



# Commercial Vehicle Safety Alliance

Improving commercial motor vehicle safety and enforcement

## Level VIII Electronic Inspection Operational Test Participation Information

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Click each link for complete details for: [Technology Providers](#) | [Jurisdictions](#) | [Carriers](#)

### Document Purpose

The purpose of this document is to execute the Level VIII Electronic Inspection operational test. Law enforcement agencies, technology providers, motor carriers and their drivers must volunteer to serve as test participants and take specific actions. CVSA is eager to develop fact sheets that set clear expectations for what will be required of each entity participating in the test to help with recruitment. This is a planning document that identifies the questions that need to be answered to develop outreach materials to effectively recruit participants. This document may be revised during the development process.

### Phase 1 Overview – All Stakeholders

#### Purpose of the Test

The Level VIII Electronic Inspection operational test is a cooperative effort between the Federal Motor Carrier Safety Administration (FMCSA) and CVSA to measure the safety, climate, efficiency and operational impacts of adding Level VIII Electronic Inspections to FMCSA's suite of motor carrier safety assessment tools. Phase 1 is a proof of concept to test the ability to transmit Level VIII data from a moving commercial motor vehicle (CMV) to a jurisdiction's inspection data-collection system and then forwarded to FMCSA without interaction with a safety official at the weigh/inspection station.

**Length:** The duration of the test period is dependent upon obtaining necessary test data. This will not be known until testing begins, but it is likely to be six to 12 months, depending on the number of participating motor carriers, CMVs and jurisdictions.

**Start Date:** The start date of the test period is dependent on the time it takes for technology providers to develop and deploy data transfer solutions and the jurisdictions to be able to accept the data. While we do not anticipate that participating motor carriers will have to purchase or install any hardware or software to participate in the test, there may be circumstances in which that may be necessary. The goal is to begin testing in the calendar year 2023.

#### Number of Participants:

- Jurisdictions: Ideally, three to five
- Motor Carriers: No more than nine, per the Paperwork Reduction Act

# Level VIII Electronic Inspection Operational Test Participation Information

## **Available Funding to Support Level VIII Electronic Inspection Test Implementation:**

- Jurisdictions looking to participate in the Level VIII operational test can request funding through FMCSA's High-Priority Innovative Technology Deployment (ITD) Grant.
- FMCSA cannot provide direct funding to technology providers or motor carriers.

## **Data Use, Sharing and Impact:**

1. The FMCSA technical specifications for Level VIII solutions will require technology providers to meet uniform minimum requirements for the protection and security of data.
2. Phase 1 data will be stored in an FMCSA test database and used for analysis purposes only. Outcomes will not affect the real-world safety records of motor carriers or CMV drivers, such as the inclusion of data in the computation of Compliance, Safety, Accountability (CSA) or Inspection Selection System (ISS) scores.
3. Phase 1 includes passive data collection only and will not change how safety inspectors do their jobs.
4. FMCSA will share data collected during the Phase 1 test with participating carriers. The method for sharing data (e.g., web portal) will be determined by FMCSA, and the agency will provide instructions to motor carriers for accessing the data.
5. FMCSA will share test data collected from Level VIII sites with participating jurisdictions. A jurisdiction may share test data with a contracted technology provider, motor carrier or another jurisdiction. Jurisdictions will adhere to their respective laws governing the use of personally identifiable information. Jurisdictions will not share motor carrier data with competing motor carriers, nor will they share technology provider competitive information or business intelligence with any other parties. The method for data sharing is to be determined.
6. FMCSA cannot supply the data directly to individual technology providers.

# Level VIII Electronic Inspection Operational Test Participation Information



## TECHNOLOGY PROVIDERS

### WHAT ARE TECHNOLOGY PROVIDERS BEING ASKED TO DO?

- Deliver solutions to transfer Level VIII data elements from CMVs traveling at highway speeds to existing jurisdictions' inspection systems and on to FMCSA.
- Collaborate with telematics electronic logging device (ELD) providers to collect Level VIII information from a variety of ELDs.
- Propose and deploy solutions to jurisdictions and motor carriers interested in participating in the test.
- Train participating jurisdictions, motor carriers and CMV drivers on how to use the technology provider's Level VIII data transfer solution.
- Collect feedback from participating motor carriers and test jurisdictions to improve their solutions.

### WHAT DO TECHNOLOGY PROVIDERS WANT/NEED TO KNOW?

#	Question	Answer
1	Who will provide technical specifications to inform our development of a Level VIII solution?  When will they be available?	FMCSA will provide technical specifications and post them to the agency's Level VIII website in fall 2023.  Technology providers should work with their jurisdiction customers and CVSA to retrieve required technical or program documentation. CVSA will coordinate with FMCSA to ensure uniformity.
2	When does my solution have to be ready to participate?  Who do I notify when it is done?	Currently, there is no specific due date for deploying a solution.  When your solution is complete, please notify CVSA Roadside Inspection Specialist John Sova at <a href="mailto:john.sova@cvsa.org">john.sova@cvsa.org</a> .
3	Does FMCSA require that technology providers certify that their solutions adhere to FMCSA-published technical specifications?	No, FMCSA will not certify any Level VIII solutions. Jurisdictions should specify requirements for the technology providers with whom they choose to work.
4	How can I learn more about which jurisdictions and motor carriers are interested in participating in the test?	CVSA will maintain a list of stakeholders interested in participating and can help notify jurisdictions of all the technology providers offering a Level VIII solution.

### WHY SHOULD TECHNOLOGY PROVIDERS PARTICIPATE?

- This is an opportunity to participate in the Level VIII Electronic Inspection Program from the beginning.

# Level VIII Electronic Inspection

## Operational Test Participation Information

- Participation supports advancing technology, safety, efficiency and environmental goals to improve motor carrier and law enforcement operations.

### WHAT INFORMATION DOES CVSA NEED FROM TECHNOLOGY PROVIDERS?

1. Once technology providers have had a chance to review the technical specifications, approximately how long will it take to deploy the solution?
2. Which technology providers already have Level VIII solutions for jurisdictions and motor carriers?
3. What are the technology provider's requirements for participating jurisdictions and motor carriers, recognizing that technology provider expectations of motor carriers may differ based on the technology solution a motor carrier chooses to use? For example:
  - a. Can a motor carrier that participates in a bypass program also participate in Level VIII?
  - b. What about a motor carrier participating in another test program?

### OUTREACH IDEAS – TECHNOLOGY PROVIDERS

- **FMCSA may:**
  - Post technical specifications on its Level VIII website.
  - Host a public webinar to introduce technical specifications to technology providers and answer questions.
  - Send emails and social media posts to publicize when technical specifications are available and promote them at industry events.
- **CVSA may:**
  - Develop and maintain a contact and opt-in email distribution list of all technology providers that indicate an interest in designing a Level VIII solution.
  - Use this list to publicize the technical specifications (once posted) and communicate uniformly with this stakeholder group.
  - Maintain a list of all technology providers that have developed a solution, share this list with FMCSA and help publicize this list to interested jurisdictions and motor carriers.

# Level VIII Electronic Inspection Operational Test Participation Information



## JURISDICTIONS

### JURISDICTION RECRUITING CRITERIA

**Goal:** Three to five jurisdictions or sites

MUST HAVE	NICE TO HAVE	PROHIBITED
<ul style="list-style-type: none"> <li>• Location with significant CMV traffic for the participating motor carriers</li> <li>• Technology to receive Level VIII data (e.g., geofence)</li> <li>• Inspection system that can accept and send Level VIII data to FMCSA without error</li> <li>• Update interconnection security agreement/memorandum of understanding (ISA/MOU) with FMCSA, if required</li> </ul>	<ul style="list-style-type: none"> <li>• Geographically distributed jurisdictions across the country</li> </ul>	<ul style="list-style-type: none"> <li>• Locations with little or no CMV traffic from the participating motor carriers</li> </ul>

### WHAT ARE JURISDICTIONS BEING ASKED TO DO?

- Contract with a technology provider(s) to deploy the infrastructure needed to enable Level VIII Electronic Inspections.
- Receive Level VIII Electronic Inspection data from a software solution directly into the jurisdiction's inspection system and pass this data along to FMCSA electronically, without direct interaction with a roadside enforcement official.
- Answer questions and provide feedback to FMCSA and Level VIII test technology providers.

### WHAT DO JURISDICTIONS WANT/NEED TO KNOW?

Question	Answer
<b>1</b>	<p>How will participating in Phase 1 affect my day-to-day operations?</p> <p>Phase 1 is currently designed as a proof of concept to test the technical ability to collect and process Level VIII data without human involvement. Therefore, the test will generally be invisible to front-line safety inspectors.</p> <p>CMVs participating in the test may still be pulled in for real-world inspections, but the test will have no impact on these decisions.</p> <p>Inspectors who conduct a traditional inspection, such as a Level Inspection, of a Level VIII test participant should make a note of that within their inspection report.</p> <p>Jurisdictions will be working with various technology vendors to receive the Level VIII data from participating CMVs, process it through their inspection system, and transmit it in real time to FMCSA.</p>

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	Question	Answer
2	What is the process to indicate my interest to participate in the test?	Notify CVSA that you are interested in participating in the test by contacting CVSA Roadside Inspection Specialist John Sova at <a href="mailto:john.sova@cvsa.org">john.sova@cvsa.org</a> .
3	Can jurisdictions join the test at different times?  Can jurisdictions start the test with one site then expand to others?	Yes, jurisdictions may start the Level VIII test at different times during the testing period.  Yes, jurisdictions may start with one Level VIII Electronic Inspection point then add more locations over time.
4	What technology do I need to acquire to participate? How much will it cost?	Technology providers will ultimately determine what equipment and/or systems are needed to collect and receive Level VIII Electronic Inspection data, as well as the cost for this equipment.
5	How will participating in the Level VIII test impact the processing of my other inspections?	We expect to learn more about the specific information technology (IT) impacts as Level VIII technology solutions are developed. However, since no more than nine motor carriers are permitted to participate in the test, we expect the loads on your current IT infrastructure will not change dramatically.
6	Is there a minimum number of Level VIII locations required per jurisdiction?	Jurisdictions may begin with one Level VIII Electronic Inspection site then add more over time, if it meets the requirements of the test program.  CVSA encourages jurisdictions to identify locations along busy corridors to collect as much data as possible during Phase 1.
7	What funding is available?	Jurisdictions may apply for funding to support Level VIII test efforts as part of FMCSA's High-Priority ITD Grant offered once per year. For more information, visit <a href="#">FMCSA's High-Priority ITD Grant webpage</a> .
8	What will be expected of me as a participating jurisdiction?	The scope of Phase 1 of the Level VIII operational test is still in development, but at minimum, you will be expected to install and maintain needed technologies to facilitate Level VIII Electronic Inspections and provide feedback about your experience during the test to FMCSA and your technology provider. You will also likely be required to update your ISA/MOU with FMCSA. The ISA/MOU outlines your connections with FMCSA systems and must include any vendors connecting to FMCSA systems on your behalf.

# Level VIII Electronic Inspection Operational Test Participation Information

## WHY SHOULD JURISDICTIONS PARTICIPATE?

- This is an opportunity to participate in and shape the Level VIII Electric Inspection Program from the beginning.
- FMCSA will provide participating jurisdictions with a report about the Level VIII data collected in its jurisdiction.

## WHAT INFORMATION DOES CVSA NEED FROM PARTICIPATING JURISDICTIONS?

- Location of prospective sites
- Average Level III Inspection traffic at those sites (monthly) to help anticipate the number of Level VIII Electronic Inspections

## OUTREACH IDEAS – Jurisdictions

- Use tactics outlined in the communications approach to raise awareness about the purpose of the test and the scope and timing of Phase 1 milestones.
  - **Call to Action:** Collect questions/concerns about participating in Phase 1.
- Once at least one technology provider is well on its way to deploying a solution, communicate specific details to the jurisdictions, motor carriers and CVSA.

# Level VIII Electronic Inspection Operational Test Participation Information



## MOTOR CARRIERS

### MOTOR CARRIER RECRUITING CRITERIA

**Goal/Limit:** Nine carriers in Phase 1, additional participants possible after Phase 1 data is analyzed.

MUST HAVE	NICE TO HAVE	PROHIBITED
<ul style="list-style-type: none"> <li>• Pass by locations where Level VIII is enabled; but do not need to be domiciled in test jurisdictions</li> <li>• Use ELD capable of eRODS or web services with VIN data</li> <li>• Level VIII technology provider data transfer device/solution</li> </ul>	<ul style="list-style-type: none"> <li>• Larger size carriers so we can collect more data at more locations even though only nine carriers can participate</li> <li>• Different types of vehicle configurations participating</li> <li>• Regular/Dedicated routes for vehicles/drivers</li> </ul>	<ul style="list-style-type: none"> <li>• Passenger carriers</li> </ul>

### WHAT ARE MOTOR CARRIERS BEING ASKED TO DO?

- Acquire and use Level VIII technology solutions on a specific number of vehicles and drivers.
- Participate in the entire length of the operational test and in the participating jurisdictions.
- Answer questions and provide feedback to FMCSA, the jurisdictions and technology providers.

### WHAT DO MOTOR CARRIERS WANT/NEED TO KNOW?

#	Question	Answer
1	Where are the participating locations?	CVSA to answer when known
2	What technology do I need to acquire and what does it cost?	This may be varied and will be answered by individual technology providers.
3	How long does it take to implement the technology?	This may be varied and will depend upon individual technology providers.
4	How will this impact my drivers and how long will it take to train my staff?	This may be varied and will depend upon individual technology providers.
5	Do all my trucks and drivers need to participate? If not, what is the minimum number required?	No. There should be enough trucks/drivers (25? 50? More?) participating within each carrier to allow adequate data collection. There is no limit.
6	What safeguards are in place to protect my driver's personally identifiable information?	Individual technology providers will provide the answer dependent upon their solution.



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#	Question	Answer
7	What is expected of me/my drivers during the test?	Motor carriers and drivers will likely be asked to share their test experiences with their technology provider, the jurisdiction and FMCSA.
8	How will participating in the test affect my safety record?	Data collected during Phase 1 of the Level VIII operational test will be used for analysis purposes only, and will not be used to make bypass decisions, nor will it affect a motor carrier's or driver's safety record.
9	How can I access my data/results from the Level VIII test?	<p>FMCSA plans to share with participating motor carriers the data collected about them during the Level VIII test, but the agency has not yet determined how this data will be shared: potentially through a secure web portal.</p> <p>Motor carriers are expected to review this data and notify FMCSA of any inaccuracies.</p> <p>Traditional inspections (or a summarized list) conducted of a test participant should be shared with FMCSA to help validate electronic inspection data received.</p>

### WHY SHOULD MOTOR CARRIERS PARTICIPATE?

- This is an opportunity to participate in and shape the Level VIII Electronic Inspection Program from the beginning.
- Access to data collected through Level VIII should help motor carriers proactively identify and address safety or compliance risks.
- This provides the potential to realize overall operational efficiencies in future phases, to include time, fuel and emissions.
- Participation supports advancing technology, safety, efficiency and environmental goals, and improving motor carrier and enforcement operations.

### WHAT INFORMATION DOES CVSA NEED FROM MOTOR CARRIERS?

- How many and which vehicles and drivers will be participating?
- Routes of participating vehicles and drivers to help align with Level VIII site locations.
- Which technology provider(s) is the motor carrier using?

### OUTREACH IDEAS – Motor Carriers

- See pre-phase 1 communications approach and add to that over time.