

From: Thomas, Curtis <curtis.thomas@fmcsa.dot.gov>
To: Marcia.Adams@scdmv.netMarcia.Adams@scdmv.net
Date: 3/3/2006 3:30:53 PM
Subject: FW: OIG Report - CDL Program
Attachments: New OIG CDL report.rtf

-----Original Message-----

From: Thomas, Curtis
Sent: Friday, March 03, 2006 3:29 PM
To: Marcia Adams (Adams_MarciaS@scdps.state.sc.us); Annie Phelps (annie.phelps@scdmv.net)
Cc: Morrison, Kevin
Subject: FW: OIG Report - CDL Program

Please accept my apologies for not including the referenced OIG report.

Curtis

-----Original Message-----

From: Thomas, Curtis
Sent: Friday, March 03, 2006 2:05 PM
To: Marcia Adams (Marcia.Adams@scdmv.net)
Cc: Morrison, Kevin; Annie Phelps (annie.phelps@scdmv.net)
Subject: OIG Report - CDL Program

Heads-up!

We were recently notified by our Washington, HQ of its plan to send letters to each State Governor who they have determined as not having put in place the necessary practices or congressionally mandated program requirements to have a compliant Program. South Carolina is once again expected to receive one of these letters for not having conducted or completed required CDLIS Structured Testing. The states had two years to satisfy this particular requirement. We have been informed the letters will be signed by our Administrator.

In addition, on February 7, the Office of Inspector General issued a final report on their review of FMCSA's oversight of the CDL Program. They found that FMCSA has implemented specific actions to counter CDL fraud but more must be done to identify those suspected of obtaining CDLs fraudulently and remove CDLs when necessary. The OIG recommended that FMCSA: (1) direct the states to report on the final disposition of suspect drivers; (2) determine that state CDL programs are out of compliance if the state fails to impose adequate internal controls to prevent fraud, or fails to take or propose necessary corrective action; and (3) impose sanctions against states that fail to establish adequate fraud control measures. FMCSA generally agreed with our recommendations although the agency did not believe it had authority to direct states to report on the disposition of suspect drivers when no specific or direct evidence of fraud exists. The report discusses our view on this issue and points out how FMCSA can use its authority under Federal regulations to promote strong state programs to counter CDL fraud.

We are uncertain at this time, as to the actual date these letters will be mailed out.

Please do not hesitate to contact me or Kevin Morrison with questions or clarification.

Curtis

Curtis L. Thomas

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