Update from Mexico

Ministry of Communications and Transportation
Underministry of Transportation
Federal Motor Carrier Administration
Miguel Elizalde

April 5th, 2011
Content

1. Federal Motor Carrier Importance in North America

2. Federal Motor Carrier Safety and Efficiency in Mexico
   - Federal Driver License
   - Federal Motor Carrier Regulations and Auxiliary Services
   - Other Projects

3. Phased Access Program for Cross-Border Long Haul Trucking

4. Work Agenda DGAF – AAMVA and important events
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Comparative of USA-Mexico-Canada in the Transport Sector

<table>
<thead>
<tr>
<th>Country</th>
<th>Transport Sector GDP Participation</th>
<th>Transport Sector Employment (Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA /1</td>
<td>9.8</td>
<td>12,150</td>
</tr>
<tr>
<td>Mexico /2</td>
<td>7.9</td>
<td>2,096</td>
</tr>
<tr>
<td>Canada /3</td>
<td>10.3</td>
<td>1,205</td>
</tr>
</tbody>
</table>

Transport Sector GDP Participation

- **Mexico**: 7.9
- **USA**: 9.8
- **Canada**: 10.3

Transport Sector Employment

- **Mexico**: 2,096
- **USA**: 12,150
- **Canada**: 1,205

1) U.S. Department of Commerce  
2) INEGI  
3) ETAN
In Mexico, 51% of transportation services are demanded by activities such as: commerce, construction and transport of food products.
Motor Carrier Vehicle Fleet Flow Expected for 2020

- Mexico is rapidly approaching the level of infrastructure required to respond to the growing demand in trade, both locally and internationally.

The 8 main ports of entry are expected to keep growing flows of vehicle fleets.
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To operate a commercial vehicle for Freight, Passage and/or Tourism purposes a Federal Driver License is required (FDL). FDL is issued by the Secretariat of Communications and Transportation.

FDL

National

International

A, B, C, D, E, F

A, B, C, D, E, F

✓ On April 21 of 2010 the expiry of the FDL was modified from 10 to 5 years (except for the Hazard Material category)

✓ On 2011, it is planned to conclude the project of FDL standard printing (format and presentation)

✓ The FDL printing services were hired in order to guarantee a standard format and security attributes.
Federal Driver License (Sample)
Revision of the Federal Motor Carrier Regulations and Auxiliary Services (RAFSA)

The RAFSA was issued in 1994, in order to regulate the services of the federal motor carrier freight, passenger and tourism, as well as auxiliary services. Other revisions took place on 1998 and 2000.

Objectives:
- To have administrative arrangements to meet the needs of motor carriers, users and general public.
- To decrease unfair competition, to increase quality of motor carrier services and strengthening of the safety levels for users and drivers.

Current status:
- RAFSA is in the process of completion of regulatory systems to continue with the procedures for publication and implementation.
On March 29, 2011, the Regulation of Courier Services was published to regulate the provided services to third parties on federal roads and bridges.

**Objective:**
- To increase competitiveness of the transport sector and the economy, and
- To facilitate law enforcement.

**Elements regulated:**
- The size of packages on federal roads and bridges.
- Vehicles up to 11 tons are allowed to provide courier services.
- Packages’ weight may not exceed 69.3 lbs. (31.5 kg)

The SCT has designed several strategies to decrease the rate of accidents on federal roads. The revision of the training programs for commercial drivers is part of these strategies.

- Currently there are 199 Driver Training Centers operating throughout the country.
- On 2010, 155,081 drivers were trained.
- Nowadays, DGAF is revising the training programs for commercial drivers with support of the organizations and associations of the motor carrier industry.
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Phased Access Program for Cross-Border Long Haul Trucking

The program of long-haul trucking consists of three phases. Mexico and USA, are working on the terms of a detailed understanding that specifies the requirements for each phase of the program.

**January 6**
The U.S. DOT issued a concept paper with a general proposal to define a new program for Cross Border Long-Haul Trucking.

**March 3**
The Presidents of both countries announced to have reached an agreement in compliance with NAFTA.

**January 16 – February 28**
The authorities in both countries held meetings to define the conceptual proposal of the USA.
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SCT/DGAF and AAMVA consider of great value, working together on identifying challenges and areas of opportunity to be proposed in the working Agenda 2011 - 2012, which would be complied taking coordinated actions.

### SCT/DGAF & AAMVA’S Agenda 2011 – 2012

- ✓ Process & Best Practices on DGAF-SCT
- ✓ Process & Best Practices from DGPMPT-SCT
- ✓ Transversal Interaction (Federal-State)
- ✓ Mexico’s involvement on AAMVA’s meetings
The Forum aims to contribute, in close collaboration with international and national organizations, to make progress in building consensus on principles, criteria and good practices in road safety in our countries, through the development of regional and national road safety Latin America, and help implement the recommendations of the World Report for the prevention of road traffic injuries of the World Health Organization.

Objectives:

✓ Propose a regional objective to reduce by 50% the number of deaths and injured by road traffic accidents.
✓ Propose a regional road safety action plan to reach the above objective.
✓ Interchange best practices in road safety among the different representatives that are part of the Iberoamerican and the Caribbean region.

Organized by:

www.segib.org/foroseguridadvial
The program for this Congress will provide outstanding opportunities to enrich knowledge and experiences related to roads and road transport as well as foster relationships with specialists and decision makers from all over the world, through the technical sessions, the exhibition and technical visits offered during the event.

The main topic of the Congress is: **Mobility, Sustainability and Development**

**Strategic Themes**

In accordance with the strategic plan 2008-2011, the strategic topics will be:

- Sustainability of the Road Transport System.
- Improving Provision of Services.
- Safety of the Road System.
- Quality of Road Infrastructure.

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