A MESSAGE FROM THE STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC AND SAFETY

The Maryland Motor Carrier Handbook is intended for commercial motor carrier drivers and others who are interested in learning about the various bus and truck regulations pertaining to commercial motor vehicle travel in Maryland. Information contained herein is summarized and should not be cited in place of specific federal and state laws.

The Maryland Motor Carrier Handbook is the product of the State Highway Administration (SHA), Motor Carrier Division, developed in cooperation with the Maryland Department of Transportation Office of Freight Logistics, the Maryland State Police, the Maryland Transportation Authority Police, the Motor Vehicle Administration, the Public Service Commission, the Motor Fuel Tax Division of the Comptroller of Maryland, and the Maryland Department of the Environment. Copies of the Handbook are available free of charge.

This latest edition marks the twelfth revision of the Handbook, since it was introduced in the 1980’s. Your suggestions on how it can be improved are welcomed. Please send your comments and ideas to: SHA Office of Traffic and Safety, Motor Carrier Division, 7491 Connelley Drive, Hanover MD 21076. The Division can be reached by calling 410-582-5734, or toll free 1-800-543-4564.

Drive smart, buckle up and enjoy Maryland!

Thomas Hicks
Director
Office of Traffic and Safety
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SAFETY IS GOOD BUSINESS – YOU HOLD THE KEY!

As an owner, operator and/or driver of a Commercial Motor Vehicle (CMV) you should be concerned with safety. Your life, as well as the lives of others depends on you assuring that both you and your vehicle are in the best operating condition possible.

A well-maintained vehicle, driven by an alert driver practicing safe driving techniques reduces the potential for motor vehicle crashes. Every year, vehicle crashes cause injury and death across the U.S. These incidents subject an owner/driver to civil litigation that can be expensive. Failing to obey the law can likewise become expensive in other ways. Traffic tickets can be issued to drivers who fail to obey the law and owners for failing to maintain their vehicles in safe operating condition. In the case of a driver, unsafe operation of a vehicle in violation of the law can result in fines being assessed. Depending on the severity of the offense, fines can exceed $1,000.00 and in some cases a penalty of incarceration can be given.

Since your life and the lives of others is a precious commodity, please:

- Obey all traffic laws,
- Practice safe driving techniques,
- Stay alert,
- Make sure your vehicle is in top mechanical condition, and
- Make safety your business.
Maryland encourages you to make safety a priority in your daily operations. So remember, “Safety Is Good Business – You Hold the Key!”

CHAPTER I

INTRODUCTION

GENERAL RULES AND REGULATIONS

The Maryland Motor Carrier Handbook is intended to provide you with a summary of the federal and state laws governing truck and bus operations in Maryland. This useful guide can be easily carried in your backpack, small briefcase, in the cab of a truck, or in the glove box of a bus. The material contained herein should not be quoted as the law as it does not replace either Federal law or Maryland State law. If after reviewing the material in the Handbook you have questions regarding the various laws and regulations, please consult the below listed reference guides/books or contact the agencies listed in Appendix "C".

The Federal Motor Carrier Safety Regulations (FMCSR) deal specifically with the federal CMV safety regulations pertaining to the movement of interstate commerce. Maryland has adopted most of the FMCSR, including those sections pertaining to the movement and control of Hazardous Materials (Haz-Mat), Commercial Driver’s Licenses (CDL’s), driver’s qualifications, and Hours-of-Service (HOS) and other sections not specifically mentioned here. Additional information on the regulations adopted by Maryland can be found later in this book. (See Chapter XIX)

If you wish to obtain copies of the FMCSR you can find them at truck stops across the country, or
you can contact one of several publishers who produce copies of them.

The Maryland Motor Carrier Portal is your one-stop shop on the Internet for all motor carrier, CMV registration, and CDL information. The Portal provides links to all of the enforcement and regulatory agencies involved in motor carrier processes in Maryland and it provides you with other information concerning the requirements for operation in the State. You can access the Portal at the following address:

www.marylandtransportation.com

After accessing the website, click on the “Maryland Motor Carrier Program” (MMCP) caption on the left-hand side of the page. This will enable you to access information concerning the MMCP.

Additional information can be obtained from the Maryland Motor Vehicle Administration (MVA). MVA produces the Maryland Driver’s Handbook, Maryland Commercial Driver’s License Manual and the International Registration Plan Instructions for Apportionment. These publications are available from MVA free of charge. The Maryland Department of the Environment’s (MDE) "Hazardous Materials, Emergency Response Procedures" is available free of charge. (See Appendix “C” for the contact information and webpage address for both agencies.)

Maryland publishes an official highway/road map free of charge for use by the motor carrier industry which provides an overview of Maryland’s extensive highway system. The “Maryland Trucker’s Map” which provides specific information on approved truck routes, access provisions for vehicle combinations, rest stops, truck stops,
etc., is currently undergoing revision with a release date later in 2005.

The Maryland Port Administration (MPA) publishes a free map titled, “Port of Baltimore, Trucker’s Guide,” available by writing the MPA at:

Maryland Port Administration
2700 Broening Highway
Dundalk Marine Terminal
Intermodal Department
Baltimore, Maryland 21222

For additional information you can reach the MPA at 1-410-633-1180, Toll-Free 1-800-638-7519, or access their webpage at:

www.marylandports.com

A. TRUCK IDLING

The Maryland Vehicle Law, Title 22, Subsection 402 (c)(3) states, “A motor vehicle may not be allowed to operate for more than 5 consecutive minutes when the vehicle is not in motion except as follows:

1. When a vehicle is forced to remain motionless because of traffic conditions or mechanical difficulties over which the operator has no control;
2. When it is necessary to operate heating and cooling or auxiliary equipment installed on the vehicle;
3. To bring the vehicle to the manufacturer’s recommended operating temperature; or
4. When it is necessary to accomplish the intended use of the vehicle.”

Unnecessary idling wastes fuel and causes more air pollution. Recognizing there are times when vehicle idling is not necessary, please do your part to assist Maryland in reducing vehicle emissions and the release of harmful air-pollutants.

B. USEFUL WEB PAGE ADDRESSES FOR AGENCIES

1. Maryland Department of Transportation
   www.marylandtransportation.com

2. Maryland State Police (MSP)
   www.mdsp.org

3. Maryland Comptroller
   www.comp.state.md.us

4. Maryland Department of the Environment
   www.mde.state.md.us

5. Maryland Motor Vehicle Administration
   www.marylandmva.com

6. Maryland Port Administration
   www.marylandports.com

7. Maryland Public Service Commission
   www.psc.state.md.us

8. Maryland State Highway Administration
Questions are fielded on a daily basis by Maryland agencies that are tasked with regulating Commercial Motor Vehicle (CMV) movement in the state. Therefore, for your convenience we have placed a list of most frequently-asked-questions (FAQ's) in this section for review.

1. What is a Commercial Vehicle?

A. There are two federal definitions for a “Commercial Motor Vehicle” (CMV) which determine how many of the Federal Motor Carrier Safety Regulations (FMCSR) will apply to you and your vehicle. The following vehicles/combinations used in business or commerce are subject to all of the FMCSR found in Parts 390 through 399, PLUS drug testing requirements in Part 382 and Commercial Driver’s License (CDL) requirements in Part 383:

1. Over 26,000 pounds Gross Vehicle Weight Rating (GVWR),
2. In combination with a trailer where the Gross Combination Weight Rating (GCWR) exceeds 26,000 pounds and the weight of the trailer exceeds 10,000 pounds,
3. Designed and used to transport more than 15 passengers, including the driver,

Smaller CMV’s and combinations subject to Parts 390 through 399 are defined as:
1. Vehicles or vehicle combinations exceeding 10,001 pounds GVWR (i.e. a pickup truck pulling a trailer),
2. A vehicle used to transport 9-15 passengers,
3. A vehicle transporting placardable amounts of Haz-Mat.

[For vehicles that transport 9-15 passengers, only some of the regulations apply.] Drug testing and CDL regulations apply to any vehicle transporting a placardable amount of Haz-Mat.

For additional information please call the State Highway Administration’s Motor Carrier Division at 410-582-5734, or Toll-Free (within Maryland only) 1-800-543-4564.

2. Who is a Motor Carrier?

A. A Motor Carrier can be someone who is either for hire or conducts business as a private motor carrier. A Motor Carrier includes motor carrier agents, officers and representatives, employees responsible for hiring, supervising, training, assigning, or dispatching of drivers and employees that perform duties dealing with the installation, inspection, and maintenance of CMV equipment and/or accessories.

3. When dealing with “Commerce” what is the difference between “Interstate” and “Intrastate?”

A. Both federal and state law can apply depending on what type of operation you run. Interstate transport is moving property from one state to or through another (Washington, D.C. is considered a state). Property that has its origin or destination outside of the state and is being picked up or delivered locally may be considered interstate cargo. The most common examples of this would be pier freight, air freight, U.S. Mail, and some distribution warehouse freight. Shipments transported entirely within the state, with no origin or destination outside of the state’s borders is considered intrastate.
4. I am thinking about buying a truck; what do I need?

A. There are a great many things you need to be concerned with in this instance. We recommend you review the Handbook to determine what may apply to your operation. If you still have questions call either the SHA Motor Carrier Division or the MSP/CVED at the telephone numbers contained in Appendix “C”.

5. If I’m driving a CMV and get low on the available number of driving hours or am tired and need to stop, are there places in Maryland where I can stop and obtain rest?

A. Maryland has many locations you may use to park to obtain rest. Information on these sites is located in Chapter II.

6. How much weight can I register my truck for?

A. There are several things you need to know. First, what is the manufacturer's Gross Vehicle Weight Rating (GVWR) for your vehicle? In many cases, this rating can be found on a door plate, or sticker located on the driver’s door pillar of your vehicle. Next, if you are going to pull a trailer or other vehicle behind the truck, you need to be concerned with the manufacturer's Gross Combination Weight Rating (GCWR) for your truck. This likewise can be located on the driver’s door pillar. If the GVWR and GCWR do not appear on the door plate, it
is suggested you contact the dealer where you purchased your vehicle or vehicle manufacturer. Registering your vehicle for a weight over the GVWR or GCWR is not recommended.

If you have additional questions please call either the SHA Motor Carrier Division or the MSP/CVED (See telephone numbers in Appendix “C”)

7. What does the term IRP mean?

A. The term IRP, stands for the International Registration Plan. If you wish to travel in other states, the District of Columbia, or Canadian provinces, you will be required to obtain apportioned registration (in other words IRP authority to operate in those states/provinces) in certain circumstances. IRP (apportioned registration) is based on the number of miles you anticipate traveling in that jurisdiction and the number of axles on your vehicle and the weight of the vehicle and/or combination. For more details, refer to Chapter IV in the Handbook. If you have additional questions, please call MVA at 410-787-2971 (Baltimore and local area only), or Toll-Free 1-800-248-4160 (in Maryland only), or if you are calling from outside of Maryland, 301-729-4550.

8. I only go through your state twice a year. Do I still need to obtain IRP registration?

A. If you ordinarily would be required to obtain IRP registration under other circumstances then in this case you would be required to obtain a temporary IRP Trip Permit from MVA which is valid for a period of 72 hours.

9. Is Maryland a single-state registration state?

A. No. Maryland participates in the IRP.

10. What does the term IFTA stand for?
A. The term IFTA stands for the International Fuel Tax Agreement pertaining to fuel tax permits. You may be required to obtain IFTA decals for your vehicle under certain circumstances based on:

- The number of axles on your vehicle,
- The gross vehicle weight, and
- Where you travel (i.e. other states, District of Columbia, Canadian provinces).

To obtain more information read Chapter V in the Handbook. If you have additional questions, please call the Motor Fuel Tax Division, Comptroller of Maryland:

410-260-7215

1-888-784-0142 (Toll Free in Maryland)

11. I own a Commercial Motor Vehicle. Do I need any markings on it?

A. Depending on what you haul and where you travel determines what type of markings you are required to display on your vehicle. For more information please refer to Chapter VI in this Handbook. If you have additional questions, call the SHA Motor Carrier Division at 410-582-5734, or Toll Free 1-800-543-4564.

12. Do I need any type of permit to travel in Maryland?

A. If you are an interstate carrier, you will need to obtain a US DOT Number for your vehicle. A US DOT Number can be obtained free of charge by contacting the Federal Motor Carrier Safety Administration (FMCSA). You can also apply on-line at their website: www.fmcsa.dot.gov

If you are a For-Hire carrier operating interstate, in addition to displaying the US DOT Number you will be required to obtain an MC Number which will
give you operating authority. The MC Number may be obtained from FMCSA for a fee and you can apply online for this at their website: [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

If you operate only intrastate (in Maryland only) and do not haul interstate cargo, you will need to obtain a Maryland US DOT Number which can be obtained free of charge. For additional information, refer to Chapter VI in this handbook.

If you still have questions, call the SHA Motor Carrier Division at 410-582-5734, or Toll-Free 1-800-543-4564.

13. When do I need a Commercial Driver’s License? (CDL)

A. You are required to possess a CDL when you are driving a Commercial Motor Vehicle (CMV) that fits the criteria as specified in The Maryland Vehicle Law. See Chapter VII in this Handbook for an explanation of what a CMV is and the class of driver's license that will be required before you drive a particular CMV. To be allowed to operate some types of vehicle combinations or carry certain cargo you may be required to obtain an endorsement on your CDL.

14. What is a DOT physical? When do I have to have one done?

A. A DOT physical is performed by a physician who certifies that you are medically qualified to drive a Commercial Motor Vehicle (CMV) over 10,001 pounds in interstate or intrastate operation. Therefore, if you operate a CMV or CMV combination that is over 10,001 pounds either intrastate or interstate you must have the original or photo-static copy of this certification in your possession. To be valid, a DOT physical must be performed at least every two years from the date of your last DOT physical.

Should you have questions concerning this issue, please call the SHA Motor Carrier Division at 410-582-5734, or Toll-Free 1-800-543-4564.
15. I drive a vehicle and haul Hazardous Materials (Haz-Mat), do I need permits to move this type of freight?

A. This depends on what type of Haz-Mat cargo you are hauling. In some instances, you are required to possess a permit from either the Federal Motor Carrier Safety Administration (FMCSA) or the Maryland Department of the Environment (MDE) or both. To determine if you are required to obtain a permit from either department, for FMCSA call 1-410-962-2889, and for MDE call 1-410-537-3400.

16. I have a motor home that has a propane tank mounted outside the vehicle. Is my travel restricted in Maryland?

A. Normally for either one or two small tanks (10 pound capacity or less) mounted on either a motor home, or recreational vehicle, travel is not restricted on Maryland highways unless prohibited by posted traffic signs. There are restrictions for vehicles carrying multiple tanks larger than the size mentioned. For vehicles carrying multiple large propane tanks, travel is prohibited in the Baltimore Harbor Tunnel (I-895) and the Ft. McHenry Tunnel (I-95) in Baltimore. For more information regarding the Baltimore Harbor Tunnel, or Ft. McHenry Tunnel, please contact the Maryland Transportation Authority at 410-537-1200, or contact them at their website at: www.mtta.state.md.us

17. How long and wide can my motor home be in Maryland? Is my travel restricted anywhere in Maryland?

A. Your motor home can be 102” wide and may not exceed 40’ in length*. Travel is allowed on Interstate highways or State primary system. Additional travel restrictions apply. For additional information, please call the SHA Motor Carrier Division at 410-582-5734, or Toll-Free
1-800-543-4564.

*Effective October 1, 2005, the maximum length for a motor home will be 45’. Please refer to Chapter XI in the Handbook for additional information.

18. I have a truck and/or truck-tractor/trailer and will be hauling bulldozers and other large vehicles that are wider than my vehicle. Do I need to obtain any type of permit to move them? If so, where do I obtain an Oversize/Overweight Hauling Permit? How wide can I be before I have to obtain a permit? How high can the load be before I obtain a permit?

A. To obtain information pertaining to the legal size and weight of your vehicle, please call the State Highway Administration's Hauling Permits Unit at 410-582-5727, or Toll-Free within Maryland 1-800-543-4564.

19. What is the legal maximum height a vehicle can be? What is the legal maximum width a vehicle can be? What is the legal maximum length a vehicle and/or vehicles can be?

A. For additional information, consult Chapter XI, in this Handbook.

21. I have a truck and will be pulling a trailer. How long can the combination of vehicles be?

A. A combination of vehicles consisting of a power unit that is a cargo carrying vehicle can be 62’ in length.
22. How many hours can I drive a truck and/or bus? Am I required to keep a record of my driving hours?

A. Different situations apply here. Consult Chapter XIX in this Handbook for more details. The Federal regulations for driver’s Hours of Service are currently under revision at the time of this printing. To obtain information concerning the proposed changes, please access the Federal Motor Carrier Safety Administration (FMCSA) website at: www.fmcsa.dot.gov or call the SHA Motor Carrier Division at 410-582-5734, or Toll-Free 1-800-543-4564.

23. I am a farmer, am I exempt from any of the laws dealing with Commercial Motor Vehicles (CMV’s)?

A. You may be exempt from certain portions of Maryland law and/or Federal law. Please call either the State Highway Administration Motor Carrier Division at 410-582-5734 or Toll-Free 1-800-543-4564, or FMCSA at 410-962-2889.

24. I have a truck and pull a trailer behind it. The total weight of both vehicles is 10,500 pounds. Do I have to pull into the Weigh Stations in Maryland?

A. Yes. Traffic control signs are posted prior to all Weigh Stations in Maryland indicating all vehicles over 5 T (Tons) must enter the Weigh Station. Five Tons is equivalent to 10,000 pounds. Therefore if the total weight of both vehicles is over 10,000 pounds, you are required by law to enter the weigh station.

25. I have heard about a Preventive Maintenance (PM) Program. What is it?

A. The PM Program requires the owners of certain vehicles registered in Maryland over 10,000 pounds gross vehicle weight rating, gross vehicle weight,
or operating weight to perform vehicle inspections on that particular vehicle at specific intervals. These intervals are based on mileage and/or time frames. Refer to Chapter XVIII contained in this Handbook for more details.

26. What is the “Diesel Vehicle Emissions Control Program”? Does it pertain to me?

A. The Diesel Vehicle Emissions Control Program is designed to assure diesel powered vehicles over a specific weight are not emitting harmful emissions. For more information, call the Maryland State Police Commercial Vehicle Enforcement Division (MSP/CVED) at 410-694-6100.

27. What is the “Noise Abatement Program”? Does it apply to me?

A. The Noise Abatement Program is designed to reduce noise pollution pertaining to large trucks and buses. For more information on this program, call the MSP/CVED at 410-694-6100.

28. What does the term Gross Vehicle Weight Rating (GVWR) mean, and how is it applied?

A. The term “GVWR” is a weight rating that is applied to a specific vehicle by the manufacturer indicating the maximum safe operating weight. This includes the weight of the vehicle and any load carried.

29. What does the term Gross Vehicle Weight (GVW) mean? How is it applied?

A. The term “GVW” as defined in The Maryland Vehicle Law, means the weight of the vehicle and any load. The GVW is determined several ways. For more information refer to all of Chapter XIII which provides information on the Bridge Formula and GVW.
CHAPTER II

TRUCK PARKING — TRUCK WEIGH & INSPECTION STATIONS — WELCOME CENTERS — PRIVATE TRUCK STOPS

A. TRUCK WEIGH AND INSPECTION STATIONS (TWIS)

Truck parking is permitted at Truck Weigh and Inspection Stations (TWIS) when these facilities are closed. Inspections will not be performed on trucks already parked at weigh facilities during these times. The following TWIS allow truck parking when they are closed:

1. Eastbound I-68, Finzel TWIS
   
   Number of spaces:  12

2. Westbound I-70, West Friendship TWIS
   
   Number of spaces:  18

3. Eastbound I-70, New Market TWIS
   
   Number of spaces:  15

4. Northbound I-95, Perryville TWIS
   
   Number of spaces:  59
5. Southbound I-95, Perryville TWIS  
   Number of spaces: 52

6. Northbound I-270, Hyattstown TWIS  
   Number of spaces: 12

7. Southbound I-270, Hyattstown TWIS  
   Number of spaces: 12

Additional parking is available at the following Truck Weigh and Inspection pull-off sites when they are closed:

- US 50 @ Vienna (Wicomico County)  
  Number of spaces: 12

- I-95/495 Park & Ride  
  Number of spaces: 11

B. MARYLAND WELCOME CENTERS

The following official Maryland Welcome Centers have a limited number of available spaces for drivers to park and obtain rest. These locations are as follows:

1. Eastbound I-68 at Youghiogheny  
   Number of available spaces: 12

2. Eastbound I-70 between Exits 35 & 42  
   Number of available spaces: 17

3. Westbound I-70 between Exits 42 & 35  
   Number of available spaces: 15

4. Southbound US 15 south of the Pennsylvania State Line
5. Southbound I-95 near Laurel between Exits 38 & 35
   Number of available spaces: 19

6. Northbound I-95 near Laurel between Exits 35 & 38
   Number of available spaces: 21

7. I-95 near Aberdeen (Harford County) - Maryland House
   Northbound number of spaces available: 30
   Southbound number of spaces available: 20

8. I-95 near North East (Cecil County) Chesapeake House
   Northbound number of spaces available: 47
   Southbound number of spaces available: 49

9. Northbound US 13 at Virginia State Line (Somerset County)
   Number of spaces available: 10

10. US 301 near Centreville (Queen Anne’s County) Bay Country
    Number of spaces available: 15

The following location is for truck parking only and is not a welcome center.
Eastbound I-70 east of the New Market TWIS

Number of available spaces: 9*

*Note – There are no services at this location.

C. PRIVATE TRUCK STOPS

Truck parking is available for use at private truck stops across Maryland. Should you have any questions regarding conditions on parking at a truck stop, please call the telephone numbers listed for those locations.

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>NAME/LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anne Arundel</td>
<td>New Transit Truck Stop</td>
</tr>
<tr>
<td></td>
<td>Veteran’s Highway, Exit #11 off I-97, Millersville, MD.</td>
</tr>
<tr>
<td></td>
<td>Telephone 1-410-987-1444</td>
</tr>
<tr>
<td></td>
<td><strong>Number of parking spaces:</strong> 50</td>
</tr>
<tr>
<td>Baltimore City</td>
<td>Travel Centers of America Roadway</td>
</tr>
<tr>
<td></td>
<td>In Md. O’Donnell Street, Exit #57 off I-95, Baltimore, MD.</td>
</tr>
<tr>
<td></td>
<td>Telephone 1-410-633-4611</td>
</tr>
<tr>
<td></td>
<td><strong>Number of parking spaces:</strong> 250</td>
</tr>
<tr>
<td>Cecil</td>
<td>Flying “J” Truck Stop,</td>
</tr>
<tr>
<td></td>
<td>Center Drive, Exit #100 off I-95, North East, MD.</td>
</tr>
<tr>
<td></td>
<td>Telephone 1-410-287-7110</td>
</tr>
<tr>
<td></td>
<td><strong>Number of parking spaces:</strong> 156</td>
</tr>
<tr>
<td></td>
<td>Petro Stopping Center,</td>
</tr>
<tr>
<td></td>
<td>Bell Hill Road, Exit #109A off I-95,</td>
</tr>
</tbody>
</table>
Elkton, MD.
Telephone 1-410-392-3060

*Number of parking spaces: 218*

Pilot Travel Center,
Heather Lane,
Exit #93 off I-95,
Perryville, MD.
Telephone 1-410-642-2883

*Number of parking spaces: 63*

Cecil

Travel Centers of America,
Elkton Road, Exit #109 off I-95,
Telephone 1-410-398-7000

*Number of parking spaces: 160*

Garrett

Keyser’s Ridge Truck Stop,
National Pike, Exit #14A off I-68,
Accident, MD.
Telephone 1-301-746-8710

*Number of parking spaces: 30*

Fuel City
Exit #22 off I-68,
Grantsville, MD.
Telephone 1-301-895-3233

*Number of parking spaces: 45*

Howard

Travel Centers of America,
Baltimore South, Assateague Drive, Exit #41 off I-95,
Jessup, MD.
Telephone 1-410-799-3835

*Number of parking spaces: 409*

Talbot

Easton Truck Stop
US Route 50
Easton, Maryland
Telephone 1-410-763-8090

*Number of parking spaces: 7*
* The manager of the Easton Truck Stop advises parking is limited to a maximum of 2–3 hours.

Queen Anne’s Trailways Truck Stop, US Rt. 301, Centreville, MD. Telephone 1-410-758-2444

**Number of parking spaces: 100**

Washington AC & T Fuel Center Exit #5B off I-81, Hagerstown, MD. Telephone 1-301-582-2702

**Number of parking spaces: 140**

Hancock Truck Stop, MD Rt. 144, Exit #3 off I-70, Hancock, MD. Telephone 1-301-678-7111

**Number of parking spaces: 88**

Pilot Travel Center 150 Exit #24 off I-70 Hagerstown, MD. Telephone 301-582-9004

**Number of parking spaces: 83**
CHAPTER III

REGISTERING YOUR VEHICLE - GETTING IT ON THE ROAD

VEHICLE LICENSING – TITLES – TAXES – REGISTRATIONS AND FEES

A. TITLES

A vehicle owned by a new resident of Maryland must be titled and registered in Maryland. An excise tax of 5% of the total purchase price, if accompanied by notarized bill of sale, signed by both the buyer and seller is imposed. If the vehicle is presently titled in another state, the excise tax is 5% of the fair market value of the vehicle, as shown in a national publication used by the Maryland Motor Vehicle Administration (MVA) will be accessed. There may be a tax credit if the vehicle is titled within the first 60 days of established residency. Class “F” (truck tractor) and “P” (Bus) vehicles are exempt. For trucks there is a credit given when a similar tax was paid in another state. Call MVA at 410-787-4160, or Toll-Free 1-800-950-1682 (within Maryland only) for details.
To title and register a motor vehicle in Maryland, the owner must have the following:

- An application for a Maryland Title (Form VR-5), proof of vehicle ownership (Certificate of Title), or
- If the vehicle was registered in a state that did not issue a title when the vehicle was originally registered, the current registration document from that state and a notarized or certified bill of sale signed by the seller will be required.

If the vehicle was not previously titled or registered, the owner must have a certificate of origin (C.O.) or other ownership document that may be required by the state in which the vehicle was purchased. In either case, this document must be accompanied by a bill of sale.

Used trucks and truck tractors being titled and registered in Maryland require a vehicle inspection before titling. If the owner of a vehicle originally titled in Maryland titles the vehicle in another state, in the same name, and subsequently returns to Maryland, the vehicle may be re-registered by surrendering the out-of-state title and securing a duplicate Maryland title. A fee is required and the vehicle is not required to be re-inspected.

B. FEDERAL HEAVY VEHICLE USE TAX (HVUT)

Federal law requires owners of vehicles with a GVW of 55,000 pounds or more, to produce proof of payment of the HVUT before registration plates or renewal stickers are issued by the MVA. The application must include a photocopy of tax return Form 2290 Schedule 1, receipts by the IRS, or photocopies of the entire tax return (Forms 2290 and Schedule 1) and both sides of the canceled check payment. Proof of payment is not required for newly acquired vehicles registered within 60 days of date.
of purchase. Vehicles owned by federal, state and local governments are exempt from this law.

If you have any questions regarding the HVUT, you can access the IRS website at www.irs.gov

IRS Publication # Pub 510 dealing with excise taxes contains information regarding the HVUT.

If you have any questions call the MVA (see telephone numbers is Appendix “C” of this Handbook).

C. PREVENTIVE MAINTENANCE CERTIFICATION

To be in compliance with the Maryland Preventive Maintenance (PM) Program, The Maryland Vehicle Law, Title 23, Subtitle 3, the registrant of a vehicle with a GVW over 10,000 pounds must certify that he/she has personal knowledge of applicable federal and state motor carrier safety rules, regulations, and standards, and is participating in Maryland’s PM Program. This certification must be made when:

❖ Purchasing new registration plates, and
❖ At the time of renewing registration plates.

D. FEES

1. PARTIAL YEAR REGISTRATION

If the registration of a Commercial Motor Vehicle (CMV) (in excess of 26,000 pounds) is issued for a period of less than the full annual registration year, the fee will be one quarter of the annual registration fee multiplied by the number of quarters remaining in the registration year. The above calculation must include the quarter in which the registration takes effect.
2. REGISTERING SINGLE UNIT TRUCKS

For each single unit truck with two or more axles, annual registration fees will be based on the maximum gross weight of the vehicle or combination of vehicles. The annual registration renewal cycle is staggered for Class “E” single unit trucks.

The schedule below is used by MVA to calculate fees for either the Gross Vehicle Weight (GVW) or Gross Combination Weight (GCW) of a vehicle, whichever is applicable.

The maximum allowable registration weight for a single unit Class “E” truck (except Dump Service Vehicles, see next page) is 55,000 pounds.

The fee structure chart below is for Class “E” trucks.

<table>
<thead>
<tr>
<th>GROSS WEIGHT CATEGORIES (IN POUNDS)</th>
<th>FEE (PER 1,000 LBS. OR FRACTION THEREOF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(MIN.) 10,000 - 18,000</td>
<td>$ 9.00</td>
</tr>
<tr>
<td>18,001 - 26,000</td>
<td>$ 11.75</td>
</tr>
<tr>
<td>26,001 - 40,000</td>
<td>$ 12.75</td>
</tr>
<tr>
<td>40,001 - 60,000</td>
<td>$ 14.75</td>
</tr>
<tr>
<td>60,001 - 80,000 (MAX.)</td>
<td>$ 16.00</td>
</tr>
</tbody>
</table>

For a vehicle with a manufacturer's rated capacity of 3/4 ton or less, the GVW is 7,000 pounds. Please note that each truck with a manufacturer's rating of 1/2 ton or 3/4 ton is limited to a GVW of 7,000 pounds.
3. REGISTERING DUMP SERVICE VEHICLES

Class “E” "dump service registration" fees are the greater of $26.25 per 1,000 pounds GVW or $1,050.00. The annual registration renewal cycle for Class “E” “dump service registration” is staggered.

The maximum gross weight limitations for a dump service vehicle are as follows:

- Two axles = 40,000 pounds
- Three axles = 55,000 pounds (see (a) below), or 65,000 pounds (see (b) below)
- Four axles = 70,000 pounds

(a) Three axle dump service vehicles registered after June 1, 1994, are allowed a maximum gross weight limit of 55,000 pounds.

(b) Three axles dump service vehicles – special conditions –
Three axle dump service vehicles registered before June 1, 1994 may continue to be operated at the 65,000 pound GVW limit specified in the law in effect on May 31, 1994 for a period of 20 years if:

1. For a new vehicle registered for the first time – the later of the vehicle’s model year or date of registration, or
2. For a used vehicle - the vehicle’s model year.

c. Four (or more) axles – special conditions –

Four (or more) axles may be operated at a maximum GVW of 70,000 pounds if in compliance with the following:

1. The lift axle installed on a vehicle shall have a manufacturer’s, second stage manufacturer’s, or authorized dealer’s certification to carry a minimum axle load of 13,500 pounds (The certification must be presented when registering the vehicle), and
(2) The lift axle shall be designed only to be fully engaged when in the down position, and

(3) Air pressure adjustment controls may not be mounted inside the cab, but the switch capable of fully engaging or disengaging the lift axle may be mounted inside the cab, and

(4) Existing vehicles retrofitted with a lift axle will comply with the same regulations and design requirements as a newly manufactured vehicle.

The original application for the registration of dump service vehicles must be accompanied by the following:

(a) For two and three axle dump service vehicles:

   (i) A Dump Service Certification Form (Form VR-98),

   (ii) A side view photograph of the vehicle,

   (iii) The appropriate fees.

(b) For four or more axle dump service vehicles:

   (i) Dump Service Certification Form (Form VR-98),

   (ii) The manufacturer’s, second stage manufacturer’s, or authorized dealer’s
certification that the vehicle is in compliance with the design requirements,

(iii) The appropriate fees.

Generally, a “dump service” registered vehicle is allowed to haul bulk materials for a distance of not more than 40 miles. If the vehicle is registered for 55,000 pounds GVW, or if it is a four axle vehicle with a maximum GVW of 70,000 pounds (in compliance with all applicable regulations), it may operate statewide without distance limitations.

If the vehicle is operated on Interstate 68 (I-68) in Allegany and/or Garrett counties to haul coal, logs, or pulpwood, then a maximum GVW weight of 70,000 pounds is permitted even if it is not in compliance with the regulations.

4. REGISTERING TRUCK/TRAILER COMBINATIONS

When a truck is operated in combination with a freight trailer or semi-trailer, the truck shall be registered for the GCW of the truck and the trailer or semi-trailer if the trailer is in excess of 20,000 pounds.

The fee for this combination is the same as shown for a single unit truck. When operating as a single unit, you are limited to the GVW as selected by you and indicated on your registration cab card.

When operating in combination the weight of your vehicles may not exceed the registered weight, or applicable axle and/or gross vehicle/combination weights as determined by the Bridge Formula. For information on axle and Bridge Formula weights, refer to Chapter XIII in this Handbook.

5. REGISTERING TRACTOR/TRAILER COMBINATIONS
The annual registration fee is based on the maximum GCW of the truck tractor and trailer as follows:

<table>
<thead>
<tr>
<th>GROSS WEIGHT CATEGORIES (IN POUNDS)</th>
<th>FEE (PER 1,000 POUNDS OR FRACTION THEREOF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(MIN.) 40,000 - 60,000</td>
<td>$ 21.00</td>
</tr>
<tr>
<td>60,001 - 80,000 (OR MORE)</td>
<td>$ 22.50</td>
</tr>
</tbody>
</table>

The annual registration renewal cycle for these vehicles is staggered.

6. REGISTERING FREIGHT TRAILERS

For a freight trailer or semi-trailer used in combination with a truck or truck tractor, the registration fee is $38.25 (includes motor freight and farm trailers over 20,000 pounds). An eight-year registration is optional for owners of trailer and semi-trailer fleets of five or more.

7. REGISTERING NON-FREIGHT TRAILERS AND FARM VEHICLES

Maximum gross weight limits and fees for non-freight trailers and farm vehicles are available by calling the MVA. A non-freight trailer is a vehicle designed for towing by:

- A passenger vehicle,
- Multi-purpose vehicle, or
- Class “E” truck.

If towed by a Class “E” truck, the trailer shall have a gross weight of 20,000 pounds or less. If towed by a Class “A” passenger vehicle, or Class “M” multi-purpose vehicle the trailer shall have a gross weight of 10,000 pounds or less and be:

- A boat trailer,
- Camping trailer,
House trailer, or
Utility trailer.

Single unit trucks may be registered as farm trucks and truck tractors may be registered as farm truck tractors providing the applicant is a farmer and specifies the vehicle’s proposed use. A farm truck or farm truck tractor may not be used for-hire except to haul farm products for another farmer.

“For a non-freight trailer with a maximum gross weight limit (in pounds) of 10,001 to 20,000 that is titled on or after October 1, 2005:

1. The fee is $124.00; and
2. The vehicle shall be registered in one of the following weight ranges:

- 10,001 to 11,000
- 11,001 to 12,000
- 12,001 to 13,000
- 13,001 to 14,000
- 14,001 to 15,000
- 15,001 to 16,000
- 16,001 to 17,000
- 17,001 to 18,000
- 18,001 to 19,000
- 19,001 to 20,000”*
CHAPTER IV

INTERNATIONAL REGISTRATION PLAN (IRP)  
- Apportioned Registration

BACKGROUND

The International Registration Plan (IRP) is a plan for apportioned registration, based on mileage for commercial vehicles engaged in interstate operations. The 48 continental states, the District of Columbia, and the following Canadian provinces participate in the IRP:

- Alberta,
- British Columbia,
- Manitoba,
- New Brunswick,
Under the IRP, the interstate carrier is required to file an application with the jurisdiction in which the carrier is based. A carrier must meet the requirements for an established place of business (See Appendix “A” for the definition for an established place of business).

The “Base Jurisdiction” (see Appendix “A” for definition of term) issues a “base,” "apportioned" license plate and cab card. The base plate registration and cab card are the only IRP registration credentials required to qualify the carrier to operate interstate or intrastate in IRP member jurisdictions. The IRP cab card will list those jurisdictions in which the carrier has paid apportioned registration fees.

The IRP agreement allows both interstate and intrastate vehicle movements. A carrier may be required, depending on circumstances, to participate in the International Fuel Tax Agreement (IFTA) and may be required to comply with other regulatory programs in the jurisdiction where traveling.

WHO MUST OBTAIN APPORTIONED REGISTRATIONS

You must apportion register your vehicle or fleet if it travels in Maryland and any other IRP jurisdiction, and it:

- Is used for the transportation of persons for hire or is designed, used, or maintained primarily for the transportation of property, and
• Has a power unit having two axles and a gross vehicle weight or registered gross weight in excess of 26,000 pounds, and/or

• Has a power unit having three or more axles regardless of weight, and/or,

• Is used in combination when the weight of such combination exceeds 26,000 pounds GVW.

**IRP VS. FUEL TAXES/OPERATING AUTHORITY/OVERSIZE OVERWEIGHT VEHICLES**

Apportioned registration DOES NOT:

• Waive or exempt a carrier from obtaining any other travel authority as required by the respective jurisdiction, or

• Waive or exempt the payment of motor fuel taxes or registration in the IFTA as required by each participating state, or

• Permit anyone to exceed the maximum height, width, length, or weight limitations.
The District of Columbia and the states of Delaware, Pennsylvania, Virginia, and West Virginia participate in the IRP.

Exemptions from apportioned registration include:

- Government vehicles,
- City pick-up and delivery vehicles, and
- Vehicles displaying a restricted plate.

For more details about apportioned registration, call the MVA Motor Carrier Vehicle Services Section. (See Appendix “C”)

**INITIAL APPLICATIONS**

Initial application forms for apportioned registration are available from:

Maryland Motor Vehicle Administration
Motor Carrier Services Section
Room 120
6601 Ritchie Highway
Glen Burnie, Maryland 21062

For questions, call (410) 787-2971, or Toll-Free in Maryland only 1-800-248-4160. Office hours are 8:30 AM to 4:30 PM, Monday through Friday. The office is closed on official State holidays.

Please do not send fees for apportioned registration with your application. Maryland will send a billing notice for payment due. This will help ensure correct payment, avoid over or under payments and speed the mailing of credentials.

Even though you have filed an application, you may not legally operate a vehicle in Maryland or on another jurisdiction's highways without an IRP Trip Permit, or temporary authority in place of the registration credentials. Maryland registrants who are eligible for apportioned registration in other IRP jurisdictions, but have not obtained it must obtain an IRP Trip Permit before entering those jurisdictions. To legally travel in a jurisdiction,
you must have an apportioned registration with the applicable jurisdiction listed on your cab card.

The annual IRP registration renewal cycles months are: January, April, July and October.

SUPPLEMENTAL IRP APPLICATIONS

If you have an existing IRP account you may process the following transactions on line to:

- Add a vehicle,
- Transfer a vehicle,
- Change the weight for a vehicle.

To perform this transaction, go to the following MVA website:

www.marylandmva.com/VehicleServ/REG/IRP/default.htm

Once your application is received, it will be processed and an invoice will be returned to the e-mail address on file.

IRP TRIP PERMITS

Maryland registrants who are eligible for apportioned registration in other IRP jurisdictions but have not registered their vehicle in the jurisdiction being entered must either obtain IRP registration or obtain an IRP Trip Permit before doing so.

Vehicles from other IRP jurisdictions that are eligible for apportioned registration but are not apportioned with Maryland will be required to either register their vehicle under the IRP with Maryland,
or purchase a 72-hour IRP Trip Permit for a fee of $15 before entering the state.

Presuming you meet other requirements of the jurisdiction entered, provided you possess an IRP Trip Permit, your vehicle is entitled to be operated intrastate and interstate for the period allowed under the terms of such a permit. *(Note exceptions below)*

**Intrastate operation under a Trip Permit is prohibited by the following states as they only allow interstate operation:**

- Arizona
- Iowa
- Kansas
- Nebraska

IRP Trip Permits are not legal, regardless of Maryland apportioned registration, for travel in Non-IRP jurisdictions.

If you have any questions regarding the IRP process, Trip Permits, or other concerns, you can contact the MVA *(See Appendix "C" for the telephone numbers)* or visit their website at:

[www.marylandmva.com](http://www.marylandmva.com)

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**CHAPTER V**

**MOTOR CARRIER FUEL USE TAX AND LAW**

What’s Required – How Can I Obtain a Fuel Tax Decal?

A. INTERNATIONAL FUEL TAX AGREEMENT (IFTA)

The International Fuel Tax Agreement (IFTA) is an agreement between the U.S. states, District of Columbia and Canadian provinces to simplify the
reporting of fuel used by interstate/inter-jurisdictional motor carriers. IFTA participants include:

- 48 continental U.S. states,
- District of Columbia,
- Canadian provinces except:

1. The Northwest Territory,
2. Nunavut Territory,
3. Yukon Territory

Maryland is your base jurisdiction for IFTA licensing and reporting if you:

- Have one or more qualified motor vehicles based in the state,
- Have an established place of business from which motor carrier operations are conducted,
- Maintain operational control and operations records for qualified motor vehicles in the state,
- Have one or more qualified motor vehicles which actually travel on Maryland highways, and;
- Operate in at least one other IFTA jurisdiction.

A carrier can request an IFTA license application by contacting:

Comptroller of Maryland
Motor Fuel Tax Division
IFTA Program
P.O. Box 1751
Annapolis, MD 21404-1751
Phone (410) 260-7215
Toll Free (MD only) 1-888-784-0142
Additionally, you can contact any of the Comptroller’s 14 other service offices located throughout Maryland.

Maryland does not charge an annual renewal processing fee for an IFTA license and does not charge a fee for IFTA decals. Maryland issues two IFTA decals that are required to be displayed on a vehicle. One decal is required to be affixed on the driver’s side of the vehicle and one decal is required to be affixed on the passenger’s side. An IFTA license (cab card) is required to be carried in the vehicle. The minimum fine for failure to register or to display valid registration documents is $220.

**NOTE:** Carriers who are required to display IFTA decals are required to display them on each side of each qualifying vehicle and have a cab card located inside the vehicle. Carriers that qualify as IFTA licensee’s but do not have IFTA approved decals and do not to participate in the IFTA program, must obtain IFTA temporary Trip Permits to travel through member jurisdictions, according to the regulations and fees of each member jurisdiction. A Maryland registered vehicle that always stays within the boundaries of Maryland is not required to display IFTA decals.

_Maryland based carriers should refer to the Maryland IFTA Compliance Manual for specific IFTA requirements and instructions._

**CHAPTER VI**

**VEHICLE IDENTIFICATION - US DOT NUMBERS - MC NUMBERS & OPERATING AUTHORITY FOR-HIRE CARRIERS - MARYLAND DOT NUMBERS**

48
Every truck, truck tractor and bus operated on Maryland highways, except as provided, shall be identified on both sides of the vehicle with the name or trade name of its owner, operator or lessee and display:

- A United States Department of Transportation Number, or
- The number issued by a State agency.

The requirement for the display of vehicle identification shall also comply with the Federal Motor Carrier Safety Regulations (FMCSR), Part 390.21.

A. US DOT NUMBERS

Interstate transportation requires a USDOT Number. To obtain a USDOT Number, contact the Federal Motor Carrier Safety Administration (FMCSA) at 1-800-832-5660 or apply on-line at their website: www.fmcsa.dot.gov/factsfigs/formspubs.htm

B. MC NUMBER – OPERATING AUTHORITY

In 2002, FMCSA began enforcing requirements for all interstate For-Hire carriers to obtain an MC Number. FMCSA charges a fee of for this number. The “operating authority” requirement is being enforced in Maryland. Interstate For-Hire carriers moving freight through the state without operating authority will be placed Out-Of-Service.

To obtain an MC Number (operating authority), contact the FMCSA at 1-202-358-7000 or apply on-line at their website at: www.fmcsa.dot.gov

C. MARYLAND DOT NUMBERS

Motor carriers that are not required to have a US DOT Number because their vehicles do not leave Maryland and do not transport interstate cargo, are required to display the trade name, company name or owner/lessee’s name on both sides of their vehicles,
and must also display a Maryland DOT Number on the following vehicles:

1. Trucks over 10,000 pound capacity,
2. Truck-tractors,

The following vehicles are exempt from displaying a Maryland DOT Number:

- Vehicles already displaying a USDOT Number issued by the FMCSA.

Other vehicles that are exempt from displaying a Maryland DOT Number include the following Maryland registered vehicles if they are operated only intrastate:

1. Farm Trucks and Farm Truck tractors,
2. Farm area motor vehicles,
3. Truck registered at 10,000 pounds capacity or less,
4. Emergency vehicles,
5. Vehicles used primarily to transport money or commercial paper,
6. Vehicles owned or operated by the state or local government,
7. Vehicles within 15 days of their purchase.

Maryland DOT Numbers can be obtained free of charge by filing an application with the Maryland State Highway Administration, Motor Carrier Division (SHA/MCD). Applications are available at all Maryland Truck Weigh and Inspection Stations (TWIS), or can be obtained online at the SHA website:
www.marylandroads.com

After accessing the website, look on the left side of the page under the text “Business With SHA” and you will see the text “Maryland DOT Numbers.” Click on this title and it will take you to the next page. If you would like to download the application form, click on the text “Application for a DOT Number.”

If you have further questions concerning this matter, contact the SHA/MCD at 410-582-5734, or Toll-Free 1-800-543-4564.

CHAPTER VII

DRIVER’S LICENSING REQUIREMENTS
- GETTING STARTED
WHAT DO I NEED – WHERE DO I GO?

A. DRIVER’S LICENSING – GENERAL RULES

1. What do I need?

Every driver of a motor vehicle must have a valid driver’s license except those expressly exempted. If you wish to drive a Commercial Motor Vehicle (CMV), you will be required to obtain a Commercial Driver’s License (CDL) and have it in your possession before you drive. Specific conditions apply. (See Item #C in this section on how to obtain a CDL)

A person who is licensed in another state and establishes residency in Maryland is required to obtain a Maryland driver license within 60 days of establishing residence in this state. Therefore, you are required to obtain a Maryland driver’s license from the Maryland Motor Vehicle Administration (MVA) when:

1. You are domiciled (reside/live) in this state, or
2. You own, maintain, or operate a place of business in this state, and
3. Use a motor vehicle intrastate in that business.

Persons who do not need a Maryland driver's license include:

1. Individuals driving road machines, farm tractors, or farm equipment temporarily driven on a highway, and
2. Nonresidents of this state, provided that they have in their possession a valid driver's license issued to them by their home state or country.

MVA may not issue a license to any person:

1. Who does not meet the license requirements,

2. During any period for which his/her privilege and/or license to drive is refused, canceled suspended, revoked, or

3. Who is unable to understand street and highway warning or direction signs written in the English language.

You may drive the same types or classes of vehicles in Maryland that you may drive in your home state or country, provided you have a license for that class of vehicle and you meet Maryland's age requirements. *(See subsection “E” for the age requirements)*

B. OBTAINING A DRIVER’S LICENSE – Where do I go? What do I need?

To obtain a license, all applicants must:

- Apply in person at one of the MVA offices,
- Furnish the required proof of age, and proper form of identification, and
- Take the vision, law and driving tests.

For the location of MVA Branch Offices check the MVA website: [www.marylandmva.com](http://www.marylandmva.com) or call them at 301-729-4550. Maryland driver’s licenses, CDL’s and learner's permits contain a photograph of the driver for identification purposes.
If you have in your possession a valid driver's license issued to you by another state, or the District of Columbia, or the armed forces of the United States in a place outside of the United States, or U.S. Possession, or by any foreign country, you may apply in person for an immediate examination at an MVA branch office. You must present your valid out-of-state license and original government-issued birth certificate to the MVA examining officer. The officer will furnish the necessary application, driver’s handbook and instructions.

You must surrender your out-of-state driver’s license and any other driver’s license you possess before obtaining a Maryland driver's license. The MVA examiner will determine the class of license for which you qualify. Learner’s instructional permits are required for a class of license other than those for which you held an out-of-state license.

If you cannot present a previously issued driver's license, you must:

1. Obtain and submit a letter from the jurisdiction in which you are currently, or were previously licensed, indicating name, license number, issue and expiration dates, and
2. Present proper forms of identification as required by MVA, and
3. Apply for and obtain a Maryland learner's permit.

If you are at least 18 years of age and not presently or previously licensed in the United States, you must attend a three-hour Drug and Alcohol Awareness Course. If you are under 18 years of age a Driver Education Certificate is required. The MVA does not provide these courses. Please check the telephone directory for private driver education schools in your area. For age requirements for specific driver's licenses, refer to Section “E” of this Chapter.

C. COMMERCIAL DRIVER'S LICENSE (CDL) – What’s Required?
For the purposes of the CDL requirement in Maryland, a "Commercial Motor Vehicle" (CMV) means:

- A motor vehicle, or
- Combination of motor vehicles used to transport passengers or property if the vehicle fits at least one of the following conditions:

1. A vehicle with a Gross Combination Weight Rating (GCWR) of 26,001 pounds or more, towing a trailer over 10,000 pounds,

2. Any vehicle with a Gross Vehicle Weight Rating (GVWR) of 26,001 pounds or more,

Remember: For the purposes of determining if a CDL is required regarding weight the following applies:

Gross Vehicle Weight Rating (GVWR) means:

- The value specified by the vehicle manufacturer as the loaded weight of a single vehicle.

Gross Combination Weight Rating (GCWR) means:

- The value specified by the manufacturer as the loaded weight of a combination or articulated vehicle, or
- In the absence of a value specified by the manufacturer, the GCWR shall be determined by adding the GVWR of the power unit and the total weight of the towed unit and its load.

3. Any vehicle which is designed to transport 16 or more passengers, including the driver, or

4. A vehicle of any size and is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which requires the motor vehicle to be placarded
under the Hazardous Materials Regulations

The definition of CMV does not include the following:

a. A vehicle controlled and operated by a farmer:

• Used to transport agricultural products, farm machinery, or farm supplies to or from a farm,
• Not used in the operations of a common or contract motor carrier, and
• Used within 150 miles of the person's farm.

b. An emergency vehicle:

• Equipped with audible and visual signals, and
• Operated by a member of, or a person in the employ of a volunteer, or paid fire or rescue organization.

c. A vehicle owned or operated by the United States Department of Defense if it is controlled and operated by:

• Any active duty military personnel, or
• Any member of the military reserves, or National Guard on active duty, including personnel on full-time National Guard duty, personnel on part-time training, or
• A National Guard Military Technician (NGMT).*

* A NGMT falls into this exemption effective October 1, 2005.

d. A motor vehicle designed and constructed primarily to provide temporary living quarters for recreational, camping, or travel use.
All CMV drivers who fit the criteria listed in item C1, C2, C3, and C4 of this section must have a CDL and current medical examination certification (DOT physical).

Non-resident operators of CMV’s must possess a CDL issued by the state or country of residence [as required by The Maryland Vehicle Law] authorizing operation of the vehicle class being driven in Maryland.

D. SPECIAL ENDORSEMENTS FOR CDL’S

A special endorsement (indicated on the face of the CDL) is required to drive any:

1. Cargo tank vehicles or vehicles transporting one or more portable tanks with a capacity greater than 1,000 gallons, or a permanently mounted tank greater than 119 gallons (Code N),

2. Vehicles designed to transport 16 or more passengers including the driver (Code P),

3. School Bus (Code S),

4. Double trailer combination (Code T),

5. Vehicles transporting Hazardous Materials (Haz-Mat) which requires placarding (Code H),


All commercial drivers must do the following:

a. Notify their employer of any convictions
of motor vehicle laws, other than parking violations, within 30 days of the date of conviction, and

b. Notify their employer of any revocation, suspension, cancellation or disqualification, before the end of the business day following the day that the driver received notice of the fact, and

c. Provide any new employer with a 10 year employment history and a three year driving history, and

d. Turn in all driver’s licenses issued by any other state or country.

E. **AGE REQUIREMENTS:**

1. You must be at least 21 years old to drive a CMV over 10,000 pounds in interstate commerce.

2. You must be at least 18 years of age to obtain a Class “A” CDL (truck-tractor-semi-trailer) in intrastate transport and be 21 years of age to drive a truck-tractor-semi-trailer combination in interstate transport.

3. You must be at least 21 years of age to drive any vehicle that is hauling Haz-Mat in a quantity that requires placards.

4. **School Bus** – you must be at least 21 years of age to drive a School Bus.

Note: **Interstate** transport is the pick-up or delivery of cargo originating or destined outside the state of Maryland (pier freight, airfreight and some warehouse freight can be interstate cargo). **Intrastate** transport is the pick-up or delivery of cargo originating and destined within the state of Maryland.
## Commercial Driver's License (CDL) Requirements

<table>
<thead>
<tr>
<th>CDL Applicant's current license status</th>
<th>MD Law Test</th>
<th>CDL Knowledge Test</th>
<th>CDL Instructional Permit</th>
<th>CDL Skills Test</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>No License</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Non-commercial MD License or lower class CDL</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Existing MD License -convert to CDL of same class</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>CDL skills test may be waived by MVA</td>
</tr>
<tr>
<td>Out-of-state Driver's License (Non CDL)</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Some drivers may be required to obtain a learners instructional permit</td>
</tr>
<tr>
<td>Out-of-state CDL of same class</td>
<td>No</td>
<td>See remarks</td>
<td>No</td>
<td>No</td>
<td>HAZMAT test required every two years</td>
</tr>
<tr>
<td>Out-of-state CDL of lower class</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

All applicants must pass a vision-screening test. If you need to pass the Maryland Law Test, obtain and read the Maryland CDL Handbook.

### F. HAZARDOUS MATERIALS (Haz-Mat) ENDORSEMENTS

CDL drivers seeking a Haz-Mat Endorsement or a renewal of an existing Haz-Mat Endorsement are subject to a background check as required by the “U.S. Patriot Act of 2001”. For additional questions, access the MVA website at:

[www.marylandmva.com](http://www.marylandmva.com)
<table>
<thead>
<tr>
<th>With this class Commercial License</th>
<th>You may drive</th>
<th>And may tow</th>
<th>You may not drive the following listed vehicles. Endorsement requirements are listed for specific vehicles</th>
</tr>
</thead>
</table>
| A                                 | Any single vehicle or combination of vehicles* | Any trailer* | Motorcycles  
*Endorsements required for Class “A” |
| B                                 | Motor vehicles 26,001 or more pounds (GVWR)* | Trailers not in excess of 10,000 pounds GVWR* | Combinations of Class “F” truck tractor and Class “G” semi-trailer/trailer,  
Combinations of vehicles where the towed unit is in excess of 10,000 pounds GVWR.  
Motorcycles  
*Endorsements required for Class “B” |
| C                                 | Motor vehicles less than 26,001 pounds (GVWR)* | Trailers not in excess of 10,000 GVWR | Combinations of Class “F” truck tractor and Class “G” semi-trailer/trailer,  
Vehicles with a GVWR 26,001 pounds or more,  
Vehicle combinations where the GCWR is 26,001 pounds or more,  
Motorcycles  
*Endorsements required for Class “C” |

*Notes: Endorsements required for Tank Vehicles, Doubles, Hazardous Materials, Passengers, and School Buses

MARYLAND NON-COMMERCIAL DRIVER'S LICENSES
<table>
<thead>
<tr>
<th>With This Class Non-Commercial License</th>
<th>You may drive</th>
<th>And may tow</th>
<th>You may not drive the following listed vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Any non-commercial vehicle</td>
<td>Any non-commercial trailer</td>
<td>Commercial motor vehicles &amp; Motorcycles</td>
</tr>
<tr>
<td>B</td>
<td>Any single non-commercial vehicle with a GVWR of 26,001 pounds or more, or combination of vehicles with a GCWR of more than 26,001 pounds</td>
<td>Any non-commercial trailer</td>
<td>Commercial motor vehicles and - Class “F” truck tractor in combination with a Class “G” semi-trailer/trailer, and Motorcycles</td>
</tr>
<tr>
<td>C</td>
<td>Any single non-commercial vehicle or combination of vehicles with a GVWR of less than 26,001 pounds</td>
<td>Any non-commercial trailer</td>
<td>Commercial motor vehicles, Class “F” truck tractor &amp; Class “G” semi-trailer/trailer combination, Combinations of vehicles where the GVWR is 26,001 pounds or more, and Motorcycles</td>
</tr>
<tr>
<td>M</td>
<td>Motorcycles</td>
<td>Motorcycle trailer</td>
<td>All other vehicles</td>
</tr>
</tbody>
</table>

**G. THE DRIVING TEST – What do I need?**

**Where do I go?**

Driver license examinations are conducted at various MVA locations (Glen Burnie, branch offices, and other testing sites). You must apply in person at a full service MVA branch office to obtain a license. The applicant **must** take and successfully pass a written test. **All skills tests for CDL’s and non-commercial Class “A” and “B” driver’s licenses will be conducted by appointment only.** You may obtain the test schedule concerning locations, dates and business hours from the MVA’s main office in Glen Burnie or at any branch office. *NOTE: CDL skills tests are not given at all locations.*
If you have any questions call the MVA (telephone numbers appear in Appendix “C” of this Handbook), or contact them at:

www.marylandmva.com

The applicant is required to supply a registered motor vehicle in safe operating condition of a type to test the applicant's ability to drive all vehicles under that class of license. (Refer to the chart on the next page)

Class "A", and "B" CDL and non-commercial Class “A” and Class “B” driver's license tests will include a pre-trip equipment inspection by the applicant in the presence of an MVA License Examiner. Class “C” CDL test with a passenger endorsement requires a pre-trip equipment inspection performed by the applicant in the presence of an MVA License Examiner. The skills tests are designed to assess your driving ability, knowledge and observance of traffic laws. The skills tests include both "off-street" maneuvers as well as practical driving in traffic.

A driving skills test will not be conducted in a vehicle with defective equipment. While driving with a learner's instructional permit, you must be accompanied by a person properly licensed to drive vehicles of that class or higher class who has at least three years driving experience.

When appearing for your driving skills test, you must be accompanied by a person who is properly licensed to drive vehicles of that class, or you may be driven to the location where the testing will be performed by a person who meets the conditions as previously listed.
### Driving Test for License  Vehicle Required –  Non-commercial/Commercial

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-commercial Class “A”</td>
<td>Non-commercial truck tractor (Class “F” vehicle) and semi-trailer (Class “G” vehicle).</td>
</tr>
<tr>
<td>Non-commercial Class “B”</td>
<td>Non-commercial motor vehicle with a Gross Vehicle Weight Rating (GVWR) 26,001 pounds or more, or a combination of vehicles (except a Class “F” truck tractor and Class “G” semi-trailer), which has a Gross Combination Weight Rating (GCWR) of 26,001 pounds or more.</td>
</tr>
<tr>
<td>Non-commercial Class “C”</td>
<td>Automobile, station wagon, light truck, or any non-commercial motor vehicle with a GVWR of less than 26,001 pounds.</td>
</tr>
<tr>
<td>Non-commercial Class “M”</td>
<td>Motorcycle</td>
</tr>
</tbody>
</table>

### Driving Test for Commercial Driver’s License (CDL) – Vehicle Required –

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Class “A”</td>
<td>Truck tractor/trailer (Class “F” truck tractor and Class “G” semi-trailer) equipped with air brakes is the preferred motor vehicle. Other combination vehicles with a GCWR 26,001 pounds or more may be used if the towed unit has a GVWR in excess of 10,000 pounds.* If a combination other than an air brake equipped vehicle is used, your license will be restricted to vehicles without air brakes.</td>
</tr>
<tr>
<td>Commercial Class “B”</td>
<td>Truck with a GVWR of 26,001 or more pounds, or bus.</td>
</tr>
<tr>
<td>Commercial Class “C”</td>
<td>Truck with a GVWR less than 26,001 pounds, or bus. School bus requires special endorsement.</td>
</tr>
</tbody>
</table>

**NOTE:** You may be issued a class “M” (motorcycle) license with any other license class.

*For this combination you will be issued a Class “A” CDL, however you will have an “O” restriction on it in indicating you are not allowed to drive a truck-tractor-semi-trailer combination.*
H. QUESTIONS?

If you have any questions regarding the CDL requirements for Truck and Bus Drivers, or where the MVA Branch Offices are located, call the MVA at:

Calls within Maryland only - 1-800-344-7309

Calls from Maryland, D.C. and Northern Virginia - 1-800-950-1682

Calls from outside Maryland - 1-301-729-4550

Or visit their website at:

www.marylandmva.com

I. POINT SYSTEM - What does it mean?

Maryland uses a point system that is linked to motor vehicle law traffic violations. When a person is convicted of a traffic violation or elects to pre-pay the recommended fine on a citation instead of appearing for trial, the court sends a record of the conviction to the MVA. MVA in turn assesses points on the persons driving record.

All convictions are recorded on the driver's individual record along with any accumulated points. When you have received a certain number of points on your record (See next page on how the point system is applied), MVA may take administrative action against your driver’s license and/or driving privilege. Administrative action can include suspending and/or revoking your driver’s license and/or driving privilege. This action prohibits you from driving a vehicle in the State under any circumstance. In the case of a CDL, MVA may disqualify you from driving a CMV. When this occurs you are prohibited from driving a CMV during the period of disqualification.
Whenever a conviction occurs on multiple charges committed at the same time, points are assessed only on the violation having the highest point value. However, it is important to remember, all convictions are recorded on your driving record. Point system action is initiated when a report of the conviction is received by MVA from the court and entered on a driver's record.

Less serious out-of-state moving violation convictions will be posted on your record; however, points will not be assessed unless MVA determines this action is necessary.

Certified copies of a driver's record are available from MVA for a fee. Maryland assigns point values for serious traffic violations occurring in other states. These include:

- Manslaughter,
- Driving a motor vehicle while under the influence of alcohol or drugs.

1. How the Point System is Applied

a. When three points are accumulated, a warning letter is mailed to the license holder.

b. Upon reaching five points, the licensee is required to attend a conference.

c. At eight points, a notice of suspension is issued.

d. At twelve points, a notice of revocation is issued. The recipient has ten days to request, in writing, a hearing before the suspension or revocation order becomes effective.
Accumulated points remain on your record for a period of two years from the date of assessment. However, the violation itself remains on the driving record indefinitely unless a driver applies for an expungement of his/her driving record. Specific rules apply when seeking to expunge your driving record. If you desire to seek expungement of your driving record, you must contact the MVA in person and complete the necessary paperwork to request this action.

J. SUSPENSIONS, REVOCATIONS AND RESTORATION OF YOUR DRIVER’S LICENSE AND/OR PRIVILEGE – DISQUALIFICATION OF YOUR COMMERCIAL DRIVER’S LICENSE AND/OR PRIVILEGE

1. Suspensions

Suspension of a Maryland driver's license and/or privilege means to temporarily withdraw the privilege to operate a motor vehicle. Periods of suspension vary under specific circumstances. Should you have questions as to your driving status, call MVA (See telephone number in Appendix “C”) or visit an MVA office in your area.

2. Revocations

Revocation of a Maryland’s driver’s license and/or privilege means to temporarily withdraw your privilege to operate a motor vehicle. Similar to the suspension process the revocation of one’s driver’s license and/or driving privilege is considered more serious in nature. Periods of revocation vary.

3. Disqualification

This term normally applies to instances where a person is disqualified from driving a CMV. Periods of disqualification of one’s CDL and/or privilege vary; however, for some
offenses/violations the period of disqualification can be for life.

When a Maryland driver's license and/or driving privilege is refused, canceled, suspended or revoked, the license and/or driving privilege is terminated. The person is not permitted to drive a motor vehicle under ANY circumstance. Similarly, if a person has been disqualified from driving a CMV, the person may not drive a CMV under ANY circumstance.

*NOTE- Some serious violations committed in your personal car may disqualify you from driving a CMV.

If your license and or privilege is refused, canceled, suspended, or revoked in any state or jurisdiction, you are not allowed to drive any vehicle in Maryland under any circumstance. If you have been disqualified from driving a CMV in any state or jurisdiction, you may not drive a CMV in Maryland under any circumstance.

For reinstatement procedures, call the MVA (See Appendix “C” for telephone numbers), or visit a branch office in your area.
CHAPTER VIII

INSURANCE CERTIFICATION

Intrastate

A. FOR CARRIERS OF FLAMMABLES:

Liability Insurance — for each vehicle — $1,000,000 combined single limit for each accident.

Cargo Insurance – for loss of or damage to property carried on any one vehicle – $5,000; and for loss of or damage to aggregate loss or damages of or to property occurring at any one time and place – $10,000.

B. FOR CARRIERS OF PASSENGERS:

Liability Insurance:

1. The minimum per accident insurance required for each vehicle with a seating capacity of SEVEN PASSENGERS OR LESS is $50,000 for injury to one person, $100,000 for injuries to two or more persons, and $20,000 for property damage OR $120,000 combined single limit,

2. The minimum per accident insurance required for each vehicle with a seating capacity of BETWEEN EIGHT AND FIFTEEN PASSENGERS is $75,000 for injury to any one person, $200,000 for injuries to two or more persons, and $50,000 for property damage OR $250,000 combined single limit, and

3. The minimum per accident insurance required for each vehicle with a seating capacity of SIXTEEN PASSENGERS OR MORE is $75,000 for injury to any one person, $400,000 for
injuries to two or more persons, and $100,000 for property damage OR $500,000 combined single limit.

**Interstate**

Proof of insurance (Form MCS-90) shall be maintained at the motor carrier's principle place of business. Public liability coverage is:

- $750,000 for non-hazardous property hauling,
- $1,000,000 for oil hauling,
- $5,000,000 for hazardous substances hauling,
- $1,500,000 for less than 16 passengers,
- $5,000,000 for 16 or more passengers.

(School bus operation and taxicab service with a seating capacity of less than 7 or a motor vehicle carrying less than 16 passengers in a single daily round trip to commute to and from work are exempt from the aforementioned levels of insurance.)

However, carriers not listed above are still required under *The Maryland Vehicle Law, Title 17*, to maintain the minimum levels of insurance.

For further information/assistance, call the Maryland Motor Truck Association (MMTA) at:

(410) 644-4600

**C. AUTHORITY FROM THE PUBLIC SERVICE COMMISSION (PSC)**

Intrastate operators of any motor vehicle transporting passengers for hire must secure a permit from the PSC.

For more information, write or call the PSC, William Donald Schaefer Tower, Transportation Division, 6 St. Paul Street, Baltimore MD 21202, phone # (410) 767-8128.
CHAPTER IX
COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS (CVISN) – WHAT IS IT?

CVISN (pronounced “see vision”) is a coordinated program that was initiated by the Federal Highway Administration (FHWA) in the mid-1990’s to enhance Commercial Vehicle Operations (CVO) across the nation. The CVISN program is now administered by the Federal Motor Carrier Safety Administration (FMCSA). CVISN involves federal and state agencies, and the motor carrier industry (truck and motor coach) utilizing technology to streamline licensing and registration requirements for trucking companies and allows safety compliant companies to by-pass Truck Weigh and Inspection Stations (TWIS).

In the CVISN process, Commercial Motor Vehicles (CMV’s) equipped with electronic transponders (small transmitters) send data to a Roadside Operations Computer (ROC) which is installed inside the TWIS. The ROC is monitored by enforcement personnel who staff the TWIS. Weigh-In-Motion (WIM) devices located on both the main-line and ramp entrances to the TWIS measure the weight of each vehicle. This information is then electronically forwarded to the ROC.

Since enforcement personnel are able to quickly review the data on multiple vehicles, this process enables them to concentrate on and direct both carriers with poor safety ratings and those CMV’s not equipped with transponders to the static scale for weighing and for closer examination. The entire process is called “Electronic Screening” or E-Screening (ES).
In the ES process, carrier’s that have a good safety rating and whose vehicles are within vehicle weight limitations (axle, gross, bridge, etc.), and are equipped with a transponder, may be able to bypass the TWIS and continue on their journey. Those carriers without transponder equipped vehicles will be required to enter the TWIS.

Components of CVISN include:

- **Interstate Credential Administration**

  Uses a web/internet site that motor carriers can use to submit, request and pay for credentials such as IPR and IFTA. In the future, online processing of Oversize/Overweight Hauling Permits will be added. These functions will streamline the credential application process.

- **Safety Information Exchange**

  Will provide motor carrier safety inspectors with accurate and timely information. This process involves using data to determine if a safety inspection needs to be conducted at the TWIS or at roadside. In the long run, this saves time for inspectors and motor carriers because it focuses on non-compliant carriers and enables compliant carriers to by-pass the TWIS.

- **Roadside Electronic Screening (ES)**

  This process allows compliant carriers to by-pass a TWIS and focuses more on non-compliant carriers.
A. CURRENT CVISN APPLICATIONS

In Maryland, ES has been implemented CVISN at the southbound I-95 TWIS located at Perryville and plans are underway to expand the program statewide.

B. INFORMATION ABOUT CVISN, TRANSPONDERS AND HOW YOU CAN PARTICIPATE IN THE PROGRAM

For information on obtaining a Maryland CVISN transponder, go to the MDOT website at:

www.marylandtransportation.com

Click on the text “Maryland Motor Carrier Program” on the left side of the screen. A new page will appear for the “Motor Carrier Portal.” Click on the text, “E-Screening Enrollment” located on the right side of the screen.

C. CVISN – THE FUTURE

CVISN is an evolving program. New and innovative enhanced technologies are constantly being examined and tested. All of these processes have the potential to streamline and upgrade both the regulatory and motor carrier processes, which will make it easier to do business in Maryland.

You can find more information regarding CVISN on the FMCSA website:

www.fmcsa.dot.gov
CHAPTER X

SAFE OPERATIONS - VEHICLE CONTROL - LOAD SECUREMENT - BRAKING SYSTEMS - DISABLED VEHICLES

A. VEHICLE CONTROL

Exercising safe control over a vehicle is the responsibility of the driver as it is being operated on highways in Maryland. Safe operation of a vehicle not only saves time, but it saves lives.

When driving a loaded vehicle down long hills and/or steep grades, you should control the speed of your vehicle by shifting to a lower gear at the top of the hills and braking smoothly while proceeding downward.

B. LOAD SECUREMENT

When transporting either logs, poles, lumber, pipe, or steel on an open bed truck or trailer you are required at a minimum to either:

- Securely fasten them to the vehicle at the front and rear of the load with approved tie-downs to include two chains or other approved fastening devices with equal tensile strength around the front and rear of the load. The chains must be at least 1/2 inch in diameter common coil B.B. chains for loads over 3 tons, and 3/8-inch diameter for 3 tons or less.
Other fastening for use includes 5/16-inch diameter wire rope, synthetic fiber webbing and steel strapping.

Additional load securement requirements apply and information concerning these can be found in Part 393.100 in the FMCSR. For additional information and/or guidance, you should consult the FMCSR, Part 393.100 through 136.

If a load extends over 4 feet past the rear or over 6 inches beyond either side of the vehicle, a red or orange fluorescent flag at least 18 inches square and a red light are required to mark the extremities of the load. (Oversize Hauling Permit restrictions may also apply – see Chapter XII)

Spillage or residue left on the vehicle due to loading or unloading must be removed from any non-load-carrying parts of the vehicle prior to it being driven on a highway in Maryland. The tailgate must be securely fastened and the bed may not have holes or openings through which material can escape.

C. BRAKING SYSTEM – Maintenance & Safety

Every vehicle shall have a service braking system that will enable the driver to bring the vehicle to a safe stop and hold it no matter what its load on any grade on which it is operated that is free of ice and snow.

A vehicle's braking system is one of the most critical components on a vehicle. When properly maintained, the braking system will assure adequate braking force is available for use by the driver to slow the speed of a vehicle and bring it safely to a stop. On the other hand, a poorly maintained system is an accident waiting to happen. Your life and the lives of other motorists are at risk if you fail to check and maintain your vehicle’s brake system and assure it is in proper working order.

Under normal conditions on a vehicle equipped with an air-brake system, the driver should not rapidly pump the brake pedal up and down, as this
will reduce air pressure below the minimum pressure needed for safe operation.

If the air pressure in the brake system drops below a safe operating level, a low-pressure warning device will activate alerting the driver of a brake problem. When this happens, the driver should stop the vehicle as quickly and as safely as possible and not drive it until the braking system has been repaired.

The braking system for a multiple vehicle combination should be equipped with an emergency valve to activate the trailer/semi-trailer brakes immediately in case the trailer or semi-trailer detaches or becomes detached from the towing unit while the combination is traveling on a highway.

D. WHEN YOUR VEHICLE BREAKS DOWN ON THE HIGHWAY — What am I required to do?

If your vehicle becomes disabled, move it off the road to a safe area as soon as possible. Once off the roadway, place the necessary flares, reflectors or other signal devices on the side facing approaching/oncoming traffic. On undivided roadways, which carry traffic in both directions, three warning devices must be placed. Place the first warning device beside the truck, the second 100 feet behind the truck and the third 100 feet ahead of the truck. On a divided or one-way roadway, the warning devices must be placed behind the vehicle on the traffic side, the first 10 feet behind, the second 100 feet behind and the third 200 feet behind.

A person may not carry the below listed articles in a motor vehicle carrying explosives, a cargo tank truck carrying flammable liquids, compressed gases, or a motor vehicle using compressed gas as a fuel:

- A flare, or
- Fussee, or
- Signal produced by flame.
NOTE: Inoperable vehicles, motor vehicles, trailers, semi-trailers, and buses that are left unattended on:

(1) public highways for more than 48 hours, or*
(2) a controlled access highway for more than 24 hours will be considered abandoned and will be towed at the owner’s expense*.

Vehicles abandoned on highways under the jurisdiction of the Maryland Transportation Authority for more than 12 hours will be considered abandoned and towed at the owner's expense*.

* Abandoned vehicles that pose a traffic hazard may be towed immediately.
CHAPTER XI
MAXIMUM VEHICLE WIDTH – HEIGHT – LENGTH – COVERING LOADS

A. MAXIMUM WIDTH – MEASURING, LIMITS EXPLAINED – EXCEPTIONS

The width of a vehicle includes any load that it carries, but is exclusive of safety and energy conservation devices, such as side mirrors, turn signal lamps, marker lamps, steps and handholds for entry or egress, flexible fender extensions, mudflaps and spray suppressant devices and load induced tire bulges. Except for side mirrors, no other safety or energy conservation device shall extend more than 3 inches on each side of the vehicle.

The width of a motor home or travel trailer shall be exclusive of retractable awnings installed by the vehicle manufacturer or dealer provided that the awnings do no extend more than six inches from each side of the vehicle.

The maximum vehicle or vehicle combination width limit in Maryland is 102 inches (8 feet 6 inches). Certain roadways in the state may be posted by traffic signs prohibiting travel by 102 inch vehicles – i.e. I-895 Baltimore Harbor Tunnel where the maximum vehicle/comination width is 96 inches (8 feet).
Vehicles and/or combinations that exceed 102 inches in width are required to obtain an Oversize Hauling Permit. For additional information, contact the Maryland State Highway Administration’s Hauling Permit Unit at 410-582-5757, Toll-free in Maryland 1-800-543-4564, or e-mail:

haulingpermits@sha.state.md.us

B. HEIGHT

• Maximum allowable height: 13”6”

C. LENGTH – How to measure – Exceptions

The length of a vehicle includes its front and rear bumpers and any part of its load that extends beyond the vehicle. Not included, when measuring length, are non-load-bearing safety and energy conservation devices, such as marker lamps. The overhang of transported vehicles or boats such as on an auto carrier [3 feet to front, 4 feet to rear] is also not included. The load on the rear of an automobile transporter may not extend more than 4 feet beyond the rear of the bed or body of the automobile transporter.

See next page for vehicle length limits.
1. Maximum Length limits for single unit type vehicles – A Quick Guide

Travel trailer: 40'

Single unit truck, or bus: 40'

Publicly owned rigid bus: 41'

Class “M” motor home: 45'

Bus operated on Highway part of the Interstate System or State Primary System: 45'

Publicly owned articulated three-axle Bus 60’
Other vehicles: 35’

2. Maximum length limits for combinations of vehicles

The following length limits in Maryland apply:

Any other combination of vehicles other than those listed: 55’

Maxi-cube vehicle consisting of non-articulating straight truck with a trailer that does not exceed 28’: 60’

Combination of Non-commercial power unit and travel trailer: 65’*

* Effective October 1, 2005 a Non-commercial power unit towing a travel trailer is allowed to be 65’ in length.

Cargo carrying power unit in combination with another vehicle: 62’

Single Unit Truck Pulling a Trailer (Example)
Maxi-cube vehicle consisting of non-articulating straight truck with a semi-trailer that does not exceed 34':

Truck, or truck-tractor-semi-trailer combination designed for and engaged exclusively in the transportation of automobiles or boats:

Automobile/Boat Transporter (Example)

Stinger-steer combination consisting of a truck-tractor-semi-trailer carrying automobiles, or boats:
Saddle-mount or full-mount combination 75’

Exceptions to Length Limitations

A combination of a semi-trailer and a trailer (double) being operated in combination with a non-cargo carrying truck tractor is not restricted to an overall length, however, the semi-trailer and trailer operated in this combination may not exceed 28 feet in length for each unit. This combination of vehicles is restricted to operating on the
Maryland National Network System of Highways (see Chapter XVI, Access Issues).

When a semi-trailer (single) is being operated in combination with a truck tractor, the combination of vehicles shall not be subject to an overall length limit however the semi-trailer may not exceed 48 feet in length. (See next page for 53’ semi-trailer exception)

Vehicles or combination of vehicles carrying piling, poles, mill logs or crew or racing shells are exempt, as are combination of vehicles carrying an indivisible load, if the load is not over 70 feet long.

3. 48’ to 53’ SEMI-TRAILER EXCEPTIONS

A person may operate a semi-trailer (single) that exceeds 48 feet in length up to a length not to exceed 53 feet in combination with a truck tractor.

The following conditions apply:

- Travel is limited to the Maryland National Network System of Highways and the shortest practical route between a designated highway and a truck terminal, port, or point of origin
or destination. See Chapter XVI for approved routes and additional restrictions,

- The wheelbase of the semi-trailer, measured as the distance from the kingpin to the center of the rear tandem axles, may not exceed 41 feet in length,

- The kingpin setback, measured as the distance from the kingpin to the front of the semi-trailer may not exceed 4 feet in length,

- The rear overhang, measured as the distance from the center of the rear tandem axles to the rear of the semi-trailer, may not exceed 35 percent of the wheelbase of the semi-trailer,

- The width of the semi-trailer shall be at least 96 inches and not more than 102 inches,

- The distance between the outside edges of the semi-trailer’s tires shall be equal to the width of the semi-trailer.

a. The semi-trailer shall be equipped with:

(1) Vehicle lights which comply with or exceed federal standards, and

(2) Reflective material that is consistent with the standards for conspicuity promulgated by the National Highway Traffic Safety Administration if manufactured after December 31, 1993, and

(3) The semi-trailer shall be equipped with a rear under-ride guard of sufficient strength to prevent a motor vehicle from penetrating underneath the semi-trailer.

Federal Regulations require each trailer and semi-trailer with a gross vehicle weight rating of 10,001 pounds or more and manufactured after Jan 26,
1998 to meet more stringent standards. Rear under-ride guards may not be more than:

(a) 22" from the ground,
(b) 4" from the side of the trailer,
(c) 12" from the rear of the trailer.

4. BUMPER HEIGHTS – Maximum

Class “E” trucks, with a manufacturer's rating or registered gross weight of more than 10,000 pounds, but not more than 18,000 pounds, may not be operated on any highway with a bumper that exceeds a clearance of 30 inches from the ground. If the truck is used for spraying agricultural crops the maximum allowable height is 32 inches.

D. LOAD EXTENSIONS – LIMITS, EXCEPTIONS

The load on any vehicle or on the front of a combination of vehicles may not extend more than 3 feet beyond the front of the vehicle. The load on the rear of an automobile or boat transporter, may not extend more than 4 feet beyond the rear of the vehicle.

“The load on any vehicle operated alone or the load on the rear vehicle of a combination of vehicles may not extend more than 6 feet beyond the rear of the bed or body of the vehicle.” (The Maryland Vehicle Law, Title 24, Section 104 (c))

Vehicles carrying wooden prefabricated roof trusses, in an inverted position, are permitted a maximum rear extension of 10 feet. Combinations of vehicles carrying indivisible loads during daylight hours, are allowed provided the load is not over 70 feet in length. Also exempt are vehicles or combination of vehicles carrying piling, poles, mill logs, nursery stock or crew or racing shells.

The overall maximum length restrictions vary for particular vehicles. For additional questions
E. COVERING OF LOADS – WHAT’S REQUIRED

The beds on all vehicles transporting loose materials that include dirt, sand, gravel, wood chips, or other material that can blow, fall or spill from a vehicle, must be fully enclosed on all sides and covered with a canvas or other type of approved cover.

When transporting loose materials, the following vehicles are exempt from this law:

1. Any Class "K" (farm area) vehicle. "Farm area motor vehicle" means a motor vehicle owned by a farmer and operated only on a farm or on a highway adjacent to the farm.

2. Any Class "E" truck with a manufacturer's rated capacity of 3/4 ton or less, and a maximum gross vehicle weight of 7,000 pounds or less.

3. Any construction vehicle working within the confines of a public works construction project site as outlined in the
construction project's plans and specifications, provided the distance traveled does not exceed one mile or the distance specified in an extension granted.

4. Any construction vehicle or mining equipment while crossing a highway between construction or mining sites.

5. All Class "G" (trailer) vehicles provided no part of the load is higher than six inches below the top of any of the enclosures.

6. All vehicles operating to or from the Port of Baltimore to a stockpile or storage facility within one mile.

Vehicles carrying any material that can blow, fall, or spill must transport the load in a vehicle enclosed on both sides by sideboards, in the front by a board or the cab of the vehicle, and in the rear by a tailgate or board. The vehicle must be loaded so no part of the load is within 6 inches of the top of either sideboard or panel. Vehicles with securely covered loads are exempt from the 6 inch requirement as is any vehicle with a fully enclosed body.

Flat bed or drop deck trailers are required to have a headboard or a “headache rack” may be installed on the back of the tractor.

Dropping sand to improve traction or spreading water or other substance to clean or maintain a highway is allowed. **Agricultural products in their natural state or residue from processed vegetable products used as feed for animals that are being transported to a farm are also exempted.** The vehicle owner is responsible for removing spilled agricultural products from the highway.
CHAPTER XII

OVERSIZE/OVERWEIGHT HAULING PERMITS
SPECIAL TRAVEL CONDITIONS – RESTRICTIONS

A. LEGAL WEIGHTS

Any vehicle with a gross maximum weight in excess of 73,000 pounds may travel only on state and federal numbered highways, except while making a delivery or pick-up, and then only on highways when traveling by the shortest available legal route to or from the state highway for the purpose of making the delivery or pick-up.

In Baltimore City, the shortest available legal route shall be only on designated truck routes.

B. OVERSIZE/OVERWEIGHT HAULING PERMITS
The State Highway Administration (SHA) may issue a permit allowing Oversized or Overweight vehicles carrying a load that cannot be reduced (i.e. item that cannot be disassembled, large equipment, containment vessels, etc). Aspects concerning Maryland’s Oversize/Overweight (OS/OW) Hauling Permits Program are found in the Code of Maryland Regulations (COMAR), Title 11. Maximum weight registration and a minimum of five axles are required for Overweight permits.

For OS/OW Hauling Permit costs and information, call (410) 582-5727 or Toll Free 1-800-543-4564 or write the SHA, Hauling Permits Unit (SHA/HPU), 7491 Connelley Drive, Hanover, MD 21076, or e-mail: 

haulingspermits@sha.state.md.us

All movements of permit loads shall be made during daylight hours. Movements are prohibited on:

- Saturday after 12 noon,
- Sunday,
- State observed holidays. For a more information call the SHA/HPU.

No permit movements are allowed on highways under the jurisdiction of the Maryland Transportation Authority (MdTA) after 12 noon on Friday until 9 a.m. Monday. Highways and structures under the authority of the MdTA include:

- I-95 - John F. Kennedy Memorial Highway (section of I-95 north of I-695 (Baltimore) that runs from I-695 to the Delaware State Line),
- I-95 - Fort McHenry Tunnel,
- I-695 - Francis Scott Key Bridge,
- I-895 - Baltimore Harbor Tunnel,
US 40 – Thomas J. Hatem Memorial Bridge (Susquehanna River Bridge),
US 50/301 – William Preston Lane, Jr., Memorial Bridge (Chesapeake Bay Bridge),
US 301 – Harry W. Nice Memorial Bridge (Potomac River Bridge).

For a listing of telephone numbers for facilities under the jurisdiction and control of the MdTA, refer to Section “E” in this Chapter.

For information on Baltimore City highways, call (410) 396-7581.

*NOTE – EACH PERMIT THAT IS ISSUED IS UNIQUE IN THAT IT CONTAINS SPECIFIC INFORMATION AND REQUIREMENTS THAT THE PERMITEE MUST FOLLOW. FAILURE TO EITHER OBTAIN A PERMIT FOR A VEHICLE AND/OR LOAD THAT REQUIRES ONE, OR FAILURE TO ADHERE TO ANY CONDITIONS LISTED IN THE PERMIT MAY RESULT IN A $1,020.00 FINE AND POSSIBLE CONFISCATION OF THE PERMIT.

SHOULD YOU HAVE ANY QUESTIONS CONCERNING AN OS/OW HAULING PERMIT, PLEASE CONTACT THE SHA/HPU AT 410-582-5727 or Toll Free 1-800-543-4564.

Overweight permits for vehicles carrying manifested international freight as the only load of the vehicle in a sealed-seagoing-container going to or from the Port of Baltimore for 24-hour travel on certain designated routes are available by contacting the SHA/HPU.

Permits issued to 40’ containers may not exceed 22,400 pounds gross maximum weight for a single axle, 44,000 pounds gross maximum for 2 consecutive axles, or 90,000 pounds gross maximum weight with the required axle spacing. (See Chapter XIII reference the Bridge Formula and Table)

C. POSTED HIGHWAY DETOURS

The SHA/HPU provides information on highway restrictions and detours. (See Appendix “C” for telephone numbers) You may obtain more information
on route restrictions by accessing the SHA website at:

www.marylandroads.com

After accessing the site go to Hauling Permits and then click on Route Restrictions.

D. ESCORT POLICIES

When carriers make application to the SHA/HPU for OS/OW vehicle use, escort by private personnel or Maryland State Police personnel is determined under COMAR, Title 11. The permittee is responsible for the costs of such escort, if an escort is required. For additional information regarding your responsibilities in these matters, call the SHA/HPU at 410-582-5727 or Toll Free 1-800-543-4564.

E. TOLL FACILITIES – TUNNELS – TURNPIKE – BRIDGE RESTRICTIONS

The Maryland Transportation Authority Police (MdTAP) or MSP on the JFK Highway (I-95) may be required to provide police escort for certain OS/OW Hauling Permit loads. The permittee or user shall notify the MdTAP (specific locations listed below) or the MSP (I-95) and speak to the Duty Officer at least one hour before beginning movement of an OS/OW vehicle on or through the facility.

(1) I-895 Baltimore Harbor Tunnel (MdTAP) (410) 537-1200

(2) I-95 Fort McHenry Tunnel (MdTAP) (410) 537-1230

(3) US 301 Harry W. Nice Memorial Bridge (Potomac River Bridge) (MdTAP) (301) 259-4444
The MdTA has comprehensive restrictions on the movement of Hazardous Materials (Haz-Mat) as defined in the Hazardous Materials Regulations, Title 49, Code of Federal Regulations (CFR), Part 171.8 across highways under their jurisdiction. Haz-Mat loads such as flammable gases and liquids, explosives, and corrosives are not allowed in the Baltimore Harbor Tunnel (I-895) or the Fort McHenry Tunnel (I-95). For further information write or call the MdTAP, 1700 Frankfurst Avenue, Baltimore, Maryland 21224. (410) 537-1374. MdTA website address: www.mdta.state.md.us
Maryland has adopted the Federal Bridge Formula (FBF) and table, commonly known as the "Bridge Table" regarding the maximum allowable vehicle axle/gross weights. The FBF was developed by the Federal Highway Administration (FHWA) to minimize damage to bridges and pavements caused by vehicles or combinations having too short a distance between the axles when carrying/hauling a heavy load.

A. BRIDGE FORMULA
The formula is as follows:

$$W = 500\left[\frac{LN}{N-1} + 12N + 36\right]$$

“Where...

"W" = Overall Gross Weight on any group of 2 or more consecutive axles to the nearest 500 pounds,

"L" = Distance in feet measured horizontally between the vertical center lines of the extreme of any group of 2 or more consecutive axles, and

"N" = Number of axles in group under consideration, except that 2 consecutive sets of tandem axles may carry a gross load of 34,000 pounds each providing the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more; provided that such overall gross weight may not exceed 80,000 pounds, including any enforcement or statutory tolerances.” (The Maryland Vehicle Law, Title 24, Subsection 109 (b))

(SEE NEXT PAGE FOR THE BRIDGE TABLE)
## Bridge Table

Distance in feet between the extremes of any group of 2 or more consecutive axles

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*Note exception to the Bridge Formula on page #97*
B. EXAMPLES FOR USE OF BRIDGE GROSS WEIGHT FORMULA

The vehicle with weights and axle dimensions as shown in Figure 1 illustrates a Bridge Formula check.

(Figure 1)

Before checking axle 1 through 3 spacing, check to see that single, tandem and gross weights are satisfied. The single axle Number 1 should not exceed 20,000 pounds, tandems 2-3 and 4-5 should not exceed 34,000 pounds, and the gross weight should not exceed 80,000 pounds (refer to the Bridge Table to assure the vehicle has enough axles and spacing that allows the maximum Gross Vehicle Weight of 80,000 pounds).
These requirements are satisfied so the first Bridge Formula combination is checked as follows:

![Figure 2](image)

Check of axles 1 through 3

\[ W = 12,000 + 17,000 + 17,000 = 46,000 \text{ pounds (Figure 2).} \]

\[ N = 3 \text{ axles} \]

\[ L = 21 \text{ feet} \]

\[ W_{\text{maximum}} = 500 \left[ \frac{LN}{N-1} + 12N + 36 \right] \]

\[ = 500 \left[ \frac{(21 \times 3)}{(3 - 1)} + (12 \times 3) + 36 \right] = 51,500\# \]

\[ W_{\text{maximum}} = 51,500 \text{ pounds which is more than the actual weight of 46,000 pounds so the Bridge Formula requirement is satisfied.} \]

In the above listed figure, the 12,000 pound weight for the steering axle is given as an example.

Maryland allows a maximum gross axle weight limit of 20,000 pounds on a single axle under the following circumstances:

- Vehicle is registered for more than 73,000 pounds, and
- The sum of the rated load capacities for each tire on the axle do not exceed the stated capacity (weight), or
- The sum of the rated load capacities indicated by the manufacturer as to each tire on the
axle with which the vehicle was originally equipped is not exceeded.
In the previous example, if axles 2 and 3 are 17,000 pounds each (34,000 pounds total), the steering axle could be 17,500 pounds and the truck would be legal if the axle distances remain the same. **Remember to check the tire load rating. If the tire rating (both front tires) indicates the rating for each is 7,000 each, then the front axle would only be allowed a maximum gross weight of 14,000 pounds regardless of the axle spacing (Bridge Formula).**

Taking the same number (51,500 pounds gross weight) from the previous example obtained from Bridge Table B as shown by reading down the left side to \( L=21 \) and across to the right where \( N=3 \), you can determine the overall gross weight limits (including axle weights) by following the below listed example.

![Diagram](image)

(Figure 3)

Now check axles 1 through 5

\[
W \text{ (actual)} = 12,000 + 17,000 + 17,000 + 17,000 + 17,000 = 80,000 \text{ # (Figure 3).}
\]

\( W \) maximum, from Table B for \( L \) of 51 feet and \( N \) of 5 = 80,000 pounds. (includes 1,000 pound tolerance)

Therefore, this axle spacing is satisfactory.
Next check axles 2 through 5

\[ W \text{ (actual)} = 17,000 + 17,000 + 17,000 + 17,000 = 68,000 \text{ pounds (Figure 4)} \]

\[ W \text{ maximum, from Table B for } "L" \text{ of 34 feet and } "N" \text{ of 4} = 64,500 \text{ pounds.} \]

This is a "TILT" or violation in that the actual weight exceeds the maximum allowed weight for the given axle spacing. To correct the situation, some of the load must be removed from the truck or the axle spacing (34-foot dimension) increased.

C. Exception to Formula and Table B

There is an exception to the formula or Table B. That is, two or more consecutive sets of tandem axles spaced more than 40 inches apart, but not more than 96 inches apart may carry a gross load of 34,000 pounds each providing the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more.

For example, a 5 axle truck-tractor-semi-trailer is allowed a maximum tandem axle weight of 34,000 pounds on the tandem of the tractor (axles 2 and 3) and 34,000 pounds on the tandem of the trailer (axles 4 and 5) provided there is a spacing of 36 feet or more between axles 2 and 5 for a weight of 68,000 pounds for these two sets of tandems.
A spacing of 36 feet or more for axles 2 through 5 is satisfactory for an actual weight of 68,000 pounds for the two sets of tandem axles even though the Bridge Table shows an allowed weight of 66,000 to 67,000 pounds for spacing of 36 feet to 38 feet.

Remember, the exception granted under law is for two or more consecutive sets of tandem axles spaced more than 40 inches apart, but not more than 96 inches apart. For example, if the distance between axles 4 and 5 is more than 96˚ (8') then the tandem would not qualify as part of the 2 consecutive sets of tandems and would be considered one tandem by itself. Under this circumstance, the Bridge Formula weight of 66,500 pounds would apply if the distance between axles 2 through 5 was 37 feet and it would not fall within the exemption.

Should you have any questions regarding the measurements for axle spacings, weight laws, etc., please call the SHA Motor Carrier Division at 410-582-5734, or Toll-Free at 1-800-543-4564.

Bridge Formula for Three Consecutive Axles (Figure 5)

If the distance in Figure 5 between the first axle and last axle of the semi-trailer is 9', then a maximum allowable tridem axle (3 axles) weight of 42,500 pounds would be allowed. Refer to the Bridge Table on Page 93.

For an Overweight Hauling Permit for international, sealed sea-going containers (containerized cargo), see Chapter XII (Oversize/Overweight Hauling Permits).
D. GROSS WEIGHT LIMITATIONS BASED ON THE NUMBER OF AXLES

The Gross Vehicle Weight (GVW) of any vehicle or combination of vehicles as shown below may not be exceeded.

<table>
<thead>
<tr>
<th>NUMBER OF AXLES</th>
<th>GROSS VEHICLE WEIGHT OR GROSS COMBINATION WEIGHT (IN POUNDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Three or less</td>
<td>55,000</td>
</tr>
<tr>
<td>Four</td>
<td>66,000</td>
</tr>
<tr>
<td>Five or more</td>
<td>80,000</td>
</tr>
</tbody>
</table>

3-axle vehicle

4-axle combination

5-axle combination
*The allowable weights for the vehicles listed above will be determined based on the vehicle meeting the Bridge Formula.
E. WEIGHT ENFORCEMENT PROGRAM

The Maryland State Police, Commercial Vehicle Enforcement Division (MSP/CVED) and the Maryland Transportation Authority Police, Commercial Vehicle Safety Unit (MdTAP/CVSU) conduct truck size and weight enforcement operations at Truck Weigh and Inspection Stations (TWIS) throughout Maryland. (The MdTAP/CVSU normally conducts operations on toll facilities only). Both departments conduct size and weight enforcement operations through the use of roving patrols equipped with portable scales.

Baltimore and Anne Arundel County Police Departments likewise conduct roving operations for weight enforcement utilizing portable scales. Other allied police agencies in Maryland conduct roadside motor carrier safety inspections on vehicles and enforce safety and size laws.

The fine for refusing to submit to weighing and measurement is $1,000.00 plus any court costs. A loading error or tolerance of 1,000 pounds is allowed (except on Interstate highways) however, the GVW or GCW may not exceed 80,000 pounds unless it is issued an Oversize/Overweight Hauling Permit by the State Highway Administration.

Except as otherwise provided in The Maryland Vehicle Law, Title 24, Subsection 111.1, a vehicle found to exceed any allowable weight limit by 5,000 pounds or more may not be moved until the excess weight is unloaded.
A. HAZARDOUS MATERIALS (Haz-Mat)

Maryland has adopted the Federal Hazardous Material Regulations contained in Title 49 Code of Federal Regulations (CFR), Parts 107 through 180, and all amendments to them.

Carriers with general questions regarding the routine handling, shipment, routing and transport of Haz-Mat or the applicability of the regulations can write or call the Maryland Department of the Environment (MDE), Montgomery Business Park, 1800 Washington Blvd. STE 645, Baltimore, MD 21230, phone (410) 537-3400. The MDE website address is: www.mde.state.md.us

Haulers of hazardous waste must be certified for pickup and delivery in Maryland. Call (410) 537-3400 for permit information.

Companies that have trucks with a storage capacity of 500 gallons or more of bulk petroleum products must obtain a permit from MDE’s Oil Control Program. Drivers must comply with the vehicle attendance requirements when loading and unloading. For additional information call 410-537-3442.

B. SCRAP TIRE HAULERS

Individuals who pick-up or deliver scrap tires in the State of Maryland are required to obtain a Scrap Tire Hauler License. For license information contact the MDE, Office of Waste Minimization and Recycling at (410) 537-3315.

C. MOTOR FUEL TRANSPORTERS

Any person transporting motor fuel in interstate or intrastate commerce must register as a Petroleum Transporter. For additional information contact the Maryland Comptroller’s office, Motor Fuel Tax Division at (410) 260-7215.
CHAPTER XV
- SPECIAL PROGRAMS -

DIESEL VEHICLE EMISSIONS CONTROL PROGRAM - NOISE ABATEMENT PROGRAM

A. DIESEL VEHICLE EMISSIONS CONTROL PROGRAM (DVECP)

Under this program vehicles powered by a diesel engine (compression ignition engine) with a Gross Vehicle Weight Rating (GVWR) or Gross Combination Weight Rating (GCWR) over 10,000 pounds (i.e. trucks, buses and other vehicles) are subject to testing of their engine exhausts to determine if the vehicle exceeds smoke emissions levels.

Both the MSP/CVED and MdTAP/CVSU conduct initial and re-testing on the above listed vehicles, utilizing smoke opacity meters to determine if they meet the emissions standards adopted by the state. Diesel emissions inspectors are either law enforcement officers and/or civilian inspectors working in concert with enforcement personnel.

Emissions inspectors follow procedures specified in the Society of Automotive Engineers (SAE) J1667 Snap Acceleration Test Procedure (SAE J1667) which has been adopted for use by the State of Maryland.

The smoke opacity testing cut points (allowable smoke density percentages) for Maryland are:

1. For vehicles 1991 and newer: 40% opacity
2. For vehicles 1990 to 1974: 55% opacity
3. For vehicles 1973 and older: 70% opacity
Affected vehicles are subject to an emissions test:

a. When the vehicle is required to submit to weighing and measurement, or
b. As part of a motor carrier safety inspection, or
c. At any location or time when a police officer has reasonable cause to believe the vehicle is violating emissions standards.

Any enforcement action taken for vehicles failing an emissions test consists of the following:

(1) Maryland registered vehicles

a. If the vehicle fails an emissions test, a Safety Equipment Repair Order (SERO) is issued. The owner of the vehicle has 10 days to have the vehicle repaired and re-tested. After the vehicle has been re-tested, the owner has 30 days to mail in the last copy of the SERO to the Maryland State Police Automotive Safety Enforcement Division (MSP/ASED).

b. If the owner fails to comply with the SERO, the MVA will suspend the vehicle registration. The penalty for driving with suspended registration is a $1,000.00 fine.

(2) Foreign registered vehicles

a. After emissions testing, the vehicle driver is provided a copy of a Driver Vehicle Inspection Report (DVIR). The vehicle owner has 15 days to certify the vehicle has been repaired and has 30 days to mail a copy of the DVIR to the MSP/CVED.

b. If the owner fails to comply with the 30-day limit, MSP/CVED will notify the FMCSA. The
notice may trigger an FMCSA audit of the violator. The penalty for failing to comply with the DVECP carries a fine of $1,000.00.

To enhance the DVECP, Diesel Emissions Re-Testers, (CDER’s) who are third party re-testers participate in the program. The CDER’s are personnel who currently work at an authorized State Inspection Station (SIS), or other business (i.e. engine repair facility and/or engine rebuilding facility). CDER’s are certified by the MSP/ASED to perform re-tests.

Questions regarding this program may be referred to either the MSP/CVED, MdTAP or MDE. (See Appendix C, Routine Calls)

B. NOISE ABATEMENT PROGRAM

Maryland’s Noise Abatement Program (NAP) began operation in the Spring of 2000. Accordingly, a person may not operate or permit to be driven on a highway of this State any motor vehicle or combination of vehicles at any time or at any speed, under any conditions of grade, load, acceleration, or deceleration in a manner which would exceed the sound level limits as specified in the Code of Maryland Regulations (COMAR).

The MSP/CVED utilizes trained inspectors equipped with sound measurement devices to enforce this program. Testing for vehicles having a GVWR/GCWR in excess of 10,000 pounds is performed in accordance with the SAE J986b, Exterior Sound Level for Heavy Trucks and Buses.

Persons who have questions regarding the noise limits for vehicles having a GVWR, and GCWR in excess of 10,000 pounds as well as testing procedures should call the MSP/CVED at 410-694-6100.
CHAPTER XVI

MARYLAND TRUCK ROUTE SYSTEM - ACCESS ISSUES

In Maryland, the following National Network System of Highways is a system designated by the Maryland Secretary of Transportation in conjunction with the Federal Highway Administration (FHWA): (See operational requirements on next page)

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>FROM</th>
<th>TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 13</td>
<td>Virginia State Line</td>
<td>Delaware State Line</td>
</tr>
<tr>
<td>US 15</td>
<td>US 340, Frederick</td>
<td>MD 26 North of Frederick</td>
</tr>
<tr>
<td>US 40</td>
<td>US 340, Frederick</td>
<td>I-70, Frederick</td>
</tr>
<tr>
<td>US 50</td>
<td>MD 201, Kenilworth Ave.</td>
<td>US 13, Bypass</td>
</tr>
<tr>
<td>US 301</td>
<td>Virginia State Line</td>
<td>Del. State Line</td>
</tr>
<tr>
<td>US 340</td>
<td>MD 67 at Weverton</td>
<td>US 40 in Frederick</td>
</tr>
<tr>
<td>MD 3</td>
<td>US 50/301, Bowie</td>
<td>I-97</td>
</tr>
<tr>
<td>MD 4</td>
<td>I-95</td>
<td>US 301, Upper Marlboro</td>
</tr>
<tr>
<td>MD 10</td>
<td>MD 100, Glen Burnie</td>
<td>I-695 Balto-Beltway</td>
</tr>
<tr>
<td>MD 100</td>
<td>MD 607, Jacobsville</td>
<td>I-95</td>
</tr>
<tr>
<td>MD 201</td>
<td>US 50, Cheverly</td>
<td>DC Line</td>
</tr>
<tr>
<td>MD 295</td>
<td>I-695 Baltimore Beltway</td>
<td>I-95 Baltimore</td>
</tr>
<tr>
<td>MD 695</td>
<td>I-695 at Exit 1</td>
<td>N. Pt. Blvd. (MD Rt. 151)</td>
</tr>
<tr>
<td>MD 702</td>
<td>I-695 East of Baltimore</td>
<td>Old Eastern Avenue</td>
</tr>
</tbody>
</table>
*The Harbor Tunnel Thruway, I-895, prohibits doubles and vehicles with widths over 96 inches. Alternate routing is available via I-695 and the Francis Scott Key Bridge or I-95 (Ft. McHenry Tunnel). For specific information, contact the Maryland Transportation Authority Police, Tunnel Command at 2301 South Clinton Street, Baltimore, Maryland 21224 Phone: (410) 537-1200.

Effective October 1, 2005, all vehicles are allowed to be 102” wide (except on I-895 where vehicles and combinations are restricted to a maximum width of 96”). Certain travel restrictions apply.

The following vehicle combinations, regardless of the allowable width, are required to operate on the Maryland Truck Route System:

- Truck or truck-tractor-semi-trailer combination designed for an engaged exclusively in the transportation of automobiles or boats not exceeding 65’ in length,
- Stinger-steer automobile/boat transporters,
- Saddle mount, or full mount combinations,
- Maxi-cube combinations,
- Truck-tractor-semi-trailer-trailer combinations (doubles), and
- Truck tractor pulling a 48’ to 53’ semi-trailer.

Other roads may be used only for access to the system provided that they are the shortest practical route between the system and a truck terminal, point of origin or destination of cargo, or for one mile or less to a facility for food, fuel, repair or rest or is the safest practical route and is a state highway with four or more lanes.
The segment of US 40 from Maryland Route 279 to Maryland Route 152 is a designated route which may be used by the aforementioned vehicles for local deliveries and may not exceed those limitations set forth in *The Maryland Vehicle Law*.

### A. ACCESS TO PORT OF BALTIMORE

Approximately 70% of the cargo moved through the Port of Baltimore is accomplished by motor carriers. Carriers picking up cargo at the Port's Seagirt, Dundalk, North and South Locust Point terminals are less than two miles from I-95 or I-895 and minutes from I-695 (Baltimore Beltway) leading to I-70 and I-83.

Seagirt and Dundalk, the Port's two largest container facilities, are easily reached via the Keith Avenue exit off I-95 immediately north of the Fort McHenry Tunnel toll plaza. After exiting I-95, travel one mile east on Keith Avenue to Broening Highway and south less than one mile to Seagirt. The Dundalk Marine Terminal is just beyond Seagirt on Broening Highway.

Seagirt, the Port's most modern facility features a computerized gate complex that consolidates all of the check-in functions needed for a Terminal Interchange Report (TIR). The gate complex facilitates truck movement through the terminal, saving the carrier and/or driver time and money.

A *carrier entering the Seagirt Marine Terminal must provide the following information*: Steamship Line, Trucker ID Code, Container/Chassis #, Tractor License Plate #/State, Driver Name, Label Cargo, Port Vessel-Voyage #, Tractor Weight, Booking # and Container/Chassis Size. To avoid delays, carriers should confirm that all cargo releases have been satisfied prior to arriving at the pier and should have their dock receipt, delivery order and valid booking number available.
**NOTE—Carriers are advised increased security procedures are in effect at all Maryland Port facilities as a result of the events from September 11, 2001. Should you have any questions regarding these precautions, call the Maryland Transportation Authority Police at 1-410-633-1027, or 1-410-633-1092.

CHAPTER XVII

ACCIDENT REPORTING

A. TRAFFIC ACCIDENT REPORTS — GENERAL CONDITIONS

Maryland law requires the operator of a vehicle involved in an accident to stop immediately, return to the scene and remain there until the following requirements have been fulfilled:

- Render reasonable assistance to any person injured, and
- Give his/her name and address and the registration number of the vehicle he/she is driving and, on request exhibit his/her license to drive, if it is available to any person injured in the accident and the driver, occupant of, or person attending any vehicle or property damaged in the accident, and
- In the case of unattended vehicles or property attempt to locate the owner and provide the owner with his/her name and address, the registration number of the vehicle he/she is driving, and the name and address of the owner. If the driver, owner, or person in charge of the damaged vehicle or other property cannot be located, leave in a conspicuous, secure place in or on the damaged vehicle or other property a written notice containing the same information, and
- Shall provide the name and address of the insurance carrier or other security provider, along with a policy or other identifying number of the liability insurance, if
available, and name and address of the local agent or local office of the insurance carrier, if available, and

- If a motor vehicle strikes and injures a domestic animal, the driver of the motor vehicle shall immediately notify the appropriate State or local police of the accident.

The Federal Motor Carrier Safety Regulations (FMCSR) define an accident as an occurrence involving a CMV operating on a public road which results in:

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

Motor carriers are no longer required to submit accident reports to the Federal Motor Carrier Safety Administration (FMCSA) and notify the agency of fatal accidents. Instead, the FMCSA currently depends on reports from the enforcement agencies that investigate the accidents.

The motor carrier is required to maintain for a period of one year after an accident occurs, an accident register containing at least the following information:

a. A list of accidents containing the date, city or town and state in which the accident occurred, driver name, number of injuries, number of fatalities and whether Haz-Mat (other than fuel spilled from the fuel tanks of the vehicles involved in the accident) were released,
b. Copies of all accident reports required by State or other governmental entities or insurers.

B. HAZARDOUS MATERIAL (Haz-Mat) RELEASE REPORTS

When Haz-Mat is accidentally released or in danger of being released into the environment, you should call the Maryland Department of the Environment (MDE) Hazardous Materials Spill and Oil Response (24 hours) at 1-866-633-4686 and, if possible provide the following information:

1. Location of the incident, date and time,
2. Presence of fire, explosion, impending danger to life or property,
3. Identification of the materials released (e.g. name, ID number, label, location and characteristics),
4. The extent of injuries.

Carriers involved must submit a report according to Title 49, Code of Federal Regulations (CFR), Part 171.15 and 49 CFR, Part 171.16 guidelines within 30 days of date of the incident.

In addition, certain Haz-Mat incidents must be reported as required in 49 CFR, Part 171.15-16. Also, there is a state requirement for reporting oil spills by telephone within two hours of release. A written follow-up report must be submitted to the MDE Hazardous Material Spill and Oil Response Unit within 10 days, as contained in the Code of Maryland Regulations (COMAR 26.10.01.03). General questions concerning these issues should be referred to MDE. (See Appendix “C”)

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CHAPTER XVIII
MARYLAND MOTOR CARRIER SAFETY PROGRAM – Purpose of Program
What does it do?

A. MARYLAND MOTOR CARRIER SAFETY PROGRAM (MMCSP)

The overall goal of the MMCSP is to reduce traffic accidents involving Commercial Motor Vehicles (CMV); the deaths, injuries, and property losses resulting from them; and the risk associated with the highway transportation of Hazardous Materials (Haz-Mat).

The MMCSP in the state has evolved since its inception in 1985. The number of safety inspections conducted on buses, trucks, drivers and their cargos per year has increased from 4,978 in 1986 to 100,601 in 2004.

Enforcement agencies participating in the MMCSP conduct safety inspections on CMV’s and drivers to assure they are in compliance with the Federal Motor Carrier Safety Regulations (FMCSR). Vehicles can be placed Out-Of-Service (OOS) based on the Commercial Vehicle Safety Alliance (CVSA) OOS criteria. An OOS sticker will be affixed to vehicle units placed OOS. Drivers who exceed their allowable hours of service
or violate the regulations pertaining to drug and/or alcohol usage likewise will be placed OOS.

Inspectors will place a CVSA decal on vehicles that pass a safety equipment inspection without serious defect. Maryland inspectors may waive the inspection of vehicles displaying current CVSA inspection decals issued by Maryland or CVSA member jurisdictions. Finally, a Maryland Driver-Vehicle Inspection Report will be completed for each driver and/or vehicle inspection. Copies of these inspections are provided to the Federal Motor Carrier Safety Administration (FMCSA).

B. PREVENTIVE MAINTENANCE (PM) PROGRAM – Requirements

The Preventive Maintenance (PM) Program in Maryland was started to ensure Maryland registered CMV’s are maintained in a safe operating condition. Maryland requires specific minimum levels of inspection, maintenance, and repairs for certain vehicles to reduce and prevent vehicle crashes and to promote highway safety.

Owners of the following Maryland registered vehicles are required to have them inspected, maintained, and repaired at least every 25,000 miles or at least every 12 months whichever occurs first. Owners also are required to keep maintenance records on their vehicles.

The PM program covers the following Maryland registered vehicles:

1. A Class "E" (single unit truck) vehicle with a rated, registered or operating Gross Vehicle Weight (GVW) of over 10,000 pounds,

2. A Class "E" (truck) vehicle with a registered Gross Combination Weight (GCW) greater than 10,000 pounds when operated in combination with a freight trailer or semi-trailer,

3. A Class “F” (truck tractor) vehicle,
4. A Class “G” (freight trailer or freight semi-trailer) vehicle,

5. A Class “P” (passenger bus vehicle),

6. A Class “M” (multipurpose) vehicle that is used primarily to transport passengers and has seating for 16 or more occupants or was previously registered as a school bus or a Class “P” passenger bus,

7. Dump truck - used to haul feed and other loose materials in bulk and designed to self-unload by gravity or mechanical means and registered under The Maryland Vehicle Law, Title 13, Subsection 919.*

*NOTE: Dump trucks in operation for at least 18 years from the vehicle’s model year or first registration date, whichever is later, must be inspected every 12,500 miles or 6 months, whichever occurs first. A vehicle owner has the responsibility of assuring his/her vehicle meets or exceeds the standards contained in the rules and regulations. It is important to note that this law does not change any other law or regulation affecting a vehicle or its components. All vehicles using Maryland highways must be in a safe operating condition at all times.

8. Any vehicle or combination of vehicles owned by the State of Maryland or any political subdivision in the state which are:

   a. Single unit trucks with a GVW greater than 10,000 pounds,

   b. Single unit trucks with a GCW greater than 10,000 pounds when operated in combination with a freight trailer or semi-trailer,
c. Truck tractor vehicles,

d. Freight trailer or semi-trailer, and

e. Buses designed and used to carry more than 10 people and not regulated by The Maryland Vehicle Law, Title 25, Subsection 110.

All Maryland-registered vehicles in the categories noted previously are included in the PM Program and the vehicle owner must provide a certification to that effect when registering a new vehicle or renewing the registration. Violation of these requirements is a misdemeanor, and subjects the owner to fines up to $520.00 as well as possible suspension of the vehicle registration by the MVA.

For further information, contact the MSP/CVED or SHA Motor Carrier Division. The PM Handbook is available from:

Office of the Secretary of State
Division of State Documents
State House
100 State Circle
Annapolis, MD 21401-1924

DSD charges a nominal fee for the Handbook. For information call them at (410) 974-2486, Toll Free 1-800-633-9657, or visit their website at:

http://www.dsd.state.md.us/pm-faq.htm

The FMCSA has certified that the Maryland PM Program meets the requirements of the federal annual
inspection process as contained in the FMCSR, Part 396.17.

CHAPTER XIX

FEDERAL MOTOR CARRIER SAFETY REGULATIONS (FMCSR)

A. GENERAL ISSUES

Maryland has adopted and enforces the following FMCSR, Title 49, Code of Federal Regulations (CFR):

- Part 40,
- Parts 107 through 180 dealing with the transportation of Haz-Mat,
- Part 382 dealing with drug and alcohol testing and the carrier maintaining drug and alcohol testing records,
- Parts 390 through 399.

The Maryland Vehicle Law, Title 25, Subsection 111 governs Maryland’s enforcement of the FMCSR. Noncompliance can result in a $1020.00 penalty for each offense.

These regulations apply to:
Trucks,
• Truck tractors,
• Buses,
• Trailers, semi-trailers, pole trailers,
• Converter dollies,
• Combination of vehicles if the Gross Vehicle Weight Rating (GVWR) exceeds 10,000 pounds, and
• All interstate and intrastate motor carriers of property or passengers.

For further information, call the SHA Motor Carrier Division at 410-582-5734, or Toll-Free 1-800-543-4564, or the Federal Motor Carrier Safety Administration (FMCSA) at 410-962-2889.

For vehicles transporting Haz-Mat that require the vehicle to be marked or placarded in accordance with 49 CFR, Part 177-823 or for vehicles designed to transport 16 or more occupants, drivers must comply with all of the FMCSR, including medical examination and certification requirements of Part 391, regardless of vehicle size/weight.

Copies of the FMCSR are available for sale by the Maryland Motor Truck Association (See Appendix “C”) and the US Government Printing Office.

The following summarization of the FMCSR adopted by Maryland apply to motor carriers, officers, agents, representatives, supervisors, and employees responsible for the management, maintenance, operation, or driving of motor vehicles.

B. PART 391 - QUALIFICATIONS OF DRIVERS

Interstate Drivers

Qualifications for interstate drivers include:

• Being at least 21 years old,
• Being able to read and speak the English language sufficiently to converse with the
general public and to understand highway
traffic signs and signals, and to respond to
official inquiries, etc.,

- Having a valid medical card, and
- Possessing/having a valid license from only
  one state to drive a CMV.

The medical examination and certification
requirements contained in the FMCSR, Part 391.41
(a), 391.43 and 391.45 apply to both interstate and
intrastate drivers who operate a CMV or CMV
combination with a GVWR or GCWR of 10,001 pounds or
more.

Interstate drivers who are not medically
qualified to operate a CMV and who wish to drive
are required to obtain a waiver from the FMCSA. For
questions pertaining to medical waivers call the
FMCSA at 443-703-2240.

A drug and alcohol testing program for
interstate and intrastate drivers with a CDL
operating a CMV requiring a CDL is in force in
Maryland under FMCSA regulations.

**Intrastate Drivers**

Changes in the medical certification
requirement for intrastate drivers of CMV’s with a
GVWR or GCWR of 10,001 pounds or more took effect
October 1, 2003. Currently, intrastate drivers of
CMV’s with a GVWR or GCWR of 10,001 pounds or more
are required to obtain a DOT physical before they
can drive them.

Drivers are required to carry a current
medical card as proof of this physical. An
intrastate driver who does not meet the physical
qualifications under Part 391.41 (b) (1-11) may
still drive a CMV if:
1. They were qualified to drive a CMV, and were driving them before October 1, 2003,
2. They are not transporting Haz-Mat,
3. They are not operating a bus or transporting more than 10 people,
4. Their disqualifying physical condition does not get worse.

**Drivers must continue to carry the medical card and be retested every two years.** For more information, call the SHA Motor Carrier Division at 410-582-5734, or Toll Free 1-800-543-4564.

C. PART 392 - DRIVING OF COMMERCIAL MOTOR VEHICLES (CMV’S)

No driver shall operate, nor shall carriers allow the operation of a CMV while the driver's ability or alertness is impaired through fatigue, illness, or any other cause.

No driver while on-duty or driving shall possess, be under the influence of, or use any prohibited drugs.

No driver while on-duty or driving shall possess, consume or be under the influence of an intoxicating beverage.

No driver shall consume an intoxicating beverage within four hours of going on-duty.

Drivers violating these rules are subject to be placed Out-Of-Service (OOS) for 24 hours, and must report such declaration to their employer within 24 hours, and to the licensing state within 30 days.

Before driving, drivers shall satisfy themselves that the following parts and accessories are in good working order:
1. Brakes - service, trailer connections, parking (hand),
2. Steering mechanism,
3. Lighting devices and reflectors,
4. Tires,
5. Horn,
6. Windshield wiper or wipers,
7. Rear vision mirror or mirrors, and
8. Coupling devices.

The following emergency equipment shall be carried on all vehicles in the proper place and shall be ready for use by the driver:

- Fire extinguisher - properly filled, readily accessible, and securely mounted,
- Spare fuses or overload protective device,
- Three emergency, bi-directional, reflective triangles (Fuses, liquid burning flares, or red electric lanterns may be used instead of triangles. However, flame producing devices are prohibited for certain types of Haz-Mat transport).

D. PART 393 – PARTS AND ACCESSORIES/LOAD SECUREMENT

Part 393 details the requirements for lighting devices/reflectors/electrical equipment, brakes, glazing/window construction, fuel systems, coupling devices and towing methods, emergency equipment, protection against shifting or falling cargo, load securement utilizing certain equipment, and other miscellaneous parts and accessories (e.g., tires, mirrors, horn, rear end protection, projecting.
loads, seat belt assemblies, etc.). No vehicle shall be operated unless it is equipped with these devices. All parts and accessories shall at all times be in safe and proper operating condition.

***NOTE – In 2002, changes were made in Part 393 regarding load securement requirements. Additional terms were added as well as new language/guidelines. For additional information on this subject, call either the SHA Motor Carrier Division at 410-582-5734, Toll Free 1-800-543-4564, or FMCSA at 1-410-962-2889.

E. PART 395 – HOURS OF SERVICE FOR DRIVERS

Changes to the federal hours of service for drivers are currently pending. For additional information on the regulations, go to the FMCSA website at:

www.fmcsa.dot.gov

If you prefer, call the SHA Motor Carrier Division at 410-582-5734, or Toll-Free 1-800-543-4564.

Hours of Service for Interstate Drivers of Property Carrying Vehicles

Drivers of property carrying vehicles may:

- Drive up to 11 hours instead of 10 hours, but are limited to 14 hours in a duty period,
- Not extend the 14-hour on-duty period with off-duty time for meal and fuel stops, etc. Only the use of a sleeper berth under specific conditions can extend the 14-hour on-duty period,
• Each duty period must begin with at least 10 hours off-duty. This can be combined with sleeper berth time. However, when used, the driver must take at least 8 consecutive hours in the sleeper berth, plus 2 consecutive hours either in the sleeper berth, or off duty, or any combination of the two,

• Not exceed 60 hours on-duty in 7 consecutive days, or 70 hours on-duty in 8 consecutive days, but drivers can “restart” the 7/8-day period by taking at least 34 consecutive hours off-duty.

Short Haul Provision – Interstate Drivers

Drivers of property-carrying CMV’s which do not require a CDL for operation and who operate within a 150 air-mile radius of their normal work reporting location may drive a maximum of 11 hours after coming on-duty following 10 or more consecutive hours off-duty. They are not required to keep records of on-duty status, and 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.

Hours of Service for Interstate Drivers of Passenger Carrying Vehicles

Drivers of passenger carrying vehicles shall not drive:

• More than 10 hours following 8 consecutive hours off duty,

• For any period after having been on duty 15 hours following 8 consecutive hours off duty,
• After being on-duty more than 60 hours in any 7 consecutive days,
• After being on-duty more than 70 hours in any period of 8 consecutive days for carriers that operate seven days per week.

The Record of Duty Status (Log Book) must:

1. Be maintained for each 24-hour period, in duplicate, current to the last change of duty status; and
2. Be carried by the driver and contain the log for the previous 7 days; and
3. Be retained by the carrier for six months.

**Hours of Service for Intrastate Drivers of Property or Passengers**

Intrastate drivers of property or passengers shall not:

• Drive more than 12 hours following 8 consecutive hours off-duty,
• Drive after having been on-duty more than 16 hours,
• Drive after being on-duty more than 70 hours in a period of 7 consecutive days if the employing motor carrier does not operate every day of the week, and
• Drive after being on-duty more than 80 hours in a period of 8 consecutive days if the employing motor carrier operates every day of the week, or
• Exceed a 150 air-mile radius.

Other restrictions apply to intrastate drivers. For additional information concerning the
regulations, please, call the SHA/MCD at 410-582-5734, or Toll-Free at 1-800-543-4564.

F. PART 396 - INSPECTION, REPAIR, AND MAINTENANCE

Motor carriers shall systematically inspect, repair and maintain all vehicles subject to their control. Specific certification of the PM program is covered in Chapter XVIII, Section B and goes beyond the FMCSR summarized here.

In addition to vehicle equipment specified in the FMCSR, Part 393, other parts which may affect the safety of a vehicle, including frame/frame assemblies, suspension systems, axle and attaching parts, wheels and rims, and steering system, must be maintained in a safe and proper operating condition.

The following records are required (except for vehicles controlled for less than 30 days) to be maintained. The records shall be retained by the motor carrier where the vehicle is either housed or maintained for a period of 1 year and for 6 months after the vehicle leaves the carrier's control. If the vehicle is Maryland registered, the following files must be retained for 2 years:

1. Vehicle ID,

2. Record of inspections, repairs and maintenance, indicating their nature and the date performed, and lubrication records,

3. A preventive maintenance schedule indicating the nature and due date of the various inspection and maintenance operations to be performed.

Every driver must complete a written vehicle inspection report at the end of each work day on each vehicle operated, covering at least the parts
and accessories previously listed on Page 119 (items 1 thru 8) plus all wheels and rims and emergency equipment.

The vehicle inspection report shall identify the vehicle and list any defect that would affect its safe operation or result in mechanical breakdown. In all cases, the driver shall complete and sign this report.

Before dispatching the vehicle, the motor carrier shall certify on the report that the defect has been corrected or that correction is unnecessary. This report shall be kept for three months.

Before driving it, the driver shall be satisfied that the vehicle is in safe operating condition and review the last inspection report. If defects were previously noted, the driver must sign the report acknowledging review and the carrier's certification that the required repairs were made.

NOTE: Motor Carriers operating only one motor vehicle are not required to complete a daily vehicle inspection report.

Vehicles inspected by enforcement officers that do not meet certain safety criteria by reason of their unsafe mechanical condition or loading which could likely cause an accident or a breakdown, may be placed Out-Of-Service (OOS) until repairs have been made.

G. PART 397 - TRANSPORTATION OF HAZARDOUS MATERIALS (Haz-Mat) - DRIVING AND PARKING RULES

In general, this part applies to the transportation of Haz-Mat by a CMV that must be marked or placarded in accordance with the Federal Hazardous Materials Regulations, Part 177.823.

With some limited exceptions, CMV’s which contain Class 1.1, 1.2 or 1.3 explosives shall be attended at all times by the driver or other qualified representative.
CMV’s containing Haz-Mat must not be parked on or within five feet of the traveled portion of a public street or highway, except for brief periods when the necessities of operation require a CMV not carrying Class 1.1, 1.2 or 1.3 explosives to do so.

Unless there is no practical alternative, a CMV containing Haz-Mat must not be operated:

1. Over routes that go through or near heavily populated areas,
2. Places where groups are assembled,
3. Tunnels,
4. Narrow streets, or
5. Alleys.

Operating convenience is not a consideration.

CMV’s must not be operated near or parked within 300 feet of an open fire. No person may smoke or carry a lighted cigarette, cigar, or other tobacco product on or within 25 feet of a CMV containing certain specified Haz-Mat, or empty tanks that have been used to transport flammable liquids.

When re-fueling, the engine of a CMV must not be running and a person shall properly control the fueling process.
The driver of any CMV that contains Haz-Mat equipped with dual tires on any axle is required to inspect them as follows:

- At the beginning of each trip, and
- Each time the vehicle is parked.

Unsafe or overheated tires shall be repaired or replaced immediately.

Drivers of CMV’s containing Class 1.1, 1.2 or 1.3 explosives are required to possess:

- A copy of FMCSR, Part 397, and
- Instructions in the event of an accident or delay, proper shipping papers, and
- A written route plan.

**CHAPTER XX**

**ALCOHOL AND DRUG TESTING REGULATIONS**

**A. WHO MUST BE TESTED**

The Federal Motor Carrier Safety Administration (FMCSA) has adopted controlled substance and alcohol-testing requirements for drivers required to have a CDL. This is an extension of the current rule which covers both interstate and intrastate truck and motor coach operations, including those operated by:

- Federal, State, local and tribal governments,
- Church and civic organizations,
- Farmers and custom harvesters (unless exempt),
• Apiary industries (transportation of bees),
• For-hire and private companies.

B. CONTROLLED SUBSTANCES

The regulations require urine specimens to be analyzed for the following drugs:

- Cocaine,
- Opiates,
- Marijuana,
- Amphetamines, and
- Phencyclidine (PCP).

C. TESTS REQUIRED

The following drug and alcohol tests apply to employee drivers and contract drivers that a motor carrier intends to use:

- Pre-employment
- Post-accident
- Reasonable suspicion
- Random
- Return-to-duty
- Follow-up

(Pre-employment testing does not include testing for alcohol)

D. CONSEQUENCES

Drivers who engage in prohibited alcohol conduct must be immediately removed from safety-sensitive functions. Drivers who have
engaged in alcohol misuse cannot return to safety-sensitive duties until they have been evaluated by a substance abuse professional and complied with any treatment recommendations to assist them with an alcohol problem. As with an alcohol misuse violation, a driver will be removed from safety-sensitive duty if he/she has a positive drug test result.

The removal cannot take place until the Medical Review Officer (MRO) has interviewed the driver and determined that the positive drug test resulted from the unauthorized use of a controlled substance. A driver cannot be returned to safety-sensitive duties until he/she has been evaluated by a substance abuse professional or MRO, has complied with recommended rehabilitation, and has a negative result on a return-to-duty drug test.

E. ASSISTANCE FOR SMALL CARRIERS AND OWNER-OPERATORS

Small motor carriers and owner-operators may find it easier to comply with the regulations by forming a consortium of similar operators to administer or develop and implement a program for the group as a whole. Two examples of such associations formed by existing trucking organizations in Maryland are those of the Maryland Motor Truck Association and Independent Truckers and Drivers Association. (See Appendix “C”)

F. ADDITIONAL INFORMATION

Contact the USDOT Drug Enforcement and Program Compliance Office at (202) 366-3784.
Apportionable Fee: Any periodic recurring fee required for licensing or registering vehicles, such as, but not limited to, registration fees, license or weight fees.

Apportionable Vehicle: Any vehicle used or intended for use in Maryland and one or more IRP member jurisdictions that allocates or proportionally registers a vehicle and/or vehicles that are used for the transportation of persons for hire, or designed, used or maintained primarily for the transportation of property.

Axle Weight: The weight transmitted to the road surface by one axle or a combination of axles.
**Base Jurisdiction:** For purposes of single vehicle and/or fleet registration, the jurisdiction where the registrant has an established place of business, where mileage is accrued by the fleet and where operational records of such fleet are maintained or can be made available.

**Base Plate:** The registration/license plate issued by the base jurisdiction and the registration plate issued for the vehicle by any member jurisdiction.

**Cab Card:** Terminology includes either a vehicle registration card issued only by the base jurisdiction for a vehicle of an apportioned vehicle or fleet which identifies:

- The vehicle,
- Base registration/license plate,
- Registered weight reflecting the jurisdictions where the vehicle is properly registered, or
- An IFTA registration card.

**CDL:** Commercial Driver’s License.

**CFR:** Code of Federal Regulations.

**COMAR:** Code of Maryland Regulations.

**Combination:** Consists of a power unit operating in combination with other vehicles which includes trailers, semi-trailers and any other vehicle.

**Commercial Motor Vehicle (CMV):** The definition appearing here is the general one dealing with Commercial Driver’s Licensing in Maryland. There is another general definition for a CMV (which is substantially different regarding vehicle weight, cargo and/or passengers) may be found in FMCSR, Part 390.5.

A CMV means:
• A motor vehicle or combination of motor vehicles used to transport passengers or property that:

(1) Has a Gross Combination Weight Rating (GCWR) of 26,001 or more pounds and towing a trailer, or semi-trailer that has a Gross Vehicle Weight Rating (GVWR) of over 10,000 pounds, or

(2) Has a Gross Vehicle Weight Rating (GVWR) of 26,001 or more pounds, or

(3) Is designed to transport 16 or more passengers, including the driver, or

(4) Is of any size and is used in the transportation of materials found to be hazardous for the purposes of the Hazardous Materials Transportation Act and which requires the motor vehicle to be placarded under the Hazardous Materials Regulations.

Credentials: Terminology can include/mean:

- The apportioned registration card and plate issued for vehicles registered under the IRP, or
- IRP Temporary Trip Permit, or
- Registration card and plate for non-IRP registrants, or
- A driver’s license or CDL, or
- IFTA cab card, or
- Temporary IFTA Trip Permit, or
- Oversize/Overweight Hauling Permit, or
- PSC operating authority, or
- Hazardous Waste Permit.
CVISN: Commercial Vehicle Information Systems and Networks.

CVSA: Commercial Vehicle Safety Alliance

Decal: See Permit.

Double-Bottom Combination: (Doubles) A vehicle combination consisting of a power unit pulling:

- Two (2) semi-trailers, or
- A semi-trailer and a full trailer.

ES: Electronic Screening. A component of CVISN.

Established Place of Business: A physical structure (building) located within the base jurisdiction that is designated by a street number (address) and is owned, leased or rented by a fleet registrant. The place of business must be open during normal business hours, have a publicly listed telephone number and the name of a person conducting the fleet registrant’s business.

FHWA: Federal Highway Administration.

Fleet: One or more apportionable vehicles.

FMCSA: Federal Motor Carrier Safety Administration.

FMCSR: Federal Motor Carrier Safety Regulations.

Freight Trailer or Semi-trailer: See Trailers.

Full Trailer: See Trailers.

Gross Combination Weight (GCW): The weight of the power unit and any other vehicle operated in combination with the power unit including any load carried by the vehicles.

Gross Combination Weight Rating (GCWR): The value specified by the manufacturer as the maximum loaded weight capacity of a combination (articulated) motor vehicle. In the absence of a value specified by the
manufacturer, the GCWR will be determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.

**Gross Vehicle Weight (GVW):** The weight of the vehicle plus the weight of any load thereon.

**Gross Vehicle Weight Rating (GVWR):** The value specified by the manufacturer as the maximum loaded weight capacity of a single vehicle. The manufacturer usually places this information on a label inside the driver’s door (check around the door frame after opening the door).

**ITS/CVO:** Intelligent Transportation Systems/Commercial Vehicle Operations.

**ICC:** The Interstate Commerce Commission.

**International Fuel Tax Agreement (IFTA):** An agreement between Maryland and other states, the District of Columbia, and specific Canadian provinces for prorating fuel tax fees based on the percentage of fuel used in correlation to miles traveled by a vehicle in each jurisdiction.

**International Registration Plan (IRP):** An agreement between Maryland and other states, the District of Columbia, and Canadian provinces for prorating fees between jurisdictions based on percentage of miles traveled by a fleet in each jurisdiction.

**Interstate Operations:** Pick-up or delivery of cargo originating or destined outside the State of Maryland (pier freight, air freight, etc.). Some warehouse freight can be interstate cargo.

**Intrastate Operation:** Pick-up or delivery of cargo originating and destined within the State of Maryland.

**Jurisdiction:** A state, territory or possession of the United States, the District of Columbia, or a Province of Canada.
**Maxi-cube:** A non-articulating straight truck operated in combination with:

- A semi-trailer which does not exceed 34 feet and is designed to be loaded through the semi-trailer; or
- A trailer which does not exceed 28 feet and is designed so that the truck cargo is loaded through the trailer.

**MDE:** Maryland Department of the Environment.

**MDOT:** Maryland Department of Transportation.

**MdTA:** Maryland Transportation Authority.

**MdTAP:** Maryland Transportation Authority Police.

**MdTAP/CVSU:** Maryland Transportation Authority Police, Commercial Vehicle Safety Unit.

**MPA:** Maryland Port Administration, part of the Maryland Department of Transportation.

**MSP:** Maryland State Police.

**MSP/ASED:** Maryland State Police, Automotive Safety Enforcement Division.

**MSP/CVED:** Maryland State Police, Commercial Vehicle Enforcement Division.

**MVA:** The Motor Vehicle Administration, part of the Maryland Department of Transportation.

**Member Jurisdiction:** U.S. States, the District of Columbia, and Provinces of Canada which are members of the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA).

**Motor Carrier:** An individual, partnership, corporation, or other public or private entity engaged in the transportation of goods or persons.

**Non-freight Trailer or Semi-trailer:** See Trailers.
Operational Records: Documents supporting miles traveled in each jurisdiction and total miles traveled such as fuel reports, trip sheets and logs.

OOS: Out-Of-Service.

Permit: In common usage, the written authority issued by a jurisdiction allowing specified operation. In IRP states a Trip Permit is a temporary permit issued by a jurisdiction to a motor carrier registered in another jurisdiction in lieu of regular apportioned registration. Other temporary permits issued for varying lengths of time include Oversize/ Overweight Hauling Permits, Temporary IFTA Permits, Hazardous Waste Permits and others which are not listed here.

PSC: Maryland Public Service Commission.

Registrant: A person, firm, or corporation in whose name or names a vehicle is properly registered.

Registration Year: The twelve month period during which the registration plates issued by the base jurisdiction are valid according to the laws of the base jurisdiction.

Restricted Plate: A plate that has time (3 month, 6 month, partial year), geographic area, mileage or commodity restrictions (farm, log or dealer plates).

Semi-trailer: See Trailers.

SHA: State Highway Administration, part of the Maryland Department of Transportation.

SHA/HPU: State Highway Administration, Hauling Permits Unit.

SHA/MCD: State Highway Administration, Motor Carrier Division.

Stinger-Steered Automobile Transporter: A truck-tractor and semi-trailer combination designed for and used only to transport automobiles or boats.
The fifth wheel is on a drop frame behind and below the rear axle of the power unit.

**Trailers:**

**Freight Trailer** - A freight trailer or semi-trailer shall be:

1. Designed for towing by a Class “E” (truck) or Class “F” (truck tractor) vehicle; and
2. Is in excess of 20,000 pounds gross weight if towed by a Class “E” (truck) vehicle; or
3. Is in excess of 10,000 pounds gross weight if towed by a Class “F” (truck tractor) vehicle.

**Full Trailer** - A vehicle without motive power, designed for:

1. Carrying persons or property, and
2. For being drawn by a motor vehicle, and
3. Is so constructed that no part of its weight or load rests upon or is carried by the towed vehicle.

**Non-Freight Trailer** - A vehicle designed for towing by a Class “A” (passenger) vehicle, and has a gross weight of 10,000 pounds or less, and a Class “M” (multipurpose) vehicle and has a gross eight of 10,000 pounds or less, or a Class “E” (truck) and has a gross weight of 20,000 pounds or less. A non-freight trailer can be a boat trailer, camping trailer, travel trailer, house trailer, or utility trailer.

**Semi-trailer** - A vehicle without motive power designed for:

1. Carrying persons or property, and
2. For being drawn by a motor vehicle, and
So constructed that part of its weight and that of its load rests upon or is carried by the towing vehicle.

**Trip Permit**: See Permit.

**TWIS**: Truck Weigh and Inspection Stations operated by either the MSP/CVED, or MdTAP/CVSU.

**US DOT Number**: Stands for the United States Department of Transportation (US DOT) Number issued by the Federal Motor Carrier Safety Administration (FMCSA). FMCSA is one of the agencies within the US DOT.

**APPENDIX “B”**
IMPORTANT TELEPHONE NUMBERS AND ADDRESSES – EMERGENCIES

1. Emergency (Local Police, Fire Dept. - 24 hours.) 911

To report emergency situations (including disabled vehicles) from a cellular telephone, press #77

2. Maryland Department of the Environment (MDE)

Hazardous Material Spill and Oil Spill Response (24 hours) –

1-866-633-4686

Division of Radiation Control
(7:30 AM - 5:00 PM, M-F)
410-537-3300
(4:30 PM - 8:30 AM, M-F/weekends/holidays)
1-866-633-4686

3. Maryland State Police HQ/State Fire Marshal (MSP monitors CB Channel 9)

410-486-3101

Toll Free Emergency

1-800-525-5555

4. Maryland Transportation Authority Police (MdTAP) (MdTAP monitors CB Channel 3)

1-888-754-0185

5. National Information Reporting & Response Center (USDOT) 1-800-424-8802
CHEMTREC 1-800-424-9300

6. CSX Railroad Grade Crossing
   1-800-232-0144

7. Maryland State Highway Administration
   Motor Carrier Division
   Hauling Permits Unit

   Emergency Hauling Permits - Non-business hours number -
   Statewide Operations Center (SOC)
   1-800-543-2515

APPENDIX “C”
Frequently Requested Telephone Numbers

The office hours for the below listed agencies in most cases are from 8:00 AM to 5:00 PM, Monday through Friday.

1. Motor Vehicle Administration (MVA)
   Headquarters
   6601 Ritchie Highway
   Glen Burnie, MD 21062
   Website: www.marylandmva.com

   General Information:
   Toll free from MD, DC and Northern VA

   1-800-950-1682

   From other areas: 301-729-4550

   Recorded information and answers to common questions available at other times, 24 hours/day:

   Baltimore area
   410-768-7000

   Motor Carrier Services Section,
   Room 120, Apportioned Registration.

   Maryland calls only
   1-800-248-4160

   Baltimore area & local calls
   410-787-2971

Truck and Bus Driver Licensing (CDL) Information:
2. **Office of Freight Logistics**  
   Maryland Department of Transportation  
   7201 Corporate Center Drive  
   P.O. Box 548  
   Hanover, Maryland 21075  
   
   **410-865-1094**  
   
   Website: [www.marylandtransportation.com](http://www.marylandtransportation.com)

3. **Maryland State Highway Administration**  
   Office of Traffic and Safety  
   Motor Carrier Division  
   7491 Connelley Drive, Hanover, MD 21076  
   
   Website: [www.marylandroads.com](http://www.marylandroads.com)

   Calls for Commercial Vehicle Regulations, Safety Programs, ITS/CVO Programs, Maryland *Motor Carrier Handbook*, and Maryland Trucker’s Map:  
   
   Within Maryland:  
   **1-800-543-4564**  
   
   Outside Maryland:  
   **410-582-5734**  
   
   Calls for Oversize/Overweight Hauling Permits and size & weight issues:  
   **410-582-5734**  
   
   **Emergency Permits Non-Business Hours:**
Call the State-wide Operations Center (SOC)

1-800-543-2515

4. Maryland State Police
   Commercial Vehicle Enforcement Division
   901 Elkridge Landing Road
   Suite 300
   Linthicum Heights, MD  21090

   Website:  www.mdsp.org

   410-694-6100

5. Maryland Transportation Authority Police
   Commercial Vehicle Safety Unit
   15 Turnpike Drive
   Perryville, Maryland  21903-2219

   Website:  www.mdtap.state.md.us

   410-537-1126
   410-537-1128 (fax)

6. Comptroller of Maryland
   Alcohol & Tobacco Tax Division
   (Transportation Permits)
   P.O. Box 2999
   Annapolis, MD  21404

   Website:  www.comp.state.md.us

   410-260-7314

   Motor Fuel Tax Division
   P.O. Box 1751, Annapolis, MD  21404

   410-260-7215 or

   Toll Free calls within Maryland Only

   1-888-784-0142
7. **Public Service Commission**  
Transportation Division  
6 St. Paul Street  
Baltimore, MD  21230

Website: [www.psc.state.md.us](http://www.psc.state.md.us)  
410-767-8128

8. **Maryland Department of Environment**  
1800 Washington Blvd. - STE 645  
Baltimore, MD  21230

Website: [www.mde.state.md.us](http://www.mde.state.md.us)  
Hazardous Materials Transportation:  
410-537-3344  
Oil Control Program:  
410-537-3442  
Hazardous Waste Permits and  
Hazardous Materials Information:  
410-537-3400  
Waste Minimization & Recycling (Tires):  
410-537-3315

9. **Maryland Port Administration**  
2700 Broening Highway  
Dundalk Marine Terminal  
Intermodal Department  
Baltimore, MD  21222

Website: [www.marylandports.com](http://www.marylandports.com)  
410-633-1180  
1-800-638-7519 (Toll-Free)
10. The Independent Truckers and Drivers Association (ITDA)
   1109 Plover Drive
   Baltimore, MD  21227
   
   410-242-0507

11. The Maryland Motor Truck Association
    3000 Washington Boulevard
    Baltimore, MD  21230
    
    Website:  www.mmtanet.com
    
    410-644-4600

12. The Maryland Motor Coach Association
    
    410-367-6900

13. Federal Motor Carrier Safety Administration
    HIA-10
    400 7th St., SW
    Washington, DC  20590
    
    Website:  www.fmcsa.dot.gov
    
    To Obtain a:
    
    • USDOT Identification Number
    • Carrier Safety Profile
    • Other Federal Safety Information
    
    1-800-832-5660
    
    Information for:
    
    • Operating authority – For Hire Carriers
      • MC Number
    
    • New Applications
    • Insurance Filing Information
    • Safety Ratings
    
    1-202-358-7000
Household Goods/Driver Complaints:

1-888-DOT-SAFT (1-888-368-7238)

Insurance Information:

1-202-366-9805

Baltimore Division Office, FMCSA
City Crescent Building
10 South Howard Street, Suite 2710
Baltimore, Maryland 21201

410-962-2889