

Approximately **4 million** commercial motor vehicle inspections are conducted every year throughout North America to ensure the commercial motor vehicles on our roadways are operating safely. Specially trained safety inspectors inspect these vehicles using the North American Standard Inspection Program.

The Commercial Vehicle Safety Alliance is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to prevent commercial motor vehicle crashes, injuries and fatalities and believes that collaboration between government and industry improves road safety and saves lives. Our mission is to improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America. For more information, visit www.cvsa.org.



Commercial Vehicle Safety Alliance

Who We Are and What We Do

The **North American Standard Inspection Program** was created by the Commercial Vehicle Safety Alliance as the roadside inspection process for inspecting commercial motor vehicles and drivers throughout North America. The program was developed to improve the safe operation of commercial motor vehicles by establishing a uniform and reciprocal roadside inspection and enforcement process. The program outlines inspection procedures, standards and requirements, and ensures consistency in compliance, inspections and enforcement, while minimizing duplication of efforts and unnecessary operating delays for the motor carrier industry.





The Commercial Vehicle Safety Alliance's (CVSA) membership is made up of the commercial motor vehicle law enforcement community and the motor carrier industry, working together to improve driver, vehicle and roadway safety throughout North America. This is accomplished through CVSA's North American Standard Inspection Program, the foundation of the organization.

More than 13,000 certified inspectors in each state, province and territory inspect commercial motor vehicles using CVSA's inspection procedures, operational policies and the North American Standard Out-of-Service Criteria.

- ▶ There are eight levels of inspections, ranging from the Level I Inspection, a 37-step process that evaluates the driver and vehicle, to inspection levels with specific areas of focus, such as the Level VI Inspection for radioactive materials and the Level VIII Electronic Inspection.
- ▶ North American Standard Level I and Level V Inspections are the only inspections that may result in a CVSA decal placed on the vehicle. In addition, passed Level VI Inspections result in issuance of a special Level VI CVSA decal. To qualify for a CVSA decal, a vehicle must not have any critical vehicle inspection item violations according to the North American Standard Out-of-Service Criteria.
- ▶ Inspections must be performed by CVSA-certified inspectors, which means the government employee performing the inspections and issuing CVSA decals has successfully completed a training program approved by CVSA.

CVSA leads the charge to increase knowledge of commercial motor vehicle operations and regulations and improve the comfort level of the motoring public through enforcement and education aimed at reducing fatalities and injuries on our roadways.

The Alliance is at the forefront of transportation safety on regulatory and legislative issues as the leading commercial motor vehicle safety organization with the knowledge, expertise and resources to advise government, industry, policymakers and others on commercial motor vehicle safety matters.

Membership

CVSA has four membership types:

- **Class I Members** are state/provincial/territorial agencies represented by various police departments, highway patrols, departments of transportation, public utility and service commissions, departments of motor vehicles, and ministries of transportation.
- **Class II Local Members** are local agencies represented by city or municipal police departments.
- **Class III Associate Members** are companies, organizations, trade associations, truck and bus companies, industry suppliers and vendors, training institutions, consultants, insurance companies, trucking associations, large- and small-fleet owners, and owner-operators.
- **Class IV Federal Members** are federal government agency representatives.

Our members – including more than 13,000 law enforcement officials and more than 500 motor carrier industry companies and associations – are dedicated to transportation safety and committed to helping the Alliance achieve its goal of uniformity, compatibility and reciprocity of commercial motor vehicle inspections throughout North America.

There are five geographical regions that make up the membership of the Alliance. Geographical distribution is as follows:

- **Region I** – Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Puerto Rico, Rhode Island, U.S. Virgin Islands and Vermont
- **Region II** – Alabama, American Samoa, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia and West Virginia
- **Region III** – Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Northern Mariana Islands, Ohio, South Dakota and Wisconsin
- **Region IV** – Alaska, Arizona, California, Guam, Hawaii, Idaho, Mexico, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming
- **Region V** – Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland and Labrador, Northwest Territories, Nova Scotia, Nunavut, Ontario, Prince Edward Island, Quebec, Saskatchewan, and Yukon

History of the Alliance

The Alliance began in 1980 as an informal gathering of the U.S. western state agencies and Canadian provinces responsible for conducting commercial motor vehicle enforcement. The states and provinces were, in large part, using common criteria for regulation and commercial motor vehicle inspection functions, but there was also a redundancy of work effort that wasted government resources, equipment, personnel and time, and caused monetary loss for the motor carrier industry.

A memorandum of understanding (MOU) was developed to establish uniformity and reciprocity of highway enforcement activities to improve the safe operation of commercial motor vehicles. The MOU outlined the inspection procedures and out-of-service criteria which parties to the agreement would follow. Almost immediately, the agreement and concepts were successful.

The motor carrier industry and many other groups were supportive of the Alliance's methods and accomplishments, and that interest led to significant interaction and involvement of the Alliance membership with the motor carrier industry, public safety organizations and the federal government. To accommodate this expanding interest, in 1982, the organization's bylaws were ratified to add provisions for associate membership.

In 1991, the Alliance, which had been made up of Canada and the U.S., expanded to include Mexico, setting the framework for commercial motor vehicle uniformity and reciprocity in enforcement practices throughout North America and making CVSA the North American cooperative alliance that it is today.

