

condition(s) causing the decertification has (have) been corrected.

(f) *Recertification of a State.* The Governor of the decertified State or his or her designated representative must submit a certification and documentation that the condition causing the decertification has been corrected. If the FMCSA determines that the condition causing the decertification has been satisfactorily corrected, the Administrator will issue a recertification order, including any conditions that must be met in order to begin issuing CDLs in the State.

(g) *State's right to judicial review.* Any State aggrieved by an adverse decision under this section may seek judicial review under 5 U.S.C. Chapter 7.

(h) *Validity of previously issued CDLs.* A CDL issued by a State prior to the date the State is prohibited from issuing CDLs in accordance with provisions of paragraph (a) of this section, will remain valid until its stated expiration date.

[67 FR 49763, July 31, 2002]

§ 384.407 Emergency CDL grants.

The FMCSA may provide grants of up to \$1,000,000 per State from funds made available under 49 U.S.C. 31107(a), to assist States whose CDL programs may fail to meet the compliance requirements of subpart B of this part, but which are determined by the FMCSA to be making a good faith effort to comply with these requirements.

[67 FR 49764, July 31, 2002]

PART 385—SAFETY FITNESS PROCEDURES

Subpart A—General

Sec.

- 385.1 Purpose and scope.
- 385.3 Definitions and acronyms.
- 385.4 Matter incorporated by reference.
- 385.5 Safety fitness standard.
- 385.7 Factors to be considered in determining a safety rating.
- 385.9 Determination of a safety rating.
- 385.11 Notification of safety fitness determination.
- 385.13 Unsatisfactory rated motor carriers; prohibition on transportation; ineligibility for Federal contracts.

- 385.14 Motor carriers, brokers, and freight forwarders delinquent in paying civil penalties: prohibition on transportation.
- 385.15 Administrative review.
- 385.17 Change to safety rating based upon corrective actions.
- 385.19 Safety fitness information.

Subpart B—Safety Monitoring System for Mexico-Domiciled Carriers

- 385.101 Definitions.
- 385.103 Safety monitoring system.
- 385.105 Expedited action.
- 385.107 The safety audit.
- 385.109 The compliance review.
- 385.111 Suspension and revocation of Mexico-domiciled carrier registration.
- 385.113 Administrative review.
- 385.115 Reapplying for provisional registration.
- 385.117 Duration of safety monitoring system.
- 385.119 Applicability of safety fitness and enforcement procedures.

Subpart C—Certification of Safety Auditors, Safety Investigators, and Safety Inspectors

- 385.201 Who is qualified to perform a review of a motor carrier?
- 385.203 What are the requirements to obtain and maintain certification?
- 385.205 How can a person who has lost his or her certification be re-certified?

Subpart D—New Entrant Safety Assurance Program

- 385.301 What is a motor carrier required to do before beginning interstate operations?
- 385.303 How does a motor carrier register with the FMCSA?
- 385.305 What happens after the FMCSA receives a request for new entrant registration?
- 385.307 What happens after a motor carrier begins operations as a new entrant?
- 385.309 What is the purpose of the safety audit?
- 385.311 What will the safety audit consist of?
- 385.313 Who will conduct the safety audit?
- 385.315 Where will the safety audit be conducted?
- 385.317 Will a safety audit result in a safety fitness determination by the FMCSA?
- 385.319 What happens after the completion of the safety audit?
- 385.321 What failures of safety management practices disclosed by the safety audit will result in a notice to a new entrant that its DOT new entrant registration will be revoked?
- 385.323 May the FMCSA extend the period under §385.319(c) for a new entrant to