Mexico-Domiciled CVSA Decal Requirement

CVSA supports removing the requirement that Mexico-domiciled motor carriers display a CVSA decal after the initial 18 months of provisional operating authority, to improve uniformity and international harmonization.

Approximately 3 million commercial motor vehicle (CMV) inspections are conducted every year throughout the U.S. to ensure the large trucks and buses driving on our roadways are operating safely. Certified inspectors in each state and jurisdiction inspect CMVs based on inspection procedures and criteria created by CVSA, known as the North American Standard Inspection Program. When a vehicle passes a North American Standard Level I or Level V inspection and no critical violations are found, a CVSA decal may be issued at the end of the inspection. The decal serves as a visual indicator to inspectors that the vehicle was recently inspected and was free of critical violations. Generally, vehicles displaying valid CVSA decals will not be subject to re-inspection for a period of three months, though nothing prevents re-inspection of a vehicle or combination of vehicles bearing a valid CVSA decal.

Currently, Title 49 Code of Federal Regulations § 365.511 requires that any Mexico-domiciled motor carrier granted permanent operating authority in the U.S. be inspected at least every 90 days and display a CVSA decal indicating that the vehicle has no major safety defects. The existing requirement applies to Mexico-domiciled motor carriers during their first 18 months of provisional operating authority and for three consecutive years afterwards.

The requirement was put into place in 2001 after the North American Free Trade Agreement opened up more trade between the U.S. and Mexico, and safety concerns about Mexico-domiciled motor carriers were shared. The periodic inspection standards in Mexico have improved since this requirement was originally put into place and is now comparable to the U.S. standard.

CVSA supports removing the requirement that Mexico-domiciled motor carriers display a CVSA decal after the initial 18-months of provisional operating authority, to improve uniformity and international harmonization.

Violation data, specifically out-of-service (OOS) rates, show no significant difference between Mexico-domiciled motor carriers and Canadian or U.S.-domiciled motor carriers. The following are vehicle OOS rates for Mexico-domiciled, Canadian-domiciled and U.S.-domiciled motor carriers.

Vehicle OOS Rate[1]	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
U.S.	20.32%	20.87%	21.17%	20.97%	21.02%
Mexico	19.02%	19.28%	18.80%	18.74%	18.53%
Canada	11.76%	12.36%	12.03%	11.27%	11.07%

[1] Supporting Document to Issue Request 20-026-PRA, "SCT-Legislative-proposal-Oct.23_2020.pdf". Commercial Vehicle Safety Alliance. https://cvsa.org/search-issues/entry/2657/

Vehicle OOS Rate[2]	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
U.S.	21.36%	22.62%	22.63%	23.06%	23.45%
Mexico	20.57%	22.93%	23.13%	24.25%	25.20%
Canada	12.11%	14.03%	14.31%	15.23%	15.68%

Since fiscal 2016, vehicle out-of-service rates between Mexico and the U.S. have generally remained consistent, demonstrating that initial safety concerns that existed when the requirement was first established are not borne out in the inspection violation data.

Removing this requirement, which currently applies only to Mexican-domiciled motor carriers, would result in a more uniform application of motor carrier regulations in the U.S. Consistent safety regulations and uniform enforcement between jurisdictions are the cornerstone of an effective CMV enforcement program.

[2] Roadside Inspection Rates (Filtered by Domicile). A&I. FMCSA. https://ai.fmcsa.dot.gov/EnforcementPrograms/Inspections?type=OOSRates&time_period_id=2&report_date=0&vehicle_type=1&acute_critical=0&state=NAT&domicile=ALL

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