unintentional release of hazardous materials from a package as defined in 49 CFR Section 171.8
- The discovery of an undeclared hazardous material as defined in 49 CFR Section 171.8

The Minnesota Duty Officer operates 24 hours a day, and must be contacted at 800-422-0798 or 651-649-5451. The Minnesota Duty Officer system acts as a single answering point system for any person responsible for an incident, and for all state agencies responsible for responding to a hazmat incident.

Reports to the United States Department of Transportation

The USDOT requires immediate notification for some hazardous materials incidents and written incident reports for all reportable incidents. Each person in physical possession of the hazardous material at the time of the incident, including shippers, offerors and transporters, must file reportable incident reports as noted below.

Immediate Notification for Hazmat Incidents (49 CFR Section 171.15)

As soon as practical, but no later than 12 hours after the occurrence of any incident, each person in physical possession of the hazardous materials must provide notice by telephone to the National Response Center.

Call 1-800-424-8802 when:

1. As a direct result of the hazardous material:
 - A person is killed.
 - A person receives injuries requiring admittance to a hospital.
 - The general public is evacuated for one hour or more.
 - A major transportation artery or facility is closed for one hour or more.
 - The operational flight pattern or routine of an aircraft is altered;
or
2. Fire, breakage, spillage or suspected radioactive contamination occurs of a radioactive material.
3. Fire, breakage, spillage or suspected contamination occurs involving an infectious substance other than a diagnostic specimen or regulated medical waste.
4. A release of a marine pollutant occurs in a quantity exceeding 450 L /119 gal for a liquid or 400 kg/882 lbs for a solid.
5. A situation exists of such a nature (e.g. a continuing danger to life exists at the scene of the incident) that the person in possession believes it should be reported to the NRC.

For incidents involving an infectious substance, notice may be given to the Centers for Disease Control and Prevention at 800-232-4636 in place of notice to the NRC.

All incidents that require telephone notification to the NRC or CDCP, must also be reported to USDOT in writing pursuant to 49 CFR Section 171.16.

Written Incident Reports To USDOT (49 CFR Section 171.16)

Each person in physical possession of a hazardous material at the time that an incident occurs requiring telephone reporting to the USDOT per 49 CFR Section 171.15, **or** at the time any of the following occurs must submit a written Hazardous Materials Incident Report to the USDOT within 30 days of the discovery of the incident:

1. While in transportation an unintentional release of hazardous material or discharge of hazardous waste occurs.
2. A specification cargo tank with a capacity of 1,000 gallons or greater, containing any hazardous material, suffers structural damage to the lading retention system or damage that requires repair to a system intended to protect the lading retention system, even if there is no release of hazardous materials. Structural damage means damage serious enough to bring into question the integrity of the tank, or to require replacement or repairs beyond cosmetic repair.
3. An undeclared hazardous material is discovered in transportation.

Written reports may be submitted electronically or as hard copies to the USDOT. Access their web site at www.phmsa.dot.gov for addresses and details.

A copy of the report must be maintained at the reporter's principal place of business for 2 years.

Updating the Written Incident Report

An updated Hazardous Materials Incident Report must be filed with the USDOT within one year of the incident whenever:

1. A death results from injury caused by the hazardous material.
2. There was a misidentification of the hazmat or packaging information on the original report.
3. Damage, loss or related cost was not known when the initial report was filed.
4. Damage, loss, or related cost changes by \$25,000 or more, or 10 percent of the prior total estimate.

Exceptions to Written Incident Reports

Unless a telephone incident report was filed, no written report is required for:

1. Release of a minimal amount of hazardous material from:
 - A vent, for materials in which venting is authorized
 - The routine operation of a seal, pump, valve, or compressor
 - Connection or disconnection of loading or unloading lines, provided the release does not result in property damage
2. An unintentional release of hazardous material when the material is properly classed as:
 - It is an ORM-D Consumer Commodity or
 - A packing group III material in Class or Division 3, 4, 5, 6.1, 8, or 9 and each package has a capacity of less than 20 liters for liquids or 30 kg for solids; and the total aggregate release is less than 20 liters for liquids or 30 kg for solids; and the material is not a hazardous waste or undeclared hazardous material, or offered for transportation by aircraft.



Section 18: Minnesota Agency Directory

Section 18

Minnesota Agency Directory

Minnesota Department of Transportation

Office of Freight and Commercial Vehicle Operations
395 John Ireland Blvd. M.S. 420
St. Paul, MN 55155

OS/OW Permits

651-296-6000

Credentials

651-215-6330

Haz Mat Information

651-366-4348

Rules, Regulations and Training

651-366-3661

Household Goods Carrier Authority

651-215-6330

Minnesota Department of Public Safety

445 Minnesota Street
St. Paul, MN 55101-5188

IFTA/IRP, Suite 188

651-205-4141

Vehicle Services, Suite 190

651-297-2126

Driver Services, Suite 190

651-297-3298

Commercial Drivers License (CDL) and School Bus Waiver Program

Suite 190

651-297-5029

MN State Patrol - Commercial Vehicle Enforcement

1110 Centre Point Curve, Suite 410
Mendota Heights, MN 55120
651-350-2000, option 1

Minnesota Annual Inspection Decals

651-350-2000, option 2

School Bus Inspections

651-350-2000, option 3

Office lobby hours:

8 AM - 3 PM Monday - Friday

Other State Agencies

Minnesota Department of Public Safety

Bureau of Criminal Apprehension
1430 Maryland Avenue East
St. Paul, MN 55106
651-793-7000

Minnesota Pollution Control Agency

520 N. Lafayette Road
St. Paul, MN 55155
651-296-6300
800-657-3864
Emergencies: 800-422-0798

Minnesota Department of Revenue

Petroleum Division
600 N. Robert St., Mall Station 3333
St. Paul, MN 55101
651-296-0889

Minnesota's Bookstore

660 Olive Street
St. Paul, MN 55155
651-297-3000
800-657-3757

Minnesota Department of Human Services

540 Cedar Street
St. Paul, MN 55101
651-431-2000
800-627-3529

USDOT

Federal Motor Carrier Safety Administration

St. Paul Office
380 Jackson St., Ste. 500
St. Paul, MN 55101
Phone: 651-291-6150

Complaints

888-368-7238

Applications, forms, insurance

800-832-5660

www.fmcsa.dot.gov

Pipeline and Hazardous Materials Safety Administration

Office of Hazardous Material Safety
800-467-4922 ext. 1
202-366-4488

Internal Revenue Service

Heavy Vehicle Use Tax
866-699-4096



Section 19: Definitions

Section 19

Definitions

Annual report - Lists a motor carrier's assets, revenue, liabilities, and operating costs.

"Alcohol" means: the intoxicating agent in beverage alcohol, ethyl alcohol, or other low molecular weight alcohols including methyl and isopropyl alcohol.

"Alcohol use" means: the consumption of any beverage, liquid mixture, or preparation (including medication) that contains alcohol.

Bill of lading - A written transportation contract between shipper and carrier (or its agents). Identifies freight, recipient, place of delivery, and terms of agreement.

CDL - Commercial Driver's License.

Chapter 221 - Minnesota Statutes chapter containing the Minnesota Motor Carrier laws.

CMV - Commercial motor vehicle.

"Controlled Substances" means: Marijuana; Cocaine; Opiates (Opium and Codeine derivatives; Amphetamines and Methamphetamines; and Phencyclidine (PCP).

Covered farm vehicle - (1) Means a straight truck or articulated vehicle --
(i) Registered in a State with a license plate or other designation issued by the State of registration that allows law enforcement officials to identify it as a farm vehicle;

(ii) Operated by the owner or operator of a farm or ranch, or an employee or family member of an owner or operator of a farm or ranch;

(iii) Used to transport agricultural commodities, livestock, machinery or supplies to or from a farm or ranch; and

(iv) Not used in for-hire motor carrier operations; however, for-hire motor carrier operations do not include the operation of a vehicle meeting the requirements of paragraphs (1)(i) through (iii) of this definition by a tenant pursuant to a crop share farm lease agreement to transport the landlord's portion of the crops under that agreement.

(2) Meeting the requirements of paragraphs (1)(i) through (iv) of this definition:

(i) With a gross vehicle weight or gross vehicle weight rating, whichever is greater, of 26,001 pounds or less may utilize the exemptions in 49 CFR Section 390.39 anywhere in the United States; or

(ii) With a gross vehicle weight or gross vehicle weight rating, whichever is greater, of more than 26,001 pounds may utilize the exemptions in 49 CFR § 390.39 anywhere in the State of registration or across State lines within 150 air miles of the farm or ranch with respect to which the vehicle is being operated.

DVIR - Driver vehicle inspection report.

ELD (Electronic Logging Device) - A device/technology that automatically records a driver's driving time and other hours of service data that meets the requirements of 49CFR Part 395.

FMCSR (Federal Motor Carrier Safety Regulations) - Contains the regulations governing operations of trucks and buses in interstate commerce. Minnesota has adopted most of the FMCSR for intrastate transportation.

For-hire - Transportation service provided for compensation of any kind: promised, paid, or given.

Form E - Uniform Motor Carrier Bodily Injury and Property Damage Liability Certificate of Insurance.

Form H - Certificate of insurance providing cargo coverage. The certificate of insurance must conform to the Code of Federal Regulations, Title 49.

Form K - Certificate filed by the insurance company canceling a certificate of insurance.

49 CFR - Refers to the Code of Federal Regulations, Title 49.

Freight bill - Shipping document describing the freight, classification, rates charged, total amount for transportation, and any other charges made under a tariff.

GVW - Gross vehicle weight. The greater of the unloaded weight of a vehicle plus the weight of the load; or the value specified by the manufacturer as the maximum gross weight or gross vehicle weight rating (GVWR).

GVWR - Gross vehicle weight rating. Means the value specified by the vehicle manufacturer as the loaded weight of a single motor vehicle.

HM (hazardous materials) - Substance or material capable of posing unreasonable risk to health, safety, and property when transported in commerce, as determined by the U.S. Secretary of Transportation.

HMR - Hazardous Materials Regulations

IFTA - International Fuel Tax Agreement

IRP - International Registration Plan.

Interstate - Transportation between a place in a state and a place outside of such state, between two places in a state through another state or a place outside of the United States, or between two places in a state as part of transportation originating or terminating outside of the state or the United States.

Intrastate - Transportation entirely within one state that is not interstate in nature.

MCS 90 - Endorsement for motor carrier policies of insurance for public liability.

Medical certificate - Certificate issued to a driver who has passed a USDOT-prescribed physical examination. Also known as a “health card.”

Medical waiver - Waiver issued by MnDOT to drivers who cannot meet minimum driver physical qualification standards under 49 CFR Part 391.

MnDOT - Minnesota Department of Transportation.

Motor carrier (Minnesota definition) - A person engaged in intrastate for-hire transportation of property or passengers. “Motor carrier” does not include a person providing transportation described in section 221.025, a building mover subject to 221.81, or a person providing limousine service as defined in section 221.84.

Motor carrier (Federal definition) - For-hire or private carrier of property or passengers by motor vehicle in interstate commerce.

Operating authority - A permit or certificate issued to a carrier authorized to provide for-hire transportation service. Issued by MnDOT for intrastate transportation and USDOT for interstate transportation.

Out-of-service - A declaration by an authorized enforcement officer that a driver, commercial motor vehicle, or a motor carrier operation is out of service pursuant to the North American Standard Out of Service Criteria.

Placard - Diamond-shaped sign required to be displayed on a motor vehicle hauling specific quantities of hazardous materials showing the hazard classification of material transported.

Private carrier (Minnesota definition) - A person engaged in the transportation of property or passengers by motor vehicle when: (1) the person transporting the property or passengers is engaged in a business other than transportation; and (2) the transportation is within the scope of and furthers a primary business, other than transportation, of that person. "Private carrier" does not include a person while engaged in intrastate transportation described in section 221.025.

Record of Duty Status (RODS) - Commonly referred to as a logbook. It is a written or electronic record completed by a commercial vehicle driver to record the driver's hours of service.

Shipping paper - A document required for the shipment of hazardous materials that meets the requirements of 49 CFR Part 172 Subpart C. A bill of lading or other document used in connection with the movement of freight.

Skills Performance Evaluation (SPE) Certificate - A certificate issued by the Federal Motor Carrier Safety Administration allowing a person who has an impairment of or loss of a limb, but who is otherwise physically qualified, to operate a commercial motor vehicle

STS - Special Transportation Service.

Tariff - Schedule of rates a carrier charges for providing transportation services.

UCR - Unified Carrier Registration.

USDOT - United States Department of Transportation.

STAY ALERT



31%

of fatal crashes in
work zones involved at least
one large vehicle



www.ShareTheRoadSafely.gov

Source: FARS 2016 Final and 2017 Annual Report File, NHTSA. FARS data shown here are from the 50 States, District of Columbia, and Puerto Rico

There are many reasons why crashes occur. Below is a list of factors that are often present in serious or fatal crashes:

- * Driving too fast,
- * Running off the road or out of traffic,
- * Failure to yield the right of way.

Fatigue and lack of attention will increase your risk of crashes significantly. So:

- * Get plenty of rest before driving,
- * Eat well and stay fit,
- * Comply with the hours of service regulations.



Section 20: Internet Resource List

Section 20

Internet Resources List

Code of Federal Regulations

www.gpo.gov/fdsys/browse/collectionCfr.action?collectionCode=CFR

Federal Motor Carrier Safety Administration

www.fmcsa.dot.gov

Federal Register

www.gpo.gov/fdsys/browse/collection.action?collectionCode=FR

First Gov - The U.S. Government's Office Web Portal

www.usa.gov

Minnesota Department of Human Services

www.dhs.state.mn.us

Minnesota Department of Public Safety

<https://dps.mn.gov/Pages/default.aspx>

Minnesota Department of Transportation

www.mndot.gov

MnDOT Office of Freight and Commercial Vehicle Operations

www.mndot.gov/cvo

National Highway Traffic Safety Administration

www.nhtsa.gov

Northstar - (Minnesota State Government)

www.mn.gov

Office of the Revisor of Statutes (MN Laws and Rules)

www.revisor.mn.gov

Transportation Safety Institute

<https://www.transportation.gov/transportation-safety-institute>

U.S. Code

<http://uscode.house.gov>

U.S. Department of Transportation

www.dot.gov

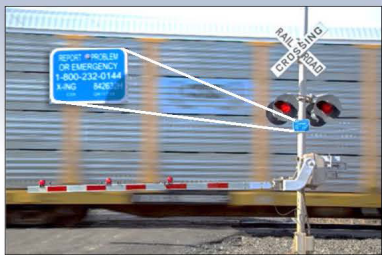
US DOT Pipeline and Hazardous Materials Safety Administration

www.phmsa.dot.gov/hazmat

HIGHWAY-RAIL GRADE CROSSINGS

EMERGENCY NOTIFICATION SYSTEM (ENS)

Get HELP! Use the Blue ENS Sign



Keeping Railroads and the Public Safe

The mission of the Federal Railroad Administration (FRA) is to enable the safe, reliable and efficient movement of people and goods for a strong America, now and in the future.



U.S. Department of Transportation
Federal Railroad Administration

In Case of Emergency

- **Locate** the blue and white Emergency Notification System (ENS) sign at the grade crossing.
- **Call for help!** Call the railroad's emergency contact number listed on the blue sign.
- **Communicate** your location, by providing the identification number (see below) and state the nature of the emergency to the dispatcher.

The ENS sign includes:



- 1 Each railroad's emergency contact number,
- 2 The U.S. Department of Transportation (USDOT) National Crossing Inventory Number, which identifies the exact location of the crossing to the railroads.

Emergencies and safety concerns at the grade crossing should be reported by using the information on the ENS sign.

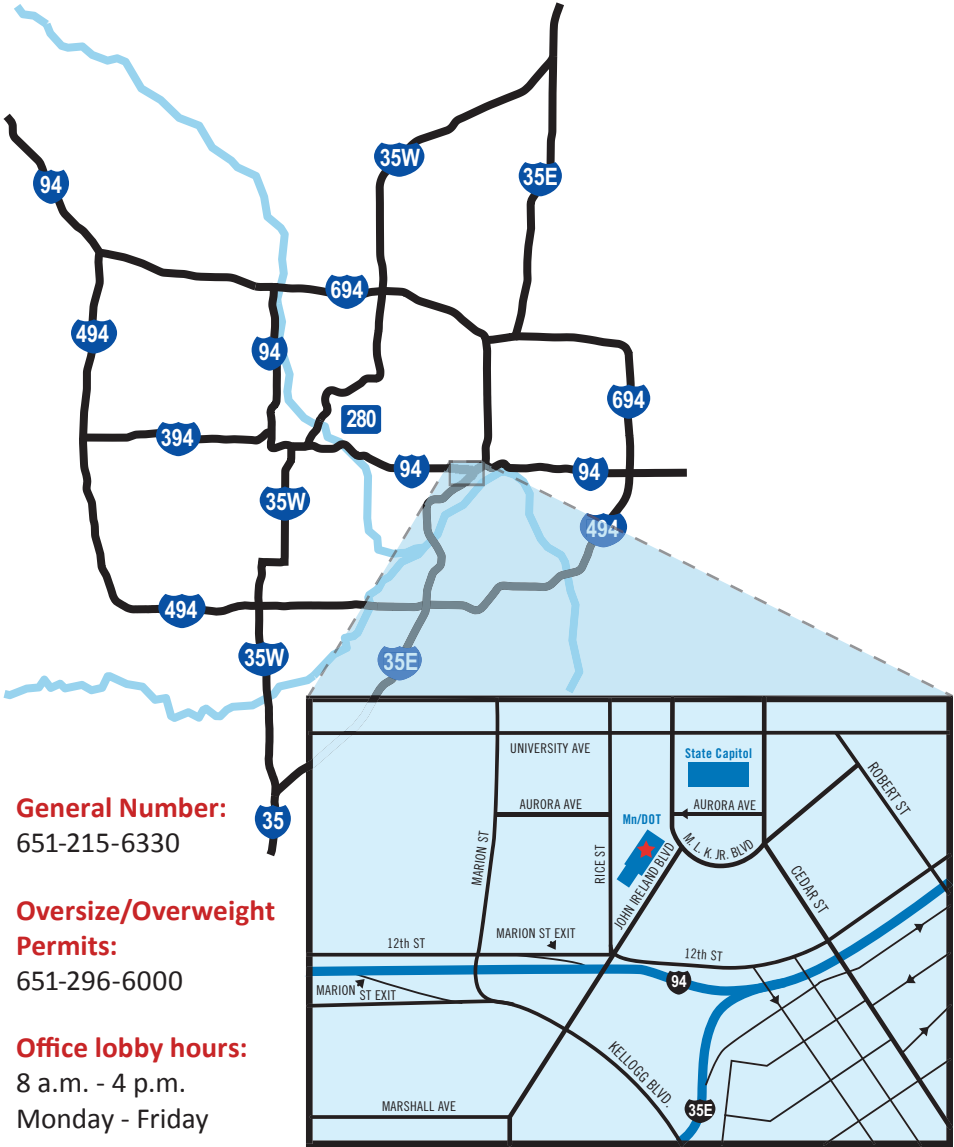
For more information visit us at
www.fra.dot.gov



Connect with us **USDOTFRA**



Location and phone numbers



General Number:

651-215-6330

Oversize/Overweight Permits:

651-296-6000

Office lobby hours:

8 a.m. - 4 p.m.
Monday - Friday

Due to COVID, our office is currently closed to walk-in customers. Check our [website](#) for up-to-date information.

Minnesota Department of Transportation

Office of Freight and Commercial Vehicle Operations
Transportation Building, MS 420
395 John Ireland Blvd
St. Paul, MN 55155

Minnesota Department of Transportation

Office of Freight and Commercial Vehicle Operations

Mail Stop 420

395 John Ireland Boulevard

Saint Paul, MN 55155

651-215-6330

www.mndot.gov/cvo

To request this document in an alternative format please call Janet Miller at 651-366-4720 or 1-800-657-3774 (Greater Minnesota). You may also send an email to Janet.Rae.Miller@state.mn.us.