



Minnesota Commercial Truck and Passenger Regulations

2014



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
Overdimension/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	651-405-6196
Commercial Vehicle Enforcement	651-405-6196
Driver and Vehicle Services (General Information)	651-296-6911
Driver's License (CDL)	651-297-5029
Hazardous Materials Spill (State Duty Officer)	651-649-5451
Toll Free 800-422-0798	
IRP/IFTA	651-205-4141
School Bus License	651-297-5029

Minnesota Department of Agriculture

Livestock Dealer Licensing	651-201-6509
Pesticide and Fertilizer Management Division	651-201-6121

Minnesota Department of Revenue

Petroleum Division	651-296-0889
Toll Free	800-657-3596

U.S. Government

USDOT - Federal Motor Carrier Safety Administration - St. Paul	651-291-6150
USDOT - Licensing and Insurance - Washington D.C.	202 385-2423
Internal Revenue Service - Twin Cities	651-312-8082
Toll Free	800-829-1040
U.S. Customs - Metro	612-725-3689
Canadian Customs	204-983-3500



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.

MnDOT Office of Freight and Commercial Vehicle Operations

The mission of the Office of Freight and Commercial Vehicle Operations 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 to make our business functions more efficient.

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

OFCVO works closely with the United States Department of Transportation's Federal Motor Carrier Safety Administration in administering and enforcing motor carrier laws and regulations. Under the auspices of 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 also works closely with State Patrol's Commercial Vehicle Enforcement section to 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.

Training Resources

Classroom Training. OFCVO provides classroom training designed to help companies and their drivers better understand the regulations, specific requirements, and how to operate legally as a motor carrier. Classroom training offers an in-depth review of the regulations, provides you with the opportunity to ask the trainer questions, receive answers in real time, and allows you to network with your peers. There is no cost for classroom training.

Online Learning. This type of training allows you to learn from the comfort of your home or place of work, where you can learn at your own pace, and it is available 24 hours a day from your computer. This training saves on time, travel and lodging. There is no cost for online training.

Request a Trainer/Presenter. The State can also bring training to you. If you have a targeted audience with specific DOT safety subjects that you would like addressed, please complete a "Request for Trainer" form. There is no fee for this service.

Please visit OFCVO's Web site for additional training information at www.dot.state.mn.us/cvo/training.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 at Minnesota's Bookstore 651-297-3000 or 800-657-3757, and from private sources. They are also available on the Internet at www.dot.state.mn.us/cvo.

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. Any comments or corrections to its content should be forwarded to the OFCVO at 651-215-6330 or e-mail at motorcarrier@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, use the following web address: www.dot.state.mn.us/cvo/mcr/MnTruckReg.pdf.

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

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Section 01

Driver's Checklist

Section 01

Driver's Checklist

As a driver of a commercial motor vehicle, do you have:

- ✓ **A current, valid driver's license for the vehicle being driven?**
See page 55 for information on driver's license classifications and endorsements.
- ✓ **Your medical examiner's certificate?** See page 41 for information on driver qualification issues.
- ✓ **A copy of the vehicle's registration?** See page 12 for information about vehicle registration and fuel permits.
- ✓ **A copy of the previous day's daily vehicle inspection report?**
See page 66 for information about inspection reports.
- ✓ **Proof of vehicle insurance?** See page 94 for information on insurance requirements.
- ✓ **Driver's daily log book?** See page 59 for information about hours of service regulations.
- ✓ **Proof of proper operating authority, if operating for-hire?** See page 81 for information about operating authority for for-hire carriers.
- ✓ **Do you have your U.S. DOT number displayed on your vehicle?** See page 74 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?** See page 96 for information about the Federal Hazardous Materials Registration program.

Does your vehicle have:

- ✓ **Proper vehicle identification?** See page 74 for information about display of company name and USDOT number.
- ✓ **Proof of an annual inspection?** See page 67 for information about annual inspections.
- ✓ **A fire extinguisher, extra fuses, and warning triangles?** See page 68 for information about emergency equipment.
- ✓ **A properly secured load?** See page 69 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 and exemption from the USDOT number requirement. The plate identifies the vehicle 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 (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 another IRP state or province must display IRP license plates or obtain valid trip permits for the state or province in which they wish to travel. Registrants based in another IRP jurisdiction must have Minnesota on 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 for which the registrant has registered and the vehicles gross weight for each jurisdiction.

IRP Participating States and Provinces:

- All U.S. states except Alaska and Hawaii
- 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 passengers 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.

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

- Government-owned vehicles
- Recreational vehicles
- Vehicles operating under separate state reciprocity agreements
- Buses used in the transportation of chartered parties

A truck or truck tractor, or the power unit in a combination of vehicles having a gross vehicle weight of 26,000 pounds or less, and a bus used in the transportation of chartered parties, may be registered under the IRP at the option of the registrant.

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
- Along with this affidavit the following must be presented:
 - 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 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)
- Utility billing statement (i.e. phone, cable, gas, electric, water, etc.)
- Minnesota motor vehicle title or registration (in registrant's name)

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)
- Minnesota property/state tax records (paid)
- Utility billing statement; (i.e. phone, cable, gas, electric, water, etc.)
- Minnesota motor vehicle title or registration (in registrant's name)

Documentation Required for IRP Registration:

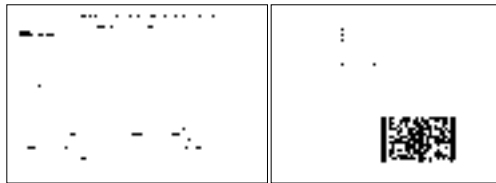
1. Legal name
2. Business address
3. Phone number
4. Actual miles traveled between July 1 and June 30. Example, for registration year 2014 the mileage reporting year is July 2012 to June 2013. If there are no actual miles to report during the reporting year, the applicant must supply a business plan and an estimated mileage work-sheet detailing proposed travel.
5. Gross vehicle weight for each state of operation
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

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. This cost is \$15.00 plus a \$10.00 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 \$10.00 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.

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 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.

Key dates:

October 15 - annual renewal begins

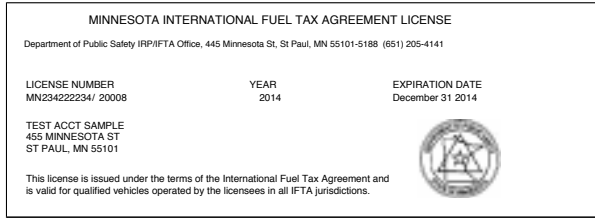
December 1 - earliest display date of license and decals for next calendar year

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:

- \$15.00 Annual Fuel License
- \$13.00 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	Filing Due Date
January 1 through March 31	April 30
April 1 through June 30	July 31
July 1 through September 30	October 31
October 1 through December 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. Penalties for failing to file a fuel return, or for 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 each state.

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.

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 vehicles operating in Minnesota and North Dakota. Farm plated vehicles can operate interstate and intrastate 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 and 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 sub division vehicles* • Buses used in pupil transportation*
Manitoba	<ul style="list-style-type: none"> • No Reciprocity 	<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, which 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

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.

Receipt must show:

1. Date of 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 amount of sale
6. Unit numbers
7. Purchaser’s name (in 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 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

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 may be 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://mnec.exploredata.com>.

Here's what you can do online:

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

For additional assistance contact:

Department of Public Safety, IRP/IFTA Office at 651-205-4141

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

<https://dps.mn.gov/divisions/dvs/>

For online IRP/IFTA visit: <https://mnec.exploredata.com>

IFTA Web site: www.iftach.org

IRP Web site: www.irponline.org



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 (1)
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. Except for 28'6" twin-trailer combinations operating on designated twin-trailer routes, no more than two commercial vehicles in combination may be operated on Minnesota highways.

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 a watercraft, motorcycle, motorized bicycle, off-highway motorcycle, snowmobile, all-terrain vehicle, motorized golf cart, or equestrian equipment or supplies meets all requirements of law;
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.



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: 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)	43,500	49,000				
11	36,000	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			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)	(88,000)	(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)



Section 05

Oversize / Overweight Permits

Section 05

Oversize/Overweight Permits

Obtain a Permit. A MnDOT special transportation (oversize/overweight) permit is valid for use only on Interstate Highways, US Trunk Highways, and MN Trunk Highways. This permit is not valid on local roads unless the local road authority has given specific permission. The permittee is responsible to contact and obtain approval from each local road authority for roads within its jurisdiction (i.e. county, township, municipal).

A MnDOT permit application may be submitted by e-mail, fax, mail, or in person at the MnDOT central office in St. Paul. Permits may also be obtained through a 3rd-party permit service. Payment must be made before a permit will be issued. Payment can be made by cash, check, Visa or MasterCard. Application forms can be downloaded from www.mndot.gov/cvo/oversize.

The online permitting system allows you to obtain most permits 24/7. If you request a lot of permits, you can apply for an Org ID account, which allows you to retain your company and payment profile. You can apply for a permit without obtaining an Org ID account and pay as a one-time payment. Visit our web site for forms, instructions, information, or to establish an Org ID account.

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

- Org ID account number (if you have one)
- Permittee name and complete mailing address
- Start date for move
- Load being moved: for equipment, provide make/model; for mobile homes, provide make/serial number; for material, provide dimensions and weight of the load itself.
- Each vehicle's make, license plate number, VIN, and empty weight.
- Loaded dimensions, including any front/rear/side overhang.
- If overweight, gross vehicle weight, axle weights, axle spacing, number of tires per axle, and tire size.
- Start and end location and your proposed route. Include specific junction, such as the county name, town name, highway number, or highway mile marker.

Registered Weight. The power unit registration must be equal to or exceed the gross vehicle weight of the power unit. A MnDOT special transportation (oversize/ overweight) 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.

Annual Permit Weights. Axle weights, axle group weights, and GVW must conform to the table of axle weight limits as defined in Minn. Stat. § 169.824.

Travel Hours. Generally, travel is allowed 24 hours/day, unless otherwise noted on the permit. Visit our Web site for travel time restrictions.

Permittee Responsibility. The permit does not release the permittee from complying with any restrictions posted on a bridge, underpass, or other structures 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) or reflective letters visible from a distance of 500' must be displayed when the load or vehicle exceeds 12'0" wide or 95'0" long.

Escort. When escorts are required the escort vehicle must display "Wide Load" or "Long Load" signs along with amber warning lights visible from a distance of no less than 500 feet. An escort vehicle may be a passenger car, van, SUV, or pickup truck in safe and proper operating condition. The escort vehicle cannot tow another vehicle while escorting. Radio communication between the permitted vehicle and escort vehicle is required. An escort driver must be at least 18 years of age and possess a valid driver's license. The escort driver cannot perform any other function when conducting escorting duties (i.e. cannot act as a tillerman for a rear steer trailer).

Beginning January 1, 2014, all escort pilot car drivers must be trained and certified by the MN State Patrol, or possess a certification from another State than MN has reciprocity with. For more information, visit www.hennepintech.edu/customizedtraining/cts/100.

Route Survey. Generally, whenever a loaded or unloaded vehicle exceeds 15'6" high, 18'0" wide, or 160'0" long, MnDOT will require the permittee to pre-survey the proposed route within 14 days of the move by physically driving the route to note any obstructions. Route survey information must be submitted to MnDOT on its Special Hauling Route Survey form along with an application for permit. This form is available from our website.

Road Condition Information. Check MnDOT's 511 for up-to-date information on road conditions and highway projects affecting permitted loads. Visit www.511mn.org or dial 511 on your telephone.

Truckers Page: From the 511 website you can link to the 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.

For information on Spring Load Restrictions and Winter Weights, visit www.mrr.dot.state.mn.us.

Permit Contact Information.

Minnesota Department of Transportation
Office of Freight & Commercial Vehicle Operations
Oversize/Overweight Permit Section
Fax: 651-215-9677
Phone: 651-296-6000 (8:30 a.m. - 3:00 p.m., M-F)
Email: ofcvopermits@state.mn.us
Web: www.mndot.gov/cvo/oversize



Section 06

Driver Qualification Rules

Section 06

Driver Qualification Rules

49 CFR Part 391 and Minn. Stat. Chapter 221

No carrier shall require or permit an unqualified driver to operate a commercial motor vehicle. A carrier in Minnesota is subject to the rules for driver qualifications if it operates vehicles that are:

- Of any size operating in intrastate commerce as a for-hire property carrier or transporting solid waste as described in Minn. Stat. § 221.025, clause (2);
- Over 10,000 pounds GVW or GVWR operating in interstate commerce;
- Over 10,000 pounds GVW or GVWR operating as a private carrier in intrastate commerce;
- Over 10,000 pounds GVW or GVWR in intrastate commerce providing transportation described in Minn. Statutes § 221.025, unless providing transportation described in clauses (6), (10), (11), (12); and except for school buses, commuter vans and authorized emergency vehicles (see exempt carriers);
- Designed to transport 16 or more passengers, including the driver, operating in interstate commerce;
- Designed or used to transport between 9 and 15 passengers (including the driver) in interstate commerce for direct compensation;
- Designed to transport 8 or more passengers, including the driver, operating for-hire in intrastate commerce; or
- Any size vehicle transporting hazardous material of a type or quantity that requires the vehicle to be placarded.

Exceptions:

1. In intrastate commerce, the DQ rules do not apply to vehicles controlled by a farmer and operated by a farmer or farm employee transporting agricultural products, farm machinery, or supplies to or from a farm if not used in for-hire operations and do not carry hazardous materials in a quantity requiring the vehicles to be marked or placarded.
2. In interstate commerce, the DQ rules do not apply to a farm vehicle driver as defined in Section 390.5, who drives a non-articulated (combination) commercial motor vehicle, or to custom harvesting operations and apian industries as prescribed in Section 391.2.
3. Intrastate motor carriers of railroad employees.

* See Section 20 for definitions of intrastate and interstate

General Requirements. Under the DQ rules, a driver must:

- Meet the physical qualifications as set forth in 49 CFR Section 391.41
- Be at least 18 years old when engaged in intrastate transportation, or 21 years old if hauling hazardous materials (See exemptions Minn. Stat. § 221.033 subd. 2a, 2c and 2d)
- Be at least 21 years old when engaged in interstate transportation
- Speak and read English well enough to do the job
- Have a driver's license that is valid for the type of vehicle driven
- Be able to drive the vehicle safely
- Know how to properly load and secure cargo
- Not be disqualified from driving a commercial motor vehicle

Motor Carriers of Passengers Criminal Background Check. In addition, drivers for motor carriers of passengers operating in intrastate commerce must pass a criminal background check, as required under Minn. Stat. § 221.178, 229C.67, 299C.68, 299C.70, and 299C.71, unless the driver holds a valid driver's license with a school bus endorsement. If a driver has resided in Minnesota for fewer than 5 years, the carrier must conduct a search of the national criminal records repository or conduct a search of the criminal justice data communications network records for each state where the driver has resided for the past 5 years. 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 <https://dps.mn.gov/divisions/bca/pages/default.aspx>.

Physical Qualifications for Drivers (49 CFR Sections 391.41 and 391.43)

A person is not allowed to drive a commercial motor vehicle unless physically qualified to do so and carries in his or her possession a current, valid copy of a medical examiner's certificate (health card) showing he or she is qualified. The medical exam and certification must follow the criteria specified by the USDOT, as listed under 49 CFR Section 391.43.

The image shows a sample DOT Medical Examiner's Certificate form. The form is titled "MEDICAL EXAMINER'S CERTIFICATE" and contains several sections for the driver's information and the examiner's findings. The driver's information section includes fields for Name, Date of Birth, Sex, and Medical History. The examiner's findings section includes checkboxes for various conditions such as Diabetes, Heart Disease, and Vision. The form is designed to be filled out by a medical examiner and signed.

DOT Medical Examiner's certificate. (health card)

CDL Exception. Beginning January 30, 2014, a driver required to have a commercial driver's license, and who submitted a current medical examiner's certificate to the State in accordance with 49 CFR Section 383.71(h) documenting that he or she meets the physical qualification requirements, no longer needs to carry on his or her person the medical examiner's certificate, or a copy for more than 15 days after the date it was issued as valid proof of medical certification. (See 49 CFR Section 391.41(a)(2)(i))

In general, a person is physically qualified if he or she:

- Has no loss of a foot, leg, hand or arm
- Has no history of diabetes mellitus requiring insulin for control
- Has no history of epilepsy or any other condition likely to cause unconsciousness
- Has no current diagnosis of heart disease or respiratory dysfunction likely to interfere with controlling a CMV
- Has no muscular, neuromuscular, vascular, mental, or other organic or functional disease which would interfere with their ability to operate a CMV safely
- Has a visual acuity of at least 20/40 in each eye, with or without corrective lenses
- Does not have a hearing loss that prevents them from hearing a forced whisper from 5 feet
- Does not use a controlled substance, amphetamines, narcotics, or other habit-forming drugs (See 49 CFR Section 391.41(b)(12)(i)(ii))
- Has no current clinical diagnosis of alcoholism

Certificate Renewal. A medical certificate must be renewed at least every two years. Some medical conditions may require more frequent medical certification. The medical certification forms are available from physicians who perform DOT physicals, from private sources, or on the Internet at www.fmcsa.dot.gov.

Medical Waiver. Under certain circumstances, an intrastate driver may be granted a waiver from the following physical qualification requirements: vision, insulin-dependent diabetes, deaf and hard of hearing, and limb impairment. An application requesting a medical waiver for intrastate drivers can be requested from the MnDOT Office of Freight and Commercial Vehicle Operations at 651-215-6330 or www.dot.state.mn.us/cvo.

A request for a medical waiver for interstate drivers must be submitted to the US DOT. For further information contact the USDOT at 651-291-6150.

The medical examiner's certificate and the waiver document must be in the driver's possession while operating a commercial motor vehicle.

Passenger Carrier Exception. A driver of a Motor Carrier of Passengers 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 having a school bus endorsement.

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

A carrier must maintain a DQ file for each of its drivers. 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 following items are required in a DQ file:

- The driver's application for employment.
- The driver's medical examiner's certificate.*
- The driver's medical waiver, if one has been granted.
- The driver's certificate of road test (a legible photocopy of a valid commercial driver's license is an acceptable substitute if the driver was road tested for the class of vehicle the driver will operate except vehicles requiring the tank or doubles/triples endorsement).
- A written record of investigation (preceding 3 years) of past employers contacted to verify applicant's previous employment, and drug and alcohol testing history.
- A response from a state agency about employee's driving record from the past 3 years (if a driver held a driver's license in multiple states, each state must be contacted).
- A response from each state agency to the annual driving record inquiry.
- An annual review of driving record showing date of review and who performed the review.
- An annual list or certificate relating to violations of motor vehicle laws.
- A record of the criminal background check conducted (required only for drivers of motor carriers of passengers who operate in intrastate commerce).

Driver qualification file documents are available on the Internet at:

www.fmcsa.dot.gov, www.dot.state.mn.us/cvo, and from private sources.

Medical examiner certificates are often supplied by the medical examiners performing the physical and from private sources (J.J. Keller, Label Master, American Trucking Association, Minnesota Trucking Association, etc).

*Exceptions: For CDL holders, beginning January 30, 2012, 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. After January 30, 2014, 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. After January 30, 2014, 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 more information.

Entry Level Training. Drivers with less than one year of experience operating a CMV with a CDL in Interstate commerce must be trained in the requirements for driver qualifications, hours of service, wellness, and whistleblower requirements. Employers must insure entry level drivers are trained and a certificate of training issued as required in 49 CFR Sections 380.501-380.513.

Longer Combination Vehicle Drivers. Drivers operating any combination of a truck-tractor and two or more trailers or sem-trailers, which operate on the National System of Interstate and Defense Highways with a gross vehicle weight (GVW) greater than 36,288 kilograms (80,000 pounds), must receive additional training as described in 49 CFR Sections 380.101-380.401. For additional information go to www.fmcsa.dot.gov.



Section 07

Minnesota Intrastate Driver Waivers

Section 07

Minnesota Intrastate Driver Waivers

The Minnesota Department of Transportation may grant a waiver to a person who is not physically qualified to drive under the Driver Qualification Rules 49 CFR Part 391 and Minn. Stat. Chapter 221, Subd. 3a.

There are four waiver programs available to Minnesota Intrastate drivers:

- Hearing
- Insulin Dependent Diabetics
- Physical
- Vision

To obtain a Minnesota Intrastate Waiver a driver must first be disqualified by a medical examiner. After a driver has been physically disqualified, an application can then be submitted to the Office of Freight and Commercial Vehicle Operations.

If a waiver is granted, the application must be accompanied by a copy of a medical examiners report and medical examiners certificate showing that the applicant is medically unqualified to drive unless a waiver is granted. The Dr. needs to indicate the type of waiver required on both documents.

Waivers granted will expire on date of expiration on the medical examiners certificate (Health Card), unless the waiver has been cancelled, suspended, or revoked by the Department of Transportation.

Suspensions, cancellations, revocations, and certain convictions on a driver's record will no longer create a three-year bar to obtaining an intrastate medical waiver. A driver with a medical condition will be eligible for a waiver and eligible to drive when their license is reinstated.

Minnesota intrastate waiver applications are available on the Office of Freight and Commercial Vehicle Operations Web site at www.dot.state.mn.us/cvo/credentials.html.

For information on interstate diabetic and vision waivers/exemptions contact the USDOT at 703-448-3094. For Skill Performance Evaluation, physical waivers/exemptions, contact the US DOT at 708-283-3569. A person who has an interstate (Federal waiver/exemption) does not need a Minnesota waiver.

Note: The Minnesota Department of Transportation does not issue waivers for school bus drivers. For information on school bus driver's license waivers, please contact the Department of Public Safety at 651-297-5029, or visit their Web site at www.dps.state.mn.us.



Section 08

Alcohol and Drug Testing

Section 08

Alcohol and Drug Testing Requirements

49 CFR Parts 382 and 40

Drivers of commercial motor vehicles are required to participate in a controlled substance and alcohol testing program.

For purposes of alcohol and drug testing, a commercial vehicle means a motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle requires a CDL under 49 CFR Part 383 and if the motor vehicle:

- Has a gross combination weight rating or gross combination weight of 26,001 pounds or more, whichever is greater inclusive of a towed unit with gross vehicle weight rating of or gross vehicle weight of more than 10,000 pounds
- Has a gross vehicle weight rating or gross vehicle weight of 26,001 pounds or more, whichever is greater
- Is designed to transport 16 or more passengers, including the driver
- Is a vehicle transporting hazardous materials of a type or quantity that requires the vehicle to be placarded

Alcohol and controlled substance tests include:

- Pre-employment (for controlled substances testing only)
- Reasonable suspicion
- Random
- Post accident
- Return to duty
- Follow-up

A driver cannot perform safety sensitive functions, including driving, if the driver refuses to be tested or if the driver tests positive for any of these five classes of drugs: marijuana, cocaine, opiates, amphetamines, and phencyclidine.

A driver cannot perform safety sensitive functions, including driving, if the driver refuses to test for alcohol, or upon being tested, shows an alcohol concentration of 0.02 or greater.

Motor carriers must have written controlled substance and alcohol testing policies and must maintain records relating to the administration of the

alcohol and controlled substance testing programs at their principal place of business.

These records must be made available to authorized representatives within two business days of request by the agency.

Controlled Substances and Alcohol Use and Testing Program Implementation Checklist:

- ✓ Do you have at least one person familiar with the controlled substances and alcohol testing requirements?
- ✓ Do you have written company policies and procedures describing your company's alcohol and controlled substances testing program?
- ✓ Have you informed employees in writing of the company's substance use and abuse policy and its implementation?
- ✓ Have you provided educational materials relating to the effects of alcohol and controlled substances use and abuse to your affected employees?
- ✓ Have you identified which job positions need to be tested?
- ✓ Have you selected qualified personnel to implement and monitor your program?
- ✓ Does your program include testing for the five prohibited substances: marijuana, cocaine, opiates, amphetamines and phencyclidine?
- ✓ Have you established or contracted for a secure specimen collection site with appropriately trained personnel and clearly written procedures?
- ✓ Have you established or contracted with a certified laboratory to analyze specimens?
- ✓ Have you designated a qualified Medical Review Officer to review and report test results and serve as custodian of individual test records?
- ✓ Have you contracted with qualified alcohol testing technicians to conduct alcohol tests?
- ✓ Does your program include pre-employment controlled substances testing?
- ✓ Does your program include random, reasonable cause, post-accident, return to duty and follow-up testing for alcohol and controlled substances?
- ✓ Have you identified substance abuse professionals and rehabilitation resources for referral?
- ✓ Have you made arrangements for a minimum 120 minutes of training (60 minutes controlled substance and 60 minutes alcohol) for supervisors required to make reasonable suspicion determinations?

- ✓ Have you made record keeping and reporting provisions? Do they protect the right to privacy and prevent unauthorized release of test results?

For additional assistance contact:

Minnesota Department of Transportation
Office of Freight and Commercial Vehicle Operations
651-215-6330

or

U.S. Department of Transportation
Federal Motor Carrier Safety Administration
651-291-6150



Section 09

Commercial Driver's License

Section 09

Commercial Driver's License

Minn. Stat. Chapter 171

A driver must obtain a Commercial Driver's License to operate any of the following vehicles when used to transport passengers or cargo:

- A single vehicle with a 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).
- Any size vehicle that requires hazardous materials placards or any vehicle transporting any quantity of a material listed as a select agent or toxin in 42 CFR Part 73.



Sample Minnesota CDL

A driver will be disqualified from operating a Commercial Motor Vehicle for at least one year if the driver is convicted of any of the following offenses:

- Being under the influence of alcohol or drugs while operating any motor vehicle
- Driving a CMV with a blood alcohol level of 0.04 percent or more
- Leaving the scene of an accident involving a CMV
- Using a CMV to commit a felony

- Failing to stop at a railroad grade crossing when required to do so (disqualified for at least 60 days)
- Violating an out of service order (disqualified for at least 90 days)
- Causing a fatality through negligent operation of a CMV
- Operating a CMV when the driver's CDL is revoked, suspended or cancelled
- For not less than 60 days for offenses committed in a non-CMV as listed in 49 CFR Section 383.51

Classes of Driver Licenses

Class D (non-commercial) is valid for single vehicles with a gross vehicle weight of 26,000 pounds or less. Class D licenses are also valid to tow vehicles if the towed vehicles have a gross vehicle weight of 10,000 pounds or less; or the towed vehicles have a gross vehicle weight of more than 10,000 pounds and the combination of vehicles has a gross vehicle weight of 26,000 pounds or less. A class D license is also valid for recreational vehicles as defined in Minn. Stat. § 168.002 subd 27.

Three Classes of the Commercial Driver Licenses

Class C is valid for:

- Drivers operating Class D vehicles that transport hazardous materials in amounts that require the vehicle to be placarded.
- Drivers operating Class D buses when designed to transport 16 or more passengers, including the driver.

Class B is valid for:

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

The holder of a Class B license may only tow vehicles with a GVW or GVWR of 10,000 pounds or less when operating a Class B power unit.

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.

Commercial Driver's License Endorsements (49 CFR Part 383)

Commercial driver's license endorsements are required for the following:

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

Restrictions:

- L – Drivers not successfully passing the air-brake portion of the CDL exam will be restricted to commercial motor vehicles without air or air-assisted brake systems
- V – Medical Variance. Drivers who have been issued a medical variance (waiver) must carry a copy of the variance while on duty.

Medical Examiner's Certificate. Starting January 30, 2012, a driver who applies for an for initial, renewal or change in class on a commercial driver's license (CDL) will need to certify the following information with Driver and Vehicle Services (DVS): The type of driving you are engaged in (interstate or intrastate) and whether you are subject to or exempt from the medical examination requirements of 49 CFR Part 391 or Minnesota Statutes, Chapter 221. CDL drivers must also submit a copy of their medical examiner's certificate (health card) and medical variance (waiver), whenever they are issued or updated. For certification forms and more information go to the MN Department of Public Safety web site at

<https://dps.mn.gov/divisions/dvs/Pages/commercial-driver-license-medical-selfcertification.aspx>.

Background Checks for Drivers with CDL Hazardous Materials Endorsements (49 CFR Part 1572)

The Transportation Security Administration and the USDOT have issued regulations establishing eligibility criteria for persons holding a hazardous materials endorsement on a CDL. No person may hold or renew a CDL with a hazmat endorsement, or be granted a new CDL with a hazardous materials endorsement if:

- The individual is not a United States citizen or lawful permanent resident of the United States.
- The individual has been convicted of a disqualifying criminal offense in the past 7 years or released from incarceration in the last 5 years for committing any of the disqualifying offenses.

- The individual has been adjudicated by a lawful authority as a mental defective or committed to a mental institution.
- The individual has been notified by the TSA that they pose a security threat as described in 49 CFR Section 1572.107.

Drivers renewing an existing CDL with a hazmat endorsement, and those persons applying for a new hazmat endorsement are required to submit fingerprints to facilitate the background criminal record check. Persons disqualified under provisions of these new security regulations will lose their hazardous materials endorsements, not their CDL. These persons must surrender their driver's license to the issuing state, and will be issued a new driver's license without the hazardous materials endorsement.

Exception for Farmers (49 CFR Part 383)

Generally, a CDL is not required for operators of a farm vehicle that is controlled and operated by a farmer, including operation by employees or family members if the vehicle is:

- Used to transport either agricultural products, farm machinery, farm supplies or both to or from a farm
- Not used in the operations of a common or contract motor carrier; and
- Is used within 241 kilometers (150 miles) of the farmer's farm

There are some restrictions and exceptions when transporting hazardous materials and bulk liquids. For further information contact the Department of Public Safety, Driver and Vehicle Services at 651-296-6911.

Restricted Seasonal Commercial Driver's License (Minn. Stat. § 171.02 subd.4 and 49 CFR Section 383.3 (f))

Seasonal drivers for farm related service industries, including agri-chemical businesses, custom harvesters, farm retail outlets and suppliers, or a livestock feeder, may qualify for a restricted class B or C CDL. Applicants must have held a valid driver's license for at least one year. A restricted CDL will not be issued to any driver, who, within the last two years, has had driving privileges suspended, revoked, or cancelled, had an accident which resulted in a citation, or has a conviction for driving under the influence, leaving the scene of an accident or committing a felony involving a motor vehicle.

A Restricted Seasonal CDL is good for 180 days in a 12 month period, and must be renewed each year. 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
- Solid fertilizers that are not transported with any organic substance

Please note, some anhydrous ammonia trailers with more than one tank attached meet the definition of a Class A vehicle combination, and must be operated by a driver with a Class A CDL, and a hazardous materials and tank vehicle endorsement. Restricted CDL holders may not hold an unrestricted CDL at the same time, and may not operate a commercial motor vehicle beyond 150 miles from the place of business or farm being served.

Commercial Driver's Manual. The Minnesota Commercial Driver's Manual, which is produced by the Department of Public Safety, Division of Driver and Vehicle Services, details the information required to obtain a CDL. You can find it on the Web site at www.dps.state.mn.us.

Additional information on driver's licenses can be obtained from: Department of Public Safety, Driver and Vehicle Services at www.dps.state.mn.us or 651-296-6911.



Section 10

Driver's Hours of Service

Section 10

Driver's Hours of Service

49 CFR Part 395 and Minn. Stat. § 221.0314

A carrier is subject to the hours of service regulations in Minnesota if it operates vehicles that are:

- Over 10,000 pounds GVW or GVWR operating in interstate commerce
- Designed to transport 16 or more passengers, including the driver, operating in interstate commerce;
- Designed or used to transport between 9 and 15 passengers, including the driver, in interstate commerce for direct compensation;
- Over 10,000 pounds GVW or GVWR operating in intrastate commerce;
- Designed to transport 8 or more passengers, including the driver, operating for-hire in intrastate commerce; or
- Any size vehicle transporting hazardous material of a type or quantity that requires the vehicle to be placarded

Carriers Not Subject to Hours of Service Rules (Minn. Stat. § 221.031)

You are exempt from hours of service regulations if you are engaged in intrastate commerce **and** are:

- A farmer or farm employee transporting agricultural products, farm machinery, or supplies to or from your farm, provided you are not transporting hazardous materials of a type or quantity requiring the vehicle to be marked or placarded and you are not operating for-hire.
- A private carrier transporting agricultural and other farm products within 50 miles of the carrier's business location.
- A private carrier engaged in the transporting of construction material, tools, and equipment from shop to job site or job site to job site, for the private carrier's use in construction, remodeling, or repair of buildings, structures or their appurtenances.
- A private carrier who is a public utility, electric co-op, or telephone company.
- A carrier providing transportation as described in Minn. Stat. § 221.025, except as in clause 2 (solid waste). See "Exempt Carriers" in Section 13.
- The transportation of agricultural commodities or farm supplies for

agricultural purposes within a 150 air mile radius in Minnesota during the planting and harvesting seasons from March 15 to December 15 each year.

- The transportation of sugar beets during the harvesting season for sugar beets from September 1 to May 15 each year within a 150 air mile radius.

There are different hours of service regulations for passenger carriers and for 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:

- 10 hours driving time following eight consecutive hours off-duty
- Being on duty 15 hours following eight consecutive hours off-duty
- Being on duty 60 hours in any seven consecutive days if the carrier does not operate every day of the week
- Being on duty 70 hours in any eight consecutive days if the carrier operates every day of the week
- A driver must have at least a 30 minute rest break (off-duty or sleeper berth) at least once every 8 hours (see 49 CFR Section 395.3(a)(3))

Property Carriers

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

- 11 cumulative hours following 10 consecutive hours off-duty
- For any period after the end of the 14th hour after coming on duty following 10 consecutive hours off-duty
- Being on duty 60 hours in any seven consecutive days if the carrier does not operate every day of the week
- Being on duty 70 hours in any eight consecutive days if the carrier operates every day of the week
- A driver must have at least a 30 minute rest break (off-duty or sleeper berth) at least once every 8 hours (See 49 CFR Section 395.3(a)(3))

For a property carrier, any period of 7 or 8 consecutive days may end with the beginning of any off-duty period of 34 or more consecutive hours.

- Only one 34 hour restart will be counted in each 7 day period. If a driver takes more than one 34 hour restart in a 7 day period, the driver must indicate in the remarks section of their record of duty status which period is being used as the 34 hour restart (49 CFR Section 395.3(c)(1))
- Each 34 hour restart must include 2 periods of 1 a.m. to 5 a.m. (See 49 CFR Section 395.3(d))

There are four phases of driver’s time.

- “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 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 or 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 or log book), unless they meet all of the conditions for the 100/150 air-mile radius driver. The following is an example showing the required information on the daily log.

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - File each day at home terminal
DUPLICATE - Driver retains in his possession for eight days

(MONTH) (DAY) (YEAR)

I certify these entries are true and correct: VEHICLE NUMBERS - (SHOW EACH UNIT)

(TOTAL MILES DRIVING TODAY)

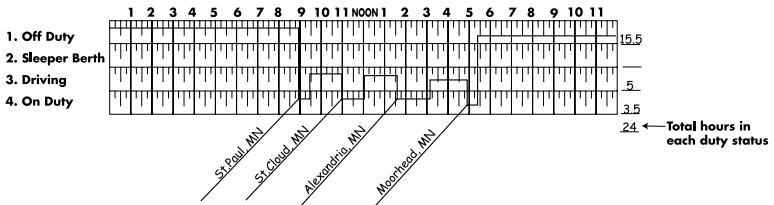
(DRIVER'S SIGNATURE IN FULL)

(NAME OF CARRIER OR CARRIERS)

(NAME OF CO-DRIVER)

(MAIN OFFICE ADDRESS)

(HOME TERMINAL ADDRESS)



Shipping document, manifest number, or name of a shipper and commodity.
Check the time and enter name of place you reported to work and where released from work and when each change of duty occurred. Explain excess hours.

FROM: _____
(STARTING POINT OR PLACE)

TO: _____
(DESTINATION OR TURN AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL

100 Air-Mile Radius Driver (49 CFR Section 395.1(e)(1))

When a driver operates and stays within a 100 air-mile radius of their normal work reporting location, a logbook does not have to be maintained if all of the following requirements are met:

- The driver returns to work reporting location and is released from work within 12 consecutive hours;
- The driver has at least 10 consecutive hours off-duty separating each on duty period;
- A property-carrying commercial motor vehicle driver has at least 10 consecutive hours off-duty separating each 12 hours on duty;
- A passenger-carrying commercial motor vehicle driver has at least 8 consecutive hours off-duty separating each 12 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.

150 Air-Mile Radius Driver (49 CFR Section 395.1(e)(2))

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 of their normal work reporting location, are not required to maintain a logbook if all of the following requirements are met:

- The driver returns to the normal work reporting location at the end of each duty tour;
- May drive a maximum of 11 hours after coming on-duty following 10 or more consecutive hours off-duty;
- May not drive after the 14th hour after coming on-duty 5 days a week or after the 16th hour after coming on-duty 2 days a week; and
- Employer's must maintain and retain accurate time records for a period of 6 months showing the time the duty period began, ended, and total hours on-duty each day in place of RODS.

Drivers meeting the requirements for the 100 or 150 air-mile radius exemptions are not subject to the 30 minute rest break requirement in 49 CFR Section 395.3(a)(3).

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



Section 11

Vehicle Inspection, Repair and

Section 11

Vehicle Inspection, Repair, and Maintenance

49 CFR Part 396

Carriers and intermodal equipment providers must systematically inspect, repair, and maintain all vehicles subject to their control. Parts and accessories should be in safe and proper operating condition at all times.

Pushout windows, emergency doors, and emergency door marking lights on buses should be inspected at least every 90 days.

A maintenance file is required on each vehicle that a carrier controls for 30 consecutive days or more. It must show the vehicle's company number if so marked, make, serial number, year, and tire size. If a vehicle is not owned by the operating carrier, it must also identify the name of the person furnishing the vehicle.

Carriers and intermodal equipment providers must establish a method to identify the due date and nature of maintenance to be performed; a record of inspection, repairs, and maintenance; and for buses, a record of tests conducted on pushout windows, emergency doors, and emergency door marking lights.

Maintenance records must be kept for at least one year where the vehicle is housed or maintained, and for six months after the vehicle leaves the carrier's control.

Daily Vehicle Inspection Report (49 CFR Section 396.11)

At the completion of each work day, a driver must prepare a written report on each vehicle operated that identifies the vehicle and lists any defects or deficiencies discovered by or reported to the driver (See 49 CFR Section 396.11(a)(2)). The report must cover the following safety items:

- Service brakes
- Parking brake
- Tires
- Horn
- Coupling devices
- Emergency equipment
- Lighting devices and reflectors
- Rear vision mirrors
- Steering mechanism
- Windshield wipers
- Wheels and rims

Daily Vehicle Inspection (49 CFR Sections 392.7 & 396.13 & Minn. Stat. § 169.782)

Before driving a vehicle the driver must be satisfied that the vehicle is in safe operating condition. The driver must review the previous day's written inspection report to be sure any noted defects have been corrected. The previous day's inspection report must be carried in the vehicle, for those vehicles subject to Minn. Stat. §169.782. Prior to operating a vehicle the carrier must repair any defect that may affect safety.

Minnesota Annual Vehicle Inspection Program (Minn. Stat. § 169.781)

A commercial motor vehicle that is registered and operated in Minnesota (and some special mobile equipment) must be inspected annually by a person certified by the Minnesota State Patrol.

For the purpose of the MN Annual Vehicle Inspection Program, a CMV must be inspected and display a current, valid Minnesota Inspection Decal if the CMV:

- Has a gross vehicle weight more than 26,000 pounds
- Includes each vehicle in a combination of more than 26,000 pounds
- Is any vehicle which transports hazardous materials of a type or quantity requiring the vehicle to placarded
- Is a bus designed to transport more than 15 people including the driver
- Is a spotter truck
- Is special mobile equipment



Minnesota Vehicle Inspection Decal

Note: A CMV operated in interstate transportation must be inspected annually if it:

- Has a gross vehicle weight rating or gross combination weight rating or gross vehicle weight or gross combination weight of 10,001 pounds or more, whichever is greater; or
- Is designed or used to transport more than 15 passengers, including the driver; or

- Is designed or used to transport between 9 and 15 passengers, including the driver, for direct compensation; or
- Is any size vehicle transporting hazardous materials of a type or quantity that required the vehicle to be placarded.

Vehicles will be issued a decal, valid for one year, if they pass a Minnesota annual inspection based on the criteria of the Federal Motor Carrier Safety Regulations, Appendix G and Minnesota State Statutes. A Certificate of Compliance may be issued in lieu of the decal when a Minnesota-registered vehicle, which is not housed or maintained in Minnesota, has a federal inspection performed outside of the State of Minnesota. The Certificate of Compliance must be carried in the vehicle.

A carrier may have a mechanic that is certified by the Minnesota State Patrol perform annual vehicle inspections, or can use certified inspectors from local dealers, garages, etc. Inspector certification is valid for a period of two years. A certified inspector will issue a decal for vehicles that pass inspection. Questions pertaining to the purchasing of decals, specific decal orders, or inspector certification should be directed to the Minnesota State Patrol's Commercial Vehicle Section at 651-405-6196.

Exemption: Vehicles that are operated under a current, valid Special Transportation Services certificate issued by the Commissioner of Transportation and vehicles inspected under Minn. Stat. § 221.0252 subd. 3 that are operated by motor carriers of passengers are exempt from these rules.

Required Emergency Equipment (49 CFR Section 393.95)

Commercial vehicles must carry the following emergency equipment:

- A fire extinguisher that is properly filled, securely mounted and readily accessible. (Minimum 5B:C or two 4B:C for general commodities; 10B:C for hazardous material transport.)
- Warning devices for stopped vehicles, preferably three red reflective triangles.
- Spare fuses of each type and size used in the vehicle.

Safe Loading of Vehicles (49 CFR Section 392.9 and 393.100-393.136, and Hazardous Materials Load Securement in 49 CFR Part 177 subp. B)

Before driving a motor vehicle, check to see that the cargo has been properly distributed and adequately secured. You should also see that the cargo doesn't obscure your vision. Within the first 50 miles of your trip, examine the

vehicle's cargo and its load securement, and re-examine the load securement whenever you make a change of duty status, or when the CMV has been driven for 3 hours or 150 miles, whichever comes first.

Load Securement (49 CFR Section 393.100-136; Hazardous Materials Load Securement in 49 CFR Sections 177.834-177.842 and Minn. Stat. § 169.81)

Every commercial motor vehicle must, when transporting cargo on public roads, be loaded and equipped, and the cargo secured, in accordance with 49 CFR Sections 393.100-393.136 to prevent the cargo from leaking, spilling, blowing or falling from the motor vehicle.

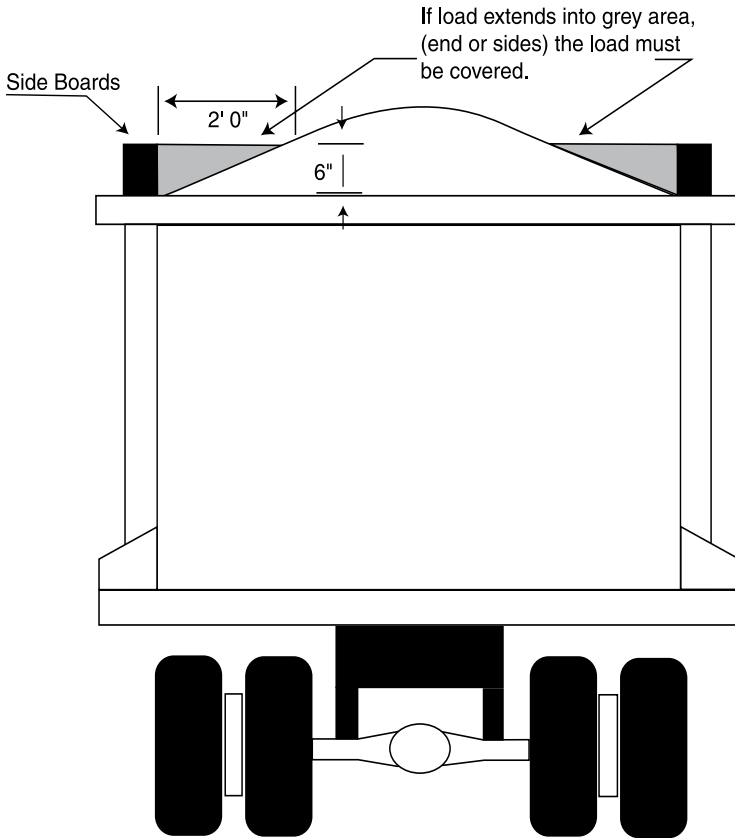
Cargo must be contained, immobilized or secured in accordance with these regulations to prevent shifting upon or within the vehicle to such an extent that the vehicle's stability or maneuverability is adversely affected..

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

No vehicle shall be driven or moved on any highway unless such vehicle is so constructed, loaded, or the load securely covered as to prevent any of its load from dropping, sifting, leaking, blowing, or otherwise escaping therefrom, except that sand may be dropped for the purpose of securing traction, or water or other substances may be sprinkled on a roadway in cleaning or maintaining such roadway. This subdivision shall not apply to motor vehicles operated by a farmer or the farmer's agent when transporting produce such as small grains, shelled corn, soybeans, or other farm produce of a size and density not likely to cause injury to persons or damage to property on escaping in small amounts from a vehicle. Violation of this subdivision by a vehicle that is carrying farm produce and that is not exempted by the preceding sentence is a petty misdemeanor.

Exceptions (Minn. Stat. § 169.81 subd. 5b)

- Transportation of sand, gravel, aggregate, dirt, lime rock, silica, or similar materials must be securely covered in the cargo compartment of the vehicle. A covering is required if:
 - The vertical distance from the top of an exterior wall of the cargo compartment to the load, when measured downward along the inside surface of the wall, is less than six inches; or
 - The horizontal distance from the top of the cargo box to the load is less than two feet.
- The driver is required to clean the vehicle of any loose sand, gravel, aggregate, dirt, lime rock, silica, or similar material before the vehicle is moved onto any public roadway.



Note: Load must be covered if any part of the load can shift, blow or fall off the vehicle.

- Drivers of vehicles transporting garbage, rubbish, trash, debris, or similar materials are not required to cover that material if they meet all of the following:
 - Operate at speeds less than 30 miles per hour;
 - Do not operate on any Interstate highway; and
 - No part of the load escapes from the vehicle. If it does, the driver must immediately retrieve that material.

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

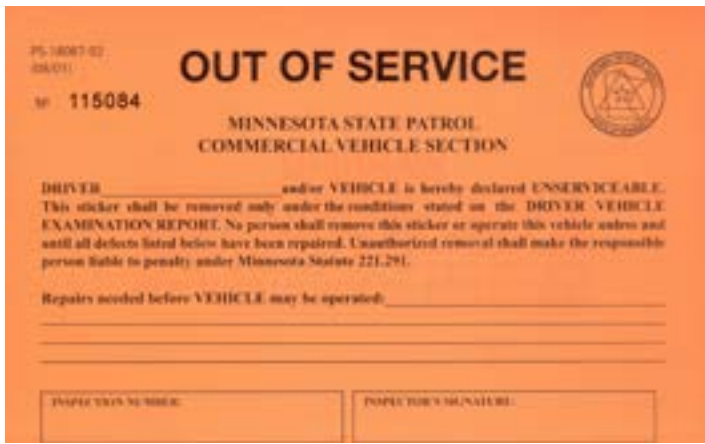
A commercial motor vehicle may be subject to roadside inspections. The driver of any motor vehicle receiving an inspection report shall deliver it to the motor carrier operating the vehicle upon his/her arrival at the next terminal or facility. The carrier must correct the defects as soon as possible listed on the report and a responsible carrier official must date and sign the report. The

report must be returned to the issuing agency at the address listed on the report within 15 days of the date of inspection. 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 vehicle 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 moved until those out-of-service defects are corrected.

A driver may be disqualified for at least 90 days and fined not less than \$1,000.00 if convicted of violating an out-of-service order. An employer may be fined up to \$10,000.00 for requiring an employee to operate a commercial vehicle while it is under an out-of-service order.



Minnesota Vehicle Out-Of-Service Sticker



Section 12

Vehicle Identification Requirements

Section 12

Vehicle Requirements

49 CFR Part 390

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

The following carriers must properly identify themselves and display their carrier name and US DOT number on the power unit of each vehicle, except for vehicles described in Minn. Stat. § 168.185 (d):

- Intrastate for-hire motor carriers, regardless of weight, except for limousines as defined in Minn. Stat. § 168.002 subd. 15 that are equipped with “LM” license plates
- Intrastate private and exempt carriers operating vehicles over 10,000 pounds GVW (some farm vehicles and emergency vehicles may be exempt from vehicle identification standards, see Minn. Stat. § 221.031 subd. 6)
- Interstate carriers operating commercial motor vehicles, as defined in 49 CFR Section 390.5
- Building movers, as defined in Minn. Stat. § 221.81
- Carriers that transport hazardous material of a type or quantity that requires the vehicle to be placarded
- Motor Carrier of Passengers

Vehicle identification information 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. 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.

USDOT Number (49 CFR Section 390.21)

Interstate and intrastate carriers are required to mark their vehicles 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. This number is issued by the United States Department of Transportation. Carriers can apply for this number by filing the Form MCS-150, Motor Carrier Identification Report with the USDOT. For more information or to request a USDOT number contact the USDOT at 651-291-6150 or visit their website at www.fmcsa.dot.gov.

The owner of a truck or truck tractor having a gross vehicle weight of more than 10,000 pounds, as defined in Minn. Stat. § 169.011 subd. 32, shall report to the Commissioner of Public Safety at the time of registration its USDOT carrier number. For additional information or to request a USDOT number, contact the USDOT at 1-800-832-5660 or visit their website at www.fmcsa.dot.gov.

Note: This section does not apply to a farm truck that is not used in interstate commerce, or any vehicle that is not used in intrastate or interstate commerce. See Minn. Stat. § 168.185 for more information.



Section 13

Types of Intrastate Carriers

Section 13

Types of Intrastate Carriers

Minn. Stat. § 221.012

There are two types of carriers in Minnesota: private and for-hire. Both types of carriers may transport exempt commodities per Minn. Stat. § 221.025.

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

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

For-Hire Carriers. For-hire motor carriers receive payment or compensation for the transportation of persons or property on public highways. Payment includes any monies promised or paid and received directly or indirectly.

For-hire motor carriers must obtain operating authority, except for carriers transporting commodities exclusively as listed in Minn. Stat. § 221.025. The for-hire registration process begins by filing an application with the Office of Freight and Commercial Vehicle Operations.

Exempt Carriers. (Minn. Stat. § 221.025) An intrastate for-hire carrier is not required to obtain operating authority when exclusively engaged in any of the following::

- (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 (1) 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 prescribed conditions;
- (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.

The exemptions provided in this Part apply to a person **ONLY** while the person is exclusively engaged in exempt transportation.



Section 14

Obtaining and Maintaining Minnesota Intrastate For-Hire Operating Authority

Section 14

Obtaining and Maintaining Minnesota Intrastate For-Hire Operating Authority

Minnesota operating authority is required for those persons engaged in for-hire transportation 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 651-215-6330, fax 651-366-3718 or visiting their website at www.dot.state.mn.us/cvo/credentials.html.

Certificate of Compliance Minnesota Worker's 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 worker's compensation insurance coverage requirement of Minnesota Statutes, Chapter 176. The required worker's 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 Carriers of Property (Minn. Stat. § 221.0251)

Motor Carriers of Property means a motor carrier engaged in the for-hire transportation of property other than household goods, passengers, or buildings. A certificate will be issued from the Office of Freight and Commercial Vehicle Operations when the applicant has submitted:

To obtain for-hire operating authority as a property carrier you must:

- Submit a completed application (no fee)
- Must show proof of registration with the Secretary of State
- Complete a certificate of Compliance Minnesota Worker's Compensation Law Form
- Have your insurance company file and maintain required amount of insurance; \$100,000/300,000 Public Liability, \$50,000 Property Damage (Form E filing)
- Carriers must complete the online Introduction to Minnesota Trucking Regulations (IMCC) training within 90 days of being issued a certificate of authority.

Household Goods Carriers (Minn. Stat. §221.031)

“Household goods” means personal effects and property used or to be used by the owner in the owner’s dwelling; furniture, fixtures, equipment and property of business places and institutions, public or private, when a part of the stock, equipment, supplies or property of such establishments.

To obtain Household Goods authority, you must:

- Submit a completed credentials authority application (application, delegation of authority form, workmen’s comp form, and the vehicle registration form).The form for a USDOT number has to be completed unless you already have a USDOT number already. Must show proof of registration with the Secretary of State
- Have your insurance company file and maintain required amount of insurance; Form E Property Damage and Pubic Liability (minimum of \$300,000/100,000 public liability and \$50,000 property damage) and Form H Cargo (minimum of \$50,000.00)
- Submit fees for Household Carrier Authority \$150.00 filing fee
- Complete a vehicle registration form, \$75.00 per vehicle for registration fee
- File required rates and tariffs within 90 days of being issued certificate of authority
- Carriers must complete the online Introduction to Minnesota Trucking Regulations (IMCC) training within 90 days of being issued a certificate of authority.

Building Movers (Minn. Stat. § 221.81)

“Building Mover” means a motor carrier 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 registered as a Building Mover a carrier must:

- Submit a completed application for a Building House Mover (\$150.00 filing fee)
- Complete a certificate of Compliance Minnesota Worker’s Compensation Law Form

- Have your insurance company file and maintain required amount of insurance; \$500,000 Motor Vehicle Liability,\$500,000 General Liability, (Certificate of Insurance filing)
- Register all vehicles to be used in the building mover’s operation
- Pay required fees of \$150.00 for license and \$10.00 per vehicle.

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.

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 Authority

- Submit a completed credentials authority application (application, delegation of authority form, workmen’s comp form, and the vehicle registration form).The form for a USDOT number has to be completed unless you already have a USDOT number already. Must show proof of registration with the Secretary of State
- Have your insurance company file and maintain required amount of insurance; \$5 million (16 or more passengers), \$1.5 million (8 to 15 passengers), (Form E filing)
- Complete and file a Motor Carrier Identification Report (MCS-150)
- Passenger vehicles with capacity rating of 8-15 passengers MUST be inspected by a MnDOT Inspector. Vehicles with a capacity rating of 16 or more can be inspected by a certified annual inspector (State Patrol)
- Submit Vehicle Registration Form and copy of your Inspection Report along with \$75.00 registration fee for each vehicle
- Carriers must complete the online Introduction to Minnesota Trucking Regulations (IMCC) training within 90 days of being issued a certificate of authority. ****



Intrastate Authority Cab Card

Note: (1) Driver criminal background checks must be completed before transporting passengers (see page 41). (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. Small vehicle passenger service is regulated by the cities in which they operate in and also by the Metropolitan Airport Commission.



Intrastate Motor Carrier of Passengers Certificate

Causes for Authority Suspensions and Cancellations (Minn. Stat. § 221.185)

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

- Does not maintain and file required insurance
- Does not pay the annual vehicle registration fees and purchase vehicle I.D. cab cards when required
- Receives an unsatisfactory safety rating
- Fails to pay an administrative penalty, if issued against the carrier
- If required, does not comply with DOT audit
- Failure to maintain workers compensation insurance

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.

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

Limousine transportation is provided in a luxury passenger four door sedan marked by the manufacturer as a luxury automobile that does not have a meter, where the service is prearranged, the seating capacity is not more than 12 passengers, and which charges more than a taxicab for a comparable trip. Limousines meeting these criteria must be registered and display a decal. The Certificate of Registration remains in the principal place of business.



Minnesota Limousine Vehicle Decal

To obtain Intrastate Limousine Authority:

- Submit a completed credentials authority application (application, delegation of authority form, workmen's comp form, and the vehicle registration form).The form for a USDOT number has to be completed unless you already have a USDOT number already. Must show proof of registration with the Secretary of State's office
- Complete a certificate of Compliance Minnesota Worker's Compensation Law Form
- Have your insurance company file and maintain required amount of insurance; \$100,000/300,000 Public Liability, \$100,000 Property Damage, (Form E filing)
- Complete and file a Motor Carrier Identification Report (MCS-150)
- Have your vehicle inspected by a MnDOT inspector
- Submit Vehicle Registration Form and copy of your Inspection Report along with \$80.00 per vehicle fee
- he fees are due when you come into our office with a copy of your inspection(s). The Limousine permit fee is \$150.00 and each vehicle decal is \$80.00
- After 90 days, an audit will be conducted to check for compliance with driver qualification, driver training requirements, and criminal background checks as required by Minn. Rule 8880.0800.

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 luxury limousine.

Special Transportation Service (Minn. Stat. § 174.30, Minn. Rule Parts 8840.5100 to 8840.6300)

A person who receives state or federal funding to assist in providing transportation that is designed primarily or exclusively to serve the elderly or disabled, 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 Authority

- Submit a completed application for passenger authority
- Must show proof of registration with the Secretary of State
- Complete a certificate of Compliance Minnesota Worker's Compensation Law Form

- Have your insurance company file and maintain required amount of insurance; \$100,000/300,000 Public Liability, \$50,000 Property Damage, (Form E)
- Complete and file a Motor Carrier Identification Report (MCS-150)
- Have vehicles inspected by a MnDOT Inspector, and any noted violations corrected
- Must complete the online STS Provider training within 90 days of being issued a certificate of authority
- After 90 days, an audit will be conducted to check for compliance with driver qualification, driver training requirements, and criminal background checks as required by Minn. Rule 8840.590

After 90 days, an audit will be conducted to check for compliance with driver qualification, driver training requirements, and criminal background checks as required by Minn. Rule 8840.5900.

For additional information on obtaining and maintaining Minnesota Intrastate for-hire operating authority please visit our website at www.dot.state.mn.us/cvo.



Section 15

Obtaining Interstate For-Hire Operating Authority

Section 15

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.

You must register for the calendar year 2013 by 12:01 AM January 1, 2013 in order to be in compliance. Enforcement for the 2013 UCR will begin at 12:01 AM on Tuesday, January 1, 2013.

The fee brackets are as follows:

Fleet Size (does NOT include trailers)		Fee Per Entity
Bracket	Number of Vehicles	
B1	*0-2	\$76.00
B2	3-5	\$227.00
B3	6-20	\$452.00
B4	21-100	\$1,576.00
B5	101-1,000	\$7,511.00
B6	1,000 or more	\$73,346.00

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 \$76.00. If you do NOT want to keep your interstate authority, you must contact the Federal Motor Carrier Safety Administration and change your status to INTRASTATE.

Note: There are very few exemptions under the UCR. Agricultural carriers (farmers) are NOT exempt. You can be ticketed in Minnesota for not having filed your UCR if you are an INTERSTAE 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 are 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 \$76.00.

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 on-line system hosted by the Indiana Department of Revenue. Go to www.ucr.in.gov and follow the step by step instructions. Payments may be made on-line using MasterCard, Visa or e-Check.
2. You may also complete the UCR application (and UCR 2 if applicable), figure your fees and mail or deliver your application and check. 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 choose to deliver your application and check for processing, the office hours are Monday through Friday from 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 4:00 p.m., excluding holidays.

If you would like to learn more about UCR or have questions please go to www.ucr.in.gov or www.dot.state.mn.us/cvo.

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



Section 16

Insurance Requirements

Section 16

	Type of Carrier	Commodity Transportation	Minimum Amount of Coverage
Intrastate	Building Movers	Buildings and Houses	\$500,000 Motor Vehicle Liability,\$500,000 General Liability,(Certificate of Insurance filing)
	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	\$100,000/300,000 Public Liability, \$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

Section 17

Hazardous Materials Regulations

49 CFR Parts 107 and 100 - 185

The Federal Hazardous Materials Regulations found in Title 49 of the Code of Regulations, Parts 100 to 185, govern the transportation of hazardous materials in interstate and intrastate commerce. Minnesota has adopted the federal 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 Part 397 set additional requirements for parking, attendance of hazmat vehicles, and routing of hazardous materials shipments.

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 their website at www.dot.state.mn.u/cvo. 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.

Hazardous Materials Registration and Credentials

Minnesota no longer participates in the Uniform Hazardous Materials Registration Program, and no hazardous materials transportation registration is required by MnDOT. Minnesota based companies that transport hazardous materials in Illinois, Ohio, Michigan, Nevada, Oklahoma, or West Virginia must register with the state in which they generate the greatest percentage of fleet mileage as their new base state.

Note: Please see Section 19, the National Agency Directory, for the contact information of the above mentioned states.

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 617-494-2545 or 202-366-4109. Each motor carrier subject to the USDOT registration requirements must carry a copy of its current Certificate of Registration, or another document bearing the registration number identified as “U.S. DOT Hazmat Reg. No.” on board each truck or truck tractor used to transport hazardous materials subject to the registration requirements.

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. A carrier may not transport in interstate or intrastate commerce any of the following materials, in the quantities listed, unless it holds a Safety Permit:

- A highway route-controlled quantity of a Class 7 (radioactive) material;
- More than 25 kg (55 pounds) of a Division 1.1, 1.2, or 1.3 (explosive) material, or an amount of Division 1.5 (explosive) material requiring placarding;
- More than one liter (1.08 quarts) per package of a material poisonous by inhalation in hazard zone A;
- A material poisonous by inhalation, in hazard zone B, in a bulk packaging capacity greater than 450 liters (119 gallons);
- A material poisonous by inhalation, in hazard zones C or D, in a packaging having a capacity equal to or greater than 13,248 liters (3,500 gallons) Please note, anhydrous ammonia is a hazard zone D material;
- Compressed or refrigerated liquefied methane or liquefied natural gas, or other gas with a methane content of at least 85%, in a bulk packaging with a capacity equal to or greater than 13,248 liters (3,500 gallons).

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. A Safety Permit is valid for two years, unless suspended or revoked by FMCSA. Safety Permits may be suspended or revoked for several reasons, including if a carrier fails to maintain a final satisfactory safety rating, the carrier fails

to comply with an out-of service order, or the carrier fails to maintain the minimum limits of financial responsibility as required. If you transport any of the materials and quantities listed above, please review the complete regulation, or contact FMCSA at 651-291-6150 or visit their website at www.fmcsa.dot.gov.

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.

While transporting hazardous materials, a carrier must have a shipping paper in the cab of the motor vehicle that provides the proper description of the hazardous material. Hazardous materials shippers, offerors, and carriers must maintain a copy of the shipping paper, or an electronic image thereof, accessible at the principal place of business. Hazardous materials carriers must retain copies of shipping papers for one year. Hazardous materials shippers and offerors must retain shipping papers for two years.

Carriers using a single shipping paper to document multiple shipments of a single hazardous material, may retain a single copy of the shipping paper if the carrier also retains a record of each shipment made, including shipping name, identification number, quantity transported, and date of shipment.

The shipping paper must include:

- UN or NA identification number for the material.
- Proper USDOT shipping name of the material.
- Hazard class or division number of the material, including subsidiary hazard class or division numbers, as appropriate.
- Packing group, in Roman numerals, when required by the Hazardous Materials Table.
- The date of acceptance by the initial carrier.
- Total quantity by net or gross mass, capacity, or as otherwise appropriate, including the unit of measure.

- The number and type of packages, for example “5 drums” or “3 IBC’s”.
- Any additional description information required for a specific material by the regulations.
- An Emergency response telephone number prominently displayed and clearly identified as an “Emergency Contact” telephone number, monitored by a person with comprehensive, product specific emergency response and incident mitigation information for the hazardous material.*
- A written copy of emergency response information for the materials being transported.

*The emergency telephone number must be either:

- The number of the person offering the hazardous material for transportation when that person is also the emergency response information provider (ERI provider). The name of the person, or contract number or other unique identifier assigned by an ERI provider must be entered immediately above, below, or next to the telephone number, if not clearly identified elsewhere on the shipping paper; or
- The number of an agency or organization capable of and accepting responsibility for, providing the required detailed and product specific emergency information (an ERI provider) for the shipper or offeror of the hazardous material. The person who is registered with the ERI provider must be identified by name or contract number on the shipping paper immediately above, below, or next to the emergency telephone number, unless that name or identifier is entered elsewhere on the shipping paper in a prominent manner.

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. Marking standards for non-bulk packaging differ from marks required on bulk packaging. Non-bulk packaging must be marked with the USDOT shipping name and the UN or NA identification number on the surface of the package, unless excepted in the regulations. Marking required on bulk packaging depends on the package type and material carried. High hazard materials must be marked with additional safety information. Consult 49 CFR Part 172 subp. D for details on marking requirements.

Labels are color-coded devices that indicate the hazard class of a material in a package. Labels must be at least 100 mm (3.9 inches) on all sides, and conform to the design and color standards in the HMR. Column 6 of the Hazardous Materials Table indicates the label or labels required for specific materials. Labels must be placed on the surface of the package near the required marking information, or on a securely affixed tag if the package surface prevents a label from adhering.



Example of a Hazardous Material Label

Some categories of hazard materials, including limited quantities and ORM-D Consumer Commodities, are excepted from labeling for highway transportation. See 49 CFR Part 172, subp. D, for the requirements and exceptions for hazard class labeling.

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 273 mm (approximately 10.8 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. Placarding of vehicles is the joint responsibility of the hazardous materials shipper and carrier. Shippers must offer the correct placards for the material and carriers may not move the shipment unless all correct placards are displayed. All placards must be displayed and maintained so the format, color, legibility, and visibility are not reduced due to damage or deterioration.

Any vehicle required to be placarded is a Commercial Motor Vehicle, as defined in the Federal Motor Carrier Safety Regulations. Drivers of CMV's requiring placards must have a Commercial Drivers License with a Hazardous Materials Endorsement. The placarding of a vehicle may also trigger additional requirements for driver qualifications, vehicle operation, and carrier registration. Consult 49 CFR Part 172 subp. F for details on placarding.

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

On March 9, 2010, the US DOT Pipeline and Hazardous Materials Safety Administration (PHMSA), in consultation with the Transportation Security Administration (TSA), issued a final rule that revised the Hazardous Materials Transportation Security regulations. PHMSA and TSA have established a tiered approach to transportation security, to focus security efforts on types or amounts of hazardous materials that pose a significant security threat. The

revised rule reduces the list of HM for which a security plan is required, and targets security plan regulations on those materials that pose a significant transportation security risk. The new regulation also adds new components to the security plan, and revises the security training requirements.

Applicability of Security Plan Regulations (49 CFR Section 172.800)

The revised regulation establishes new thresholds for the applicability of the security regulations based on the hazard class or division of the HM, the amount shipped or transported, and for some materials, whether the shipment requires placarding. Persons who offer or transport a hazardous material as listed below must complete and implement a HM Security Plan.

Any Quantity of:

- 1.1, 1.2, or 1.3 Explosives
- Materials Poisonous by Inhalation as defined in 49 CFR Section 171.8, including any quantity of anhydrous ammonia
- 4.3 Dangerous when Wet materials
- 5.2, Type B, Temperature Controlled organic peroxides
- Select agents and toxins regulated by the Centers for Disease Control and Prevention under 42 CFR Part 73, or the US Department of Agriculture under 9 CFR Part 121
- Class 7 radioactive material in Highway Route Controlled Quantities, or radionuclides listed as RAM-QC by the Nuclear Regulatory Commission

Large Bulk Quantities

A large bulk quantity is a quantity greater than 3,000 liters (792 gallons) for liquids and gases, or 3,000 kg (6,614 pounds) for a solid material shipped in a single packaging such as a cargo tank, portable tank, roll-off box, or other bulk container. Please note, LBQ refers to the amount shipped, not the capacity of the package.

- 2.1 flammable gases
- 2.2 non-flammable gases with a subsidiary hazard of 5.1 oxidizer (for example oxygen or nitrous oxide)
- Class 3 flammable liquids in Packing group I or II
- 4.2 spontaneously combustible materials is PG I or II
- 5.1 oxidizing materials in PG I or II, including ammonium nitrate, and ammonium nitrate fertilizers, gels, emulsions, and suspensions, and perchlorates.

- 6.1 poison or toxic materials (other than materials poisonous by inhalation, which are regulated at any quantity as noted above)
- Class 8 corrosive materials in PG I

Quantities Requiring Placarding

- 1.4, 1.5, and 1.6 explosives
- Desensitized explosives in Class 3 or division 4.1
- Uranium hexafluoride required to be placarded by 49 CFR Section 172.505 (b)

Components of Hazardous Materials Security Plans (49 CFR Section 172.802)

The HM security regulations require each person who offers or transports in commerce HM listed in 49 CFR Section 172.800 to develop and implement a security plan that conforms to the requirements of Subpart I. The Security Plans must include:

- A site specific assessment of possible security risks at facilities where the hazardous materials listed in 172.800 are prepared for shipment, stored, or unloaded incidental to movement; and
- Appropriate measures to address the assessed risks, and must include these components:
 - Personnel security: Measures taken to confirm background information provided by employees hired for positions that have access to HM covered by the security plan;
 - Unauthorized access/facility security: Measures to address the risk that unauthorized persons could gain access to facilities or vehicles used to transport HM covered by this rule;
 - En-route security: Measures to ensure efficient and secure movement of HM shipments from origin to destination;
 - Identification by job title of the senior management official responsible for development and implementation of the security plan;
 - Security duties for each person or department that is responsible for implementing the plan; and
 - A training plan for employees required to have security training or in-depth security training pursuant to 49 CFR Section 172.704

The security plan must be in writing and retained while in effect, and reviewed annually. The most recent version of the plan must be available to those employees responsible for implementing it, in a manner consistent with security clearances and a demonstrated need to know. Employees must

be notified when revisions are made. Each person required to develop or implement the security plan must maintain an accessible written or electronic copy of the plan. The security plan must be available upon request to authorized officials of the DOT or Department of Homeland Security.

The US DOT has published a security template on its Web site at <http://www.phmsa.dot.gov/hazmat/risk/rmsef> that can be used to identify points in the transportation process where security measures can be enhanced.

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 hazmat employee is a driver, training must include those subjects listed in 49 CFR Section 177.816, and instruction on applicable sections of the Motor Carrier Safety Regulations.

Each Hazmat Employee must receive:

- **General Awareness/Familiarization Training:** Training to make employees familiar with the requirements of the HMR and enable the employee to recognize and identify HM consistent with the hazard communications standards.
- **Function Specific Training:** Training to thoroughly instruct employees in the requirements of the HMR and applicable Motor Carrier Safety Regulations that apply to the specific HM job function(s) the employee performs.
- **Safety Training:** Training concerning emergency response information required in 49 CFR 172.802, and measures needed to protect the employee from the hazards associated with the HM they may be exposed to in the workplace, including specific measures the HM
- Employer has implemented to protect the HM employee, and methods for avoiding accidents.
- **Security Awareness Training:** Training that includes awareness of security risks associated with HM transportation and methods designed to enhance transport security, and how to recognize and respond to security threats. Security awareness training is required for all HM employees of all HM employers.
- **In-depth Security Training:** HM employees of a person required to have a HM Security Plan in accordance with 49 CFR Part 172, Subpart I, who perform a regulated function related to those materials covered by the plan, or are responsible for implementing the plan, must be trained on the plan and its implementation. Training

must include company security objectives, organizational security structure, specific security duties and responsibilities of each employee, and specific actions to be taken during a security breach. If the security plan is revised, HM employees must be trained within 90 days on details of the revised plan.

Frequency of Training

- New employees or those newly transferred to HM job functions must complete HM training within 90 days of becoming a HM employee.
- US DOT HM transportation training must be provided at least once every 3 years. Training records are required to be maintained for 3 years.
- Employees required to have in-depth security training must have that training at least once every 3 years, or within 90 days of implementation of a revised security plan.

Materials of Trade

A material of trade is a hazardous material carried on a motor vehicle:

- For the purpose of protecting the health or safety of the vehicle operator or passengers (for example, fire extinguishers or insect repellent)
- To support the operation or maintenance of a vehicle, (e.g., gasoline cans or aerosol starting fluid carried by a tow truck)
- By a private carrier in direct support of a principal business that is not transportation (e.g., landscapers, plumbers, welders, and painters that transport small amounts of hazardous materials for their own use)

The MOT rule provides exceptions from some of the hazardous materials communications and packaging requirements for persons that transport small amounts of hazardous materials that are used by the transporter in his/her business. Certain classes or divisions of hazardous materials are excluded from the MOT exceptions. Drivers of vehicles carrying MOT must be informed of the presence of the hazardous material, and have a general knowledge of the MOT regulations. All MOT packages must be closed, and secured against shifting, including relative motion between packages, within the transport vehicle. Consult 49 CFR Sections 173.6 and 392.51 for details.

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. A fact sheet on Fueling/Contractor Tanks is available on the OFCVO web site at www.dot.state.mn.us/cvo.

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 marked or placarded must stop at railroad crossings and must make sure that no train is approaching before crossing the tracks.
- A driver operating a marked or 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 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 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 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)

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 on 800-424-8802 or 202-267-2675, or by e-mail at www.nrc.uscg.mil 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 for a liquid or 400 kg 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 800-232-0124 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. An unintentional release of hazardous material or discharge of hazardous waste.
2. A specification cargo tank with a capacity of 1,000 gallons or greater, containing any hazardous material, suffers structural damage, (damage serious enough to bring into question the integrity of the tank, or to require replacement or repairs beyond cosmetic repair) even if there is no release of hazardous materials.
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/hazmat 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.
 - A packing group III material in Class or Division 3, 4, 5, 6.1, 8, or 9.
 - Each package has a capacity of less than 20 liters for liquids or 30 kg for solids.
 - The total aggregate release is less than 20 liters for liquids or 30 kg for solids.
 - 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 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 - UCR
UHMRP, Operating Authority
651-215-6330

Haz Mat Information
651-215-6330

Rules, Regulations and Training
651-215-6330

Transportation Regulation Proceedings
(Household Goods Carrier Authority)
651-215-6330

Minnesota Department of Public Safety
IRP/IFTA Office
445 Minnesota Street
Suite 188
St. Paul, MN 55101-5188

Permits - IFTA, IRP
651-205-4141

**MN State Patrol - Commercial Vehicle
Enforcement**
1110 Centre Point Curve, Suite 410
Mendota Heights, MN 55120

**Annual Inspection Decals, School Bus
Inspections**
651-405-6196

Other State Agencies

Minnesota Department of Public Safety

Driver & Vehicle Services
445 Minnesota Street
St. Paul, MN 55101
651-296-6911

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

Minnesota Department of Revenue

Petroleum Division
600 N. Robert Street
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

Additional Resources

USDOT

Federal Motor Carrier Safety Administration

St. Paul Office
Galtier Plaza
380 Jackson St., Ste. 500
St. Paul, MN 55101
651-291-6150

Pipeline and Hazardous Materials Safety Administration

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

Internal Revenue Service

Heavy Use Tax
651-312-8082

Complaints

888-DOT-SAFT

Applications, forms, insurance

800-832-5660
202-385-2423

www.fmcsa.dot.gov



Section 19

National Agency Directory

Section 19

UNITED STATES

ALABAMA

Operating authority:
334-242-5176
Roadside safety enforcement:
334-242-4395
Internet address:
www.dps.state.al.us

ALASKA

Operating authority:
907-269-5551
Roadside safety enforcement:
907-345-7750
Internet address:
www.dot.state.ak.us

ARIZONA

Operating authority:
602-255-0072
Roadside safety enforcement:
602-223-2522
Internet address:
www.azdot.gov

ARKANSAS

Operating authority:
501-682-4654
Roadside safety enforcement:
501-569-2421
Internet address:
www.arkansashighways.com

CALIFORNIA

Operating authority:
916-322-1297
Roadside safety enforcement:
916-843-3400
Internet address:
www.dot.ca.gov/hq/traffops/trucks

COLORADO

Operating authority:
303-757-9539
Roadside safety enforcement:
303-273-1875
Internet address:
www.dot.state.co.us

CONNECTICUT

Operating authority:
860-263-5281
Roadside safety enforcement:
860-263-5446
Internet address:
www.ct.gov/dmv/site/default.asp

DELAWARE

Operating authority:
302-744-2500
Roadside safety enforcement:
302-739-4863
Internet address:
www.deldot.gov/mfta

DISTRICT of COLUMBIA

Operating authority:
202-729-7083
Roadside safety enforcement:
202-737-4404
Internet address:
www.dc.gov

FLORIDA

Operating authority:
850-617-3102
Roadside safety enforcement:
850-617-3010
Internet address:
www.flhsmv.gov/fhp/omcc

GEORGIA

Operating authority:
404-362-6484
Roadside safety enforcement:
404-631-1990
Internet address:
www.dds.ga.gov/Commercial

HAWAII

Operating authority:
808-831-6712
Roadside safety enforcement:
808-692-7650
Internet address:
www.hawaii.gov/dot/highways

IDAHO

Operating authority:
208-334-8611
Roadside safety enforcement:
208-884-7200
Internet address:
www.trucking.idaho.gov

ILLINOIS

Operating authority:
217-785-4869
HazMat registration
217-785-2361
Roadside safety enforcement:
217-782-6171
Internet address:
www.dot.state.il.us/dobuisns.html

INDIANA

Operating authority:
317-615-7200
Roadside safety enforcement:
317-615-7373
Internet address:
www.in.gov/dor

IOWA

Operating authority:
515-237-3264
Roadside safety enforcement:
800-925-6469
Internet address:
www.iowadot.gov/mvd/omcs

KANSAS

Operating authority:
785-271-3145
Roadside safety enforcement:
785-296-6800
Internet address:
www.truckingks.com

KENTUCKY

Operating authority:
502-564-1257
Roadside safety enforcement:
877-367-5982
Internet address:
[//dmc.kytc.ky.gov/home_vr.htm](http://dmc.kytc.ky.gov/home_vr.htm)

LOUISIANA

Operating authority:
225-343-2345
Roadside safety enforcement:
225-925-3800
Internet address:
<http://omv.dps.state.la.us>

MAINE

Operating authority:
207-624-9000
Roadside safety enforcement:
207-624-8939
Internet address:
www.maine.gov/sos/bmv/commercial

MARYLAND

Operating authority:
410-582-5734
Roadside safety enforcement:
410-694-6100
Internet address:
www.mdot.maryland.gov

MASSACHUSETTS

Operating authority:
617-351-4500
Roadside safety enforcement:
978-369-1004
Internet address:
www.massdot.state.ma.us

MICHIGAN

Operating authority:
517-241-6030
HazMat registration
517-322-1853
Roadside safety enforcement:
517-241-6030
Internet address:
www.michigan.gov/mdot

MINNESOTA

Operating authority:
651-215-6330
Roadside safety enforcement:
651-405-6196
Internet address:
www.dot.state.mn.us/cvo

MISSISSIPPI

Operating authority:
601-359-7249
Roadside safety enforcement:
601-987-1530
Internet address:
www.mdot.ms.gov

MISSOURI

Operating authority:
866-831-6277
Roadside safety enforcement:
866-831-6277
Internet address:
www.modot.org/mcs

MONTANA

Operating authority:
406-444-6130
Roadside safety enforcement:
406-444-7638
Internet address:
www.mdt.mt.gov/mcs

NEBRASKA

Operating authority:
888-622-1222
Roadside safety enforcement:
402-471-4545
Internet address:
www.dmv.ne.gov/mcs

NEVADA

Operating authority:
775-684-4711
HazMat registration
775-684-4622
Roadside safety enforcement:
775-687-5300
Internet address:
www.nevadadot.com

NEW HAMPSHIRE

Operating authority:
603-271-2447
Roadside safety enforcement:
603-223-8780
Internet address:
www.nh.gov/safety/divisions/dmv

NEW JERSEY

Operating authority:
609-292-6500
Roadside safety enforcement:
609-292-6500
Internet address:
www.state.nj.us/mvc/Commercial

NEW MEXICO

Operating authority:
505-827-4519
Roadside safety enforcement:
505-476-2457
Internet address:
www.nmprc.state.nm.us/

NEW YORK

Operating authority:
518-457-6503
Roadside safety enforcement:
518-457-6512
Internet address:
www.dot.ny.gov/divisions

N. CAROLINA

Operating authority:
888-733-4740
Roadside safety enforcement:
919-715-8683
Internet address:
www.ncdot.org/dmv

N. DAKOTA

Operating authority:
701-328-2725
Roadside safety enforcement:
701-328-2455
Internet address:
www.nd.gov/business/motor-carrier

OHIO

Operating authority:
614-466-3392
HazMat registration
800-686-7826
Roadside safety enforcement:
614-752-4882
Internet address:
www.puco.ohio.gov

OKLAHOMA

Operating authority:
405-521-2251
HazMat registration
405-521-2915
Roadside safety enforcement:
405-521- 2965
Internet address:
www.occeweb.com

OREGON

Operating authority:
503-378-5849
Roadside safety enforcement:
503-378-6963
Internet address:
www.oregon.gov/ODOT/MCT

PENNSYLVANIA

Operating authority:
717-412-5300
Roadside safety enforcement:
717-787-3834
Internet address:
www.dmv.state.pa.us

RHODE ISLAND

Operating authority:
401-780-2158
Roadside safety enforcement:
401-444-1140
Internet address:
www.dmv.ri.gov

S. CAROLINA

Operating authority:
803-896-3870
Roadside safety enforcement:
803-896-5500
Internet address:
www.scdps.org

S. DAKOTA

Operating authority:
605-773-3314
Roadside safety enforcement:
605-773-4578
Internet address:
www.sdtruckinfo.com

TENNESSEE

Operating authority:
615-399-4266
Roadside safety enforcement:
615-743-4990
Internet address:
www.tn.gov/revenue/motorcarrier

TEXAS

Operating authority:
800-299-1700
Roadside safety enforcement:
512-424-2051
Internet address:
www.txdmv.gov/motor_carrier

UTAH

Operating authority:
801-965-4892
Roadside safety enforcement:
801-596-9248
Internet address:
www.udot.utah.gov

VERMONT

Operating authority:
802-828 2000
Roadside safety enforcement:
802-244-8778
Internet address:
[www.vermont.gov/
commercial_trucking](http://www.vermont.gov/commercial_trucking)

VIRGINIA

Operating authority:
804-249-5130
Roadside safety enforcement:
804-674-2000
Internet address:
www.dmv.virginia.gov

WASHINGTON

Operating authority:
360-664-1222
Roadside safety enforcement:
360-596-3800
Internet address:
www.wsdot.wa.gov

W. VIRGINIA

Operating authority:
304-340-0427
HazMat registration
304-340-0346
Roadside safety enforcement:
304-347-5935
Internet address:
www.transportation.wv.gov/dmv

WISCONSIN

Operating authority:
608-261-2574
Roadside safety enforcement:
608-266-3212
Internet address:
www.dot.wisconsin.gov

WYOMING

Operating authority:

307-777-4850

Roadside safety enforcement:

307-777-4872

Internet address:

www.dot.state.wy.us/wydot



Section 20

Definitions

Section 20

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

Bill of lading - 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.

Certificate - The Office of Freight and Commercial Vehicle Operations issues certificates to Special Transportation Services (STS) providers.

Chapter 221 - Minnesota Statutes chapter containing the Minnesota motor carrier laws.

CMV - A commercial motor vehicle operated by a motor carrier and subject to 49 CFR and Minnesota Statutes.

DVIR - Daily vehicle inspection report.

Exempt - Not subject to certain regulation, such as operating authority requirements.

FMCSR (Federal Motor Carrier Safety Regulations) - Contains the rules governing operations of trucks and buses in interstate commerce. Minnesota also 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 - Certificate that provides insurance against public liability and property damage for a motor carrier operating under a permit or registration. The form is described in the Code of Federal Regulations, Title 49.

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, with reference to a specific section. For example, 49 CFR Section 391.43.

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 either unloaded weight of vehicle (or combination) plus weight of shipment, or maximum gross weight rating specified by vehicle's manufacturer.

GVWR - Gross vehicle weight rating.

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.

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

Interstate - Transportation between states or countries or between two places in a state as part of transportation originating or terminating outside the state.

Logbook - (Record of duty status) Written record completed by a commercial vehicle driver in a graph-grid format. Entries indicate daily number of hours worked, driven, off-duty, and vehicle(s) driven.

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

Medical certificate - Certificate showing that driver has passed USDOT-prescribed physical exam. Also known as "health card".

Medical waiver - Waiver from medical requirements for drivers who cannot meet minimum driver qualification standards under 49 CFR Part 391.

MnDOT - Minnesota Department of Transportation.

Motor carrier (Minnesota definition) - Carrier operating for-hire in Minnesota.

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

Operating authority - Permit or certificate required to provide for-hire transportation service, issued by Mn/DOT for intrastate transportation and USDOT for interstate transportation.

Out-of-service - Condition where a motor vehicle, because of mechanical condition or loading, is considered imminently hazardous and likely to cause an accident or breakdown; or where a driver violation renders a commercial vehicle operator unqualified to drive.

Placard - Diamond-shaped sign required on all four sides of motor vehicle hauling hazardous materials that shows hazard classification of material transported.

Private carrier - Not in the business to provide a for-hire transportation service. Uses commercial vehicles to further its primary business, which is not transportation; for example, hauling the company's own products to its customers.

Shipping paper - A document required for the transportation 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.

STB - USDOT's Surface Transportation Board. Replaced the Interstate Commerce Commission.

STS - Special Transportation Service.

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

UCR - Unified Carrier Registration.

USDOT - United States Department of Transportation.



Section 21

Internet Resource List

Section 21

Internet Resource List

Code of Federal Regulations

www.gpo.gov/fdsys/

Federal Motor Carrier Safety Administration

www.fmcsa.dot.gov

Federal Register

www.gpo.gov/fdsys/

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

www.dps.state.mn.us

Minnesota Department of Transportation

www.dot.state.mn.us

MnDOT Office of Freight and Commercial Vehicle Operations

www.dot.state.mn.us/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.leg.state.mn.us

Transportation Safety Institute

www.tsi.dot.gov

U.S. Code

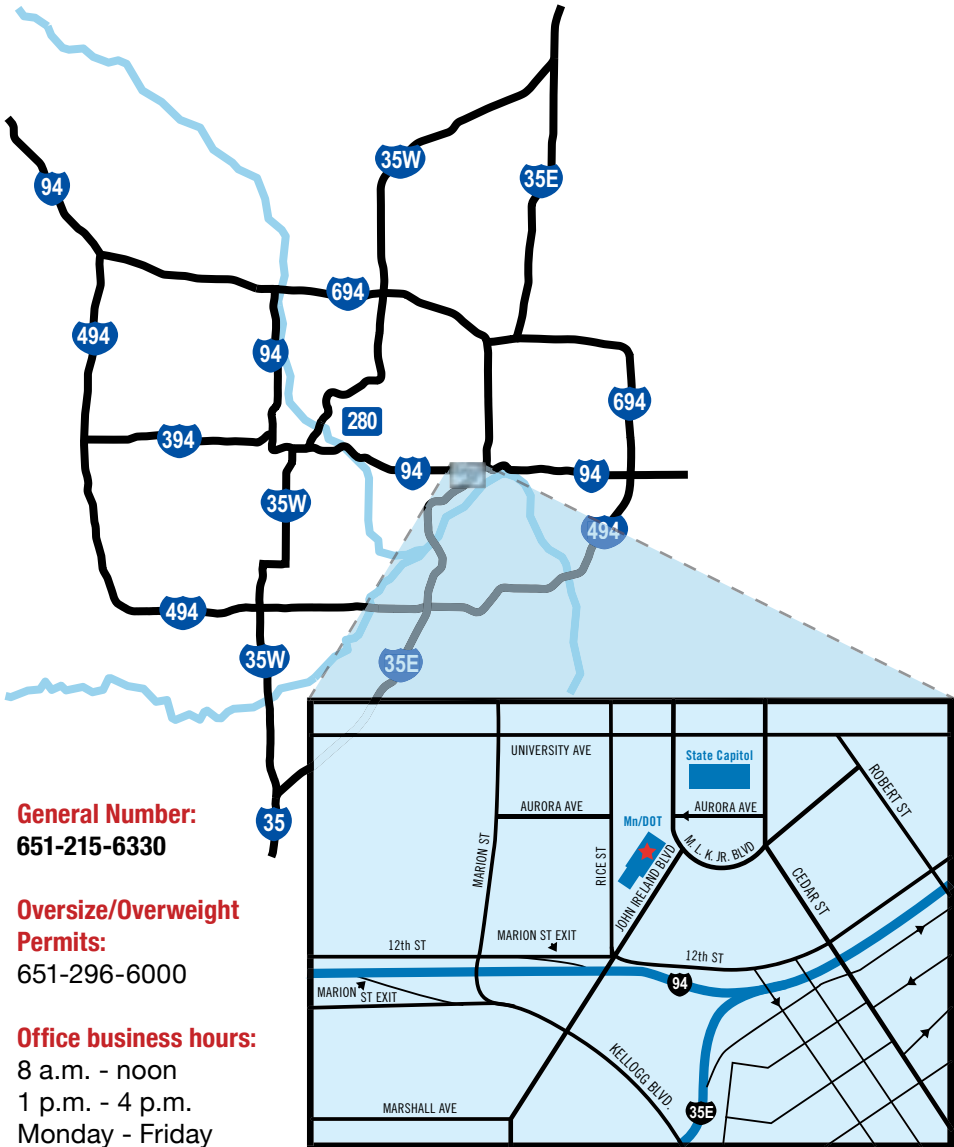
uscode.house.gov

U.S. Department of Transportation

www.dot.gov

US DOT Office of Hazardous Materials Safety

www.phmsa.dot.gov/hazmat



General Number:
651-215-6330

**Oversize/Overweight
Permits:**
651-296-6000

Office business hours:
8 a.m. - noon
1 p.m. - 4 p.m.
Monday - Friday

Minnesota Department of Transportation

Office of Freight and Commercial Vehicle Operations
Transportation Building, MS 420
395 John Ireland Blvd
St. Paul, MN 55155-1899

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.dot.state.mn.us/cvo/

To request this document in an alternative format please call 651-366-4718 or 1-800-657-3774 (Greater Minnesota). You may also send an email to ADArequest.dot@state.mn.us (please request at least one week in advance).