Commercial Vehicle Travel Information

Table of Contents

Page 2: Travel introduction letter
Page 3 - 4: DOT Number application help
Page 5: Hours of Service Summary
Page 6 - 7: California Highway Patrol / Federal Motor Carrier exemption letter
Page 8: Nevada requirements
Page 9: Nevada exemption
Page 10: Federal Motor Carrier Safety Administration key sections
TRAVELING?

Federal Motor Carrier Safety Administration rules state that if you are:

Driving a truck with a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more (a commercial vehicle), and transporting passengers or hauling cargo interstate (state to state) - while working, your company must be registered with the FMCSA and the vehicle must display a US DOT Number. A tutorial to help you obtain a US DOT number is provided on page 2.

If you are traveling in California, beyond a one hundred mile radius of your home terminal, you must follow the rules and regulations the California Motor Carrier Operating Authority, which generally reflect the rules of the FMCSA.

Be aware that many states have their own regulations and permitting policies. We advise you to call the motor carrier bureau in all states that you will travel into. For your convenience, we have outlined Nevada’s regulations on page 7.

While traveling, you are required to enter all open weigh stations (scales) and may be asked to provide proof of the following:

- **Driver’s Log Book** – filled out in accordance with the Federal Motor Carrier Safety Administration’s guidelines. Any driver who drives a commercial vehicle and travels beyond a 100-mile radius from his home terminal is required to keep a daily log book, noting working, driving and off duty time, as well as vehicle inspections. Drivers traveling less than that may use time cards as proof of their hours of service.
- **Understanding of the Hours of Service rule** – that can be found in the FMCSA’s regulations on their website at fmcsa.dot.gov under section 395.5 and on the sheet provided. (All US DOT rules pertaining to interstate travel can be found in the website.) Please note that per the Federal Motion Picture Hours of Service Exemption (which also applies while driving in California), drivers may drive for up to 12 hours - following 8 consecutive hours off duty - in any 15-hour on-duty period. This exemption is effective only for drivers operating within a 100-mile air radius of the reporting location. Outside that perimeter, drivers are subject to the Federal Hours of Service regulations. All drivers operating commercial vehicles on an interstate basis must follow the FMCSA’s standard Hours of Service rule.
- **DOT Medical Certification Card** – evidence of a Department of Transportation (DOT) physical exam within the last two years.
- **Vehicle registration** – a copy of the vehicle’s current registration.
- **Proof of insurance** – a copy of Galpin’s insurance card.
- **Fire Extinguisher** – one fully charged extinguisher with a minimum rating of 5 B:C.
- **Emergency triangles** – 3 bi-directional emergency reflective triangles.

If any of the above is not available, fines may be levied against the driver. If the log book is not properly filled out or not available, the driver may be prevented from proceeding until he “resets” his available driving time. The minimum reset time is 10 hours.
To apply for your DOT number, the process starts with going to the website fmcsa.dot.gov to login on to the Federal Motor Carrier Safety Administration.

We have put together a sample DOT Number application, answering questions with responses common to the production industry. As each production company operates differently from the next, it is important to use the following as a guide only, and to answer the questions with information that relates to your company.

Under the heading of Registration & Licensing click on Registration & Assistance. At this point you can click on the Help Me Register tab to run through the questionnaire, or, with the help of the guide below, click on Register Now Without Help.

Registration Now Without Help:

New or Addition Registration
I think I need to register with the FMCSA

Continue Filling Out Registration
blank

Existing Registration Updates
blank

CONTINUE

A. Blank
B. Motor Carrier
C. California (or whatever is applicable)
D. Private
E. Interstate
F. No, I do not carry hazardous material (confirm that you do not)
G. Blank (unless you determine that you carry hazardous material)
H. One or more trucks with a GVWR of 10,000 or more
   Passenger vehicles carrying 1-8 passengers (including driver)
   Passenger vehicles carrying 9-15 passengers (including driver)
I. Not Applicable

CONTINUE

At this point you will be given a Registration Tracking Number and a Personal Identifier. You will also be prompted to input a credit card for identification purposes. The card will not be charged. After the credit card information has been inputted, click on submit. The next page begins a company profile beginning with COMPANY OFFICIAL and TITLE

CONTINUE

The next page titled ADD MCS-150 is a request for company information. Leave USDOT Number box blank. (For previous DOT number holders)
Input: Company name, DBA, Address, Phone Number (numbers only-no spaces), Mailing Address (if different). Under Other: input EIN (Fed ID number) or SSN
DOT Number revoked? NO
Company Officer information.
The following pages contain templates that identify your type of business.

**Mileage:** Estimate the miles traveled out of state each year by the number of vehicles owned or rented that will fall under your DOT number. (non company owned 10ton grip/electric, honey wagons, car transporters would not fall into this category)

**Operation Classification:** Private Property, Private Passenger Business

**Cargo Classification:** Other (fill in the blank: Film Production Company)

**Hazardous Material:** It is unlikely that you would be carrying hazardous material, unless the shoot has a special effects department. If that is the case, they will most likely have their own DOT number and permits required for travel. Check nothing if this is the case.

**Number of vehicles operated in the U.S.:** Determine what the largest number of vehicles requiring DOT number will be traveling at any one period crossing state lines. Considering Production, Camera, Slop, Wardrobe, Art; 3 to 5 should be your number in the Term Lease section (unless you own vehicles, which would be listed under Owned).

**Number of Vehicles Carrying Number of Passengers:** Same as above. If you rent pass vans on location and do not cross state lines, no listing is needed.

**Drivers Subject to FMCSR:** (Same as of Number of Vehicles that can be Operated in the U.S.)

The last section is questions/answers regarding your compliance with the responsibilities of the DOT number. (Any NO answers will disqualify you from obtaining a DOT number.)

A. Maintain a copy of the current DOT regulations.

B. 1(a-c) **Driver Qualification** Employee record keeping; confirming current license, reviewing history. I am getting a clarification on this as it pertains to the commercial production industry.
2 (a-b) **Hours of Service** this is something that the drivers have had to do since 2003. The change is that the production company will have to maintain time card and log bog records for 6 months (on out of state travel).
3. **Drug and alcohol testing** is not required because all our trucks are under 26,001 lbs.
4. **Vehicle Condition** Driver signs off on back of daily log book, noting repairs needed or not.
5. **Accident Monitoring** means 3 years of record keeping for each accident. **Countermeasures** is a defensive driving section of the regulations at:
   www.fmcsa.dot.gov/facts-research/researchtechnology/publications/accidenthm/vehicle.htm
6. Self explanatory
7. **Hazardous** Does not apply in most cases of production.
8. **Cargo Tank** Does not apply in most cases of production.
   C(1-3) Reconfirming that you will perform all the above.

At this point a DOT number will be provide. That number should be used on all vehicles over 10,000 lbs and leaving the state of California. The number must appear under; “Operated By” and your company name, readable from 50 feet. (On both sides of each vehicle)

Stenciled letters on form core, taped to the side of the truck would do, but magnetic vinyl look better and reduce the chance of a delay at the scales.

| Operated by: |
| XYZ Productions |
| U.S. DOT # 1234567 |

**Please be aware** that possessing a DOT number carries record keeping responsibilities that must be followed when traveling from state to state with commercial vehicles. You may be audited in the future and will at that time have to produce employee records relating to interstate travel. This information is within the FMCSA website.
### SUMMARY OF HOURS OF SERVICE (HOS) REGULATIONS AS OF JULY 2013

#### Changes Compared to Current Rule

<table>
<thead>
<tr>
<th>PROVISION</th>
<th>CURRENT RULE</th>
<th>FINAL RULE - COMPLIANCE DATE JULY 1, 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limitations on minimum “34-hour restarts”</td>
<td>None.</td>
<td>(1) Must include two periods from 1 a.m. to 5 a.m., home terminal time.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(2) May only be used once per week, 168 hours, measured from the beginning of the previous restart.</td>
</tr>
<tr>
<td>Rest breaks</td>
<td>None except as limited by other rule provisions.</td>
<td>May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. ([49 CFR 397.5 mandatory “in attendance” time for hazardous materials may be included in break if no other duties performed])</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROVISION</th>
<th>CURRENT RULE</th>
<th>FINAL RULE - COMPLIANCE DATE FEBRUARY 27, 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-duty time</td>
<td>Includes any time in CMV except sleeper berth.</td>
<td>Does not include any time resting in a parked vehicle (also applies to passenger-carrying drivers). In a moving property-carrying CMV, does not include up to 2 hours in passenger seat immediately before or after 8 consecutive hours in sleeper berth.</td>
</tr>
<tr>
<td>Penalties</td>
<td>“Egregious” hours-of-service violations not specifically defined.</td>
<td>Driving (or allowing a driver to drive) more than 3 hours beyond the driving-time limit may be considered an “egregious” violation and subject to the maximum civil penalties. Also applies to passenger-carrying drivers.</td>
</tr>
<tr>
<td>Oilfield exemption</td>
<td>“Waiting time” for certain drivers at oilfields (which is off-duty but does extend 14-hour duty period) must be recorded and available to FMCSA, but no method or details are specified for the recordkeeping.</td>
<td>“Waiting time” for certain drivers at oilfields must be shown on logbook or electronic equivalent as off duty and identified by annotations in “remarks” or a separate line added to “grid.”</td>
</tr>
</tbody>
</table>

### SUMMARY OF HOURS-OF-SERVICE (HOS) FINAL REGULATIONS

The following table summarizes the HOS regulations for property-carrying and passenger-carrying CMV drivers.

#### PROPERTY-CARRYING CMV DRIVERS (Valid as of July 1, 2013)

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>11-Hour Driving Limit</strong></td>
<td>May drive a maximum of 11 hours after 10 consecutive hours off duty.</td>
</tr>
<tr>
<td><strong>14-Hour Limit</strong></td>
<td>May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.</td>
</tr>
<tr>
<td><strong>Rest Breaks</strong></td>
<td>May drive only if 8 hours or less have passed since end of driver’s last off-duty or sleeper berth period of at least 30 minutes. ([49 CFR 397.5 mandatory “in attendance” time may be included in break if no other duties performed])</td>
</tr>
<tr>
<td><strong>60/70-Hour On-Duty Limit</strong></td>
<td>May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty. Must include two periods from 1 a.m. to 5 a.m. home terminal time, and may only be used once per week, or 168 hours, measured from the beginning of the previous restart.</td>
</tr>
<tr>
<td><strong>Sleeper Berth Provision</strong></td>
<td>Drivers using the sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus a separate 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.</td>
</tr>
</tbody>
</table>

**Note:** See 49 CFR 395.1 (h) for State of Alaska HOS Regulations.

#### PASSENGER-CARRYING CMV DRIVERS

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10-Hour Driving Limit</strong></td>
<td>May drive a maximum of 10 hours after 8 consecutive hours off duty.</td>
</tr>
<tr>
<td><strong>15-Hour On-Duty Limit</strong></td>
<td>May not drive after having been on duty for 15 hours, following 8 consecutive hours off duty. Off-duty time is not included in the 15-hour period.</td>
</tr>
<tr>
<td><strong>60/70-Hour On-Duty Limit</strong></td>
<td>May not drive after 60/70 hours on duty in 7/8 consecutive days.</td>
</tr>
<tr>
<td><strong>Sleeper Berth Provision</strong></td>
<td>Drivers using a sleeper berth must take at least 8 hours in the sleeper berth, and may split the sleeper berth time into two periods provided neither is less than 2 hours.</td>
</tr>
</tbody>
</table>

For more information visit [www.fmcsa.dot.gov/hos](http://www.fmcsa.dot.gov/hos)

CMV drivers should always use safe driving practices - Scan this QR code with your smart phone when you are not driving to learn more about hours-of-service regulations.
September 7, 2007

File No.: 1.62.A5101.7-1-0561

Melissa Patak
Vice President, MPPA Inc.
15503 Ventura Blvd.
Encino, CA 91456

Dear Ms. Patak:

The California Highway Patrol (CHP) received your request for exemption from certain drivers’ hours of service rules for drivers of commercial motor vehicles operated to or from motion picture production sites. Specifically, the Federal Motor Carrier Safety Administration (FMCSA) has granted an exemption to interstate drivers engaged in motion picture production, which allows those drivers to continue operating under FMCSA regulations which were in effect on April 27, 2003.

Unlike current federal regulation, which allows interstate drivers to drive 11 hours during any work period of 14 consecutive hours, the regulations in effect on April 27, 2003, allowed drivers a maximum of 10 driving hours in any work period of 15 hours on-duty. The primary difference is the 15 hour duty day can be extended by off duty time during a work period, and the current 14 consecutive hour rule includes any off duty time during a work period.

The CHP has initiated a Notice of Proposed Rulemaking, which will provide intrastate motion picture industry drivers an exemption similar to the exemption allowed by FMCSA for interstate motion picture industry drivers.

Therefore, under the specific authority contained in Title 13, California Code of Regulations (13 CCR), Section 1202(e)(3), (Blanket Exemptions) to grant exemptions pending a regulatory change, I hereby grant your request for exemption as follows:

1. This exemption is effective September 4, 2007; is applicable to intrastate drivers of commercial vehicles operated to or from motion picture production sites; remains valid until the effective date of a regulatory amendment which makes permanent the conditions outlined in numbers 2 and 3 below.

2. An intrastate driver of a commercial motor vehicle providing transportation of property to or from a theatrical or television motion picture production site is exempt from the maximum driving and daily on-duty time limits contained in 13 CCR Section 1212.5, if the driver operates within a 100 air-mile radius of the location where the driver reports to
and is released from work, i.e. the normal work reporting location. With respect to the maximum daily hours of service, such a driver may not drive-

More than 12 hours following 8 consecutive hours off duty; For any period after having been on-duty 15 hours following eight consecutive hours off duty.

3. If the driver of a commercial motor vehicle providing transportation of property to or from a theatrical or motion picture production site operates beyond a 100 air-mile radius of that driver’s normal work reporting location, the driver is subject to all applicable drivers hours of service regulations and this exemption does not apply.

4. This exemption may be rescinded at any time for good cause, without further notice.

Should you have any additional questions or concerns regarding this exemption, please contact Chief Steve Vaughn, of our Enforcement Services Division, at (916) 445-3253.

Sincerely,

M. L. BROWN
Commissioner

cc: Special Services Commanders
    Motor Carrier Safety Units
NEVADA MOTOR CARRIER REGULATIONS

All commercial vehicles (trucks with a Gross Vehicle Weight Rating of more than 10,000 – ALL Galpin box trucks) entering the state of Nevada must have a Nevada 24-hour Trip Permit unless they are being used for entertainment related business. Nevada Revised Statute NRS 706.736 is the exemption to Assembly Bill AB 372 which was enacted in 2009 requiring the Trip Permit. (Exemption on Page 9)

A Fuel Tax Permit is required for diesel vehicles 26,001 pounds or more or any vehicle with three or more axles.

24 hour permits are $5 plus 15 cents per mile. Fuel permits are a flat $30. Required permits must be purchased prior to entering Nevada. They are not sold at port of entries, inspection stations, or scale houses.

If you feel that you need the Trip Permit and/or Fuel Permit please contact the following permit vendors before entering Nevada. All companies providing this service charge a “service fee” that varies in cost. We do not promote or recommend any of the companies on the list, which has been sourced from www.dmvnv.com/mcpermits.htm and provide this list only for your convenience. There may be other companies that provide the same service that are not on this list.

ADK/Mid-Cal (800) 257-4568
Custom Permit Service (800) 669-5014
Ernie’s Mobile Home Transport (888) 711-9922
Fleet One, LLC (877) 251-7639
Highway Permits Co. LLC (888) 731-0312
JJ Keller & Associates (920) 722-2848
On The Move Permits (608) 455-2300
Permit America Inc. (866) 573-7648
Reliable Permit Solutions (888) 949-4220
T-Chek Systems (866) 351-2435
The Permit Company (800) 331-0418
Transceivers - Comdata (800) 749-6058
Transmit/Transmid America (800) 228-7577
West Coast Services LLC (888) 737-6488

If you have further questions regarding Trip Permits and Fuel Permits, please contact the Motor Carrier Division at (775) 684-4711.

Failure to obtain a required permit may result in “Noncompliance” citations from the Nevada Highway Patrol and Nevada Department of Motor Vehicle Motor Carrier Division. From the citations that we have seen, the minimum fine for a Trip Permit violation is $500.

Note: Although the Trip Permit Exemption is a verified revision to the statute, our renters have experienced law enforcement personnel that are not aware of this and have issued citations for no permit(s). The same renters have gone to court, in Nevada, to fight the fines and have won. Nevada law enforcement is becoming more knowledgeable about the law and this has not happened since the beginning of 2012. We suggest that your drivers carry a copy of the exemption with them in the truck.
NRS 706.736 Exemption of certain vehicles and transportation from provisions regulating certain motor carriers; applicability of certain provisions.

1. Except as otherwise provided in subsection 2, the provisions of NRS 706.011 to 706.791, inclusive, do not apply to:
   (a) The transportation by a contractor licensed by the State Contractors’ Board of the contractor’s own equipment in the contractor’s own vehicles from job to job.
   (b) Any person engaged in transporting the person’s own personal effects in the person’s own vehicle, but the provisions of this subsection do not apply to any person engaged in transportation by vehicle of property sold or to be sold, or used by the person in the furtherance of any commercial enterprise other than as provided in paragraph (d), or to the carriage of any property for compensation.
   (c) Special mobile equipment.
   (d) The vehicle of any person, when that vehicle is being used in the production of motion pictures, including films to be shown in theaters and on television, industrial training and educational films, commercials for television and video discs and tapes.
   (e) A private motor carrier of property which is used for any convention, show, exhibition, sporting event, carnival, circus or organized recreational activity.
   (f) A private motor carrier of property which is used to attend livestock shows and sales.
   (g) The transportation by a private school of persons or property in connection with the operation of the school or related school activities, so long as the vehicle that is used to transport the persons or property does not have a gross vehicle weight rating of 26,001 pounds or more and is not registered pursuant to NRS 706.801 to 706.861, inclusive.

2. Unless exempted by a specific state statute or a specific federal statute, regulation or rule, any person referred to in subsection 1 is subject to:
   (a) The provisions of paragraph (d) of subsection 1 of NRS 706.171 and NRS 706.235 to 706.256, inclusive, 706.281, 706.457 and 706.458.
   (b) All rules and regulations adopted by reference pursuant to paragraph (b) of subsection 1 of NRS 706.171 concerning the safety of drivers and vehicles.
   (c) All standards adopted by regulation pursuant to NRS 706.173.

3. The provisions of NRS 706.311 to 706.453, inclusive, 706.471, 706.473, 706.475 and 706.6411 which authorize the Authority to issue:
   (a) Except as otherwise provided in paragraph (b), certificates of public convenience and necessity and contract carriers’ permits and to regulate rates, routes and services apply only to fully regulated carriers.
   (b) Certificates of public convenience and necessity to operators of tow cars and to regulate rates for towing services performed without the prior consent of the owner of the vehicle or the person authorized by the owner to operate the vehicle apply to operators of tow cars.

4. Any person who operates pursuant to a claim of an exemption provided by this section but who is found to be operating in a manner not covered by any of those exemptions immediately becomes liable, in addition to any other penalties provided in this chapter, for the fee appropriate to the person’s actual operation as prescribed in this chapter, computed from the date when that operation began.

5. As used in this section, “private school” means a nonprofit private elementary or secondary educational institution that is licensed in this State.
The key areas of the rules and regulations of the Federal Motor Carrier Safety Administration that affect your travel in a commercial vehicle, are as follows:

391.11 Driver qualification; +21 yrs, valid license

391.13 Driver responsibilities; secure cargo

391.15 Driver disqualification; typical violations. (Maximum blood alcohol level less than 0.04%)

391.63 Multiple employers; releases driver and production company from extensive record keeping responsibilities from section 391.11. Please read thoroughly.

392.1- 392.9 & 392.22: Everyone must know and comply with the rules.

393.1- 393.94: Safe vehicle requirements. The majority of this section relates to the vehicle condition. Our vehicles are rented in compliance of this section.

393.95 Emergency equipment:
   Carry a fire extinguisher of at least 5B:C rating.
   Carry emergency signal triangles.

395.3 Hours of Service; very important to comply with the time limits of driving and being on the clock.

396.11 Daily Vehicle Inspection Reports

Please refer to fmcsa.dot.gov for the complete rules and regulations.

Please click HERE for DOT FAQ’s.