



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Eastern Service Center
802 Cromwell Park Drive, Suite N
Glen Burnie, MD 21061

March 14, 2014

**EMERGENCY DECLARATION 49 CFR 390.23
&
EXTENSION OF STATE DECLARATIONS NOTICE 49 CFR 390.25**

State of Maryland

Pursuant to 49 CFR §§ 390.23 and 390.25, I, Curtis L. Thomas, Regional Field Administrator of the Federal Motor Carrier Safety Administration, declare that an emergency exists warranting the issuance and extension of the State Regional Emergency Declarations, continuing the exemptions granted in accordance with 49 CFR 390.23 and 390.25 from Parts 390 through 399 of the Federal Motor Carrier Safety Regulations, except as otherwise restricted by this declaration. The emergency declarations were in response to the extreme cold experienced throughout the State of Maryland from the polar vortex and the possible continuing effects of the arctic cold exposure to people and property, including an immediate threat to human life or public welfare.

This emergency exemption is issued as a result of extreme arctic cold weather conditions causing shortages and interruptions in the availability and/or delivery of propane, highway rock salt, and other snow/ice melting materials throughout the State of Maryland.

This declaration provides for the regulatory relief for commercial motor vehicle operations while providing direct assistance supporting the delivery of propane, home heating fuels, salt or other anti-icing supplies into the affected areas and consumption in the State of Maryland. Direct assistance terminates when a driver or commercial motor vehicle is used in interstate commerce to transport cargo or provide services not directly supporting the emergency relief effort.

Nothing contained in this declaration shall be construed as an exemption from the controlled substances and alcohol use and testing requirements (49 CFR Part 382), the commercial driver's license requirements (49 CFR Part 383), the financial responsibility (insurance) requirements (49 CFR Part 387), applicable size and weight requirements, or any other portion of the regulations not specifically authorized pursuant to 49 CFR 390.23.

Emergency Declaration Restrictions & Limitations

By execution of this Emergency Declaration Extension, motor carriers and drivers providing direct assistance to the propane and home heating fuel emergency, highway rock salt and other snow/ice melting material emergency within the State of Maryland are not granted emergency relief from and must comply with the following Federal Motor Carrier Safety Regulations (FMCSR) and conditions:

1. 49 CFR Part 392 related to the operation of a commercial motor vehicle in accordance with state laws and regulations, including compliance with applicable speed limits.

2. 49 CFR Part 392 related to operation of a commercial motor vehicle while a driver's ability or alertness is so impaired, or so like to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him/her to begin or continue to operate the commercial motor vehicle.
3. 49 CFR Part 395 related to the preparation, retention and accuracy of a driver's record of duty status (RODS). Drivers are directed to note "Emergency Declaration" in the remarks section of the RODS to identify that their operation is in direct assistance to the emergency relief.
4. **Drivers are restricted, after each 10 consecutive hours off duty, to 12 hours of driving within a 16 consecutive hour "driving window." Drivers must be released from duty by the end of the 16-hour driving window and are not required to comply with 49 CFR 395.3 (b) pertaining to the "60- and 70-hour rules."**
5. A motor carrier whose driver is involved in a crash while operating under this emergency declaration must report any recordable crash within 24 hours, by phone or in writing, to the FMCSA Division Office where the motor carrier is domiciled. The carrier must report date, time, location, driver and vehicle identification and brief description of the crash.
6. Motor carriers or drivers currently subject to an out-of-service order are not eligible for the relief granted by this declaration until they have met the applicable conditions for its rescission and the order has been rescinded by FMCSA.
7. Drivers for motor carriers operating under this declaration must have a copy of the declaration in their possession.
8. Upon termination of direct assistance to the emergency relief effort, the motor carrier and driver is subject to the requirements of 49 CFR Parts 390 through 399, except that a driver may return empty to the motor carrier's terminal or the driver's normal work reporting location under the terms of the declaration. Direct assistance terminates when a driver or commercial motor vehicle is used in interstate commerce to transport cargo not in direct furtherance of the emergency relief efforts. Upon return to the terminal or other location, the driver must be relieved of all duty and responsibilities.
9. Upon termination of direct assistance to the emergency relief effort, no motor carrier shall require or permit any driver used by it to drive, nor shall any such driver drive in interstate commerce until the driver has met the requirements of § 395.3(a) and (c), and § 395.5(a).

In accordance with 49 CFR 390.25, this declaration is effective March 16, 2014, at 12:00 A.M., EST, and shall remain in effect until the emergency (as defined in 49 CFR 390.5) ends, or until 11:59 P.M., EST, March 31, 2014, whichever is sooner.



Curtis L. Thomas
Regional Field Administrator