

DataQs State Implementation Plan



South Carolina

**For Compliance with Federal Motor Carrier Safety Administration (FMCSA) Revised
Motor Carrier Safety Assistance Program (MCSAP) Grant Requirements**

Date: September 2026

Purpose

In April 2026, FMCSA announced updated requirements for State participation in the DataQs system as a condition of receiving MCSAP grant funding. To comply with those requirements, each State must submit a DataQs State Implementation Plan. The following pages contain the key elements of the plan approved by FMCSA for South Carolina.

DataQs State Implementation Plan

State: South Carolina

MCSAP Lead Agency: South Carolina State Transport Police

Initial Review Process

Roles and Responsibilities

- Persons responsible for managing DataQs for the organization
 - **Responsible Party:**
DataQ Program Manager / DataQ Analyst
 - **Supervisor(s):**
Administrative Lieutenant
 - **Backups:**
Administrative Captain
 - **Interactions:**
The South Carolina State Transport Police is the only MCSAP agency in SC.
The SC State Transport Police is the only agency within SC that reviews and processes DataQ's. STP may occasionally consult with FMCSA and other law enforcement agencies and/or offices when necessary.
- Person(s) responsible for decision-making for the Initial Review process
 - **Responsible Party:**
DataQ Program Manager / DataQ Analyst
 - **Supervisor(s):**
Administrative Lieutenant
 - **Backups:**
Administrative Captain
 - **Interactions:**
The DataQ Manager or DataQ Analyst may consult with FMCSA and/or other law enforcement agencies and/or offices when necessary.
- Person(s) consulted for additional information or evidence
 - **Responsible Party:**
Inspecting officer and officer's supervisor
Subject matter expert with knowledge and expertise in the applicable area
Responsible decision maker for the agency
FMCSA division office

- **Supervisor(s):**
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- **Backups:**
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- **Interactions:**
The DataQ Manager / DataQ Analyst may consult with FMCSA and other law enforcement agencies and/or offices when necessary.

Process Description

- Receipt of RDR
 - **Responsible Party:**
DataQ Program Manager / DataQ Analyst
 - **Process:**
The receipt of RDR's includes opening the request within the timeframe outlined by FMCSA. During this phase, the RDR is reviewed for quality and accuracy. This includes determining if the request is the proper type, is the request associated with any other RDR, and does the request contain adequate information to substantiate the submitter's claim. During this phase, all documentation submitted by the RDR submitter is authenticated. If it is determined the RDR submitter has submitted fraudulent documentation or information, the request will be closed with no data correction made.

If the RDR is not the proper type [incorrect information rather than incorrect violation], the request will be closed with no data correction made. In the narrative, the submitter will be provided with instructions on how to properly resubmit their request as the proper RDR type.

If the RDR is associated with any other RDR's, a review of all associated RDR's will be completed. If it is determined the request is a duplicate, any subsequent request beyond the first shall be closed with no data correction made. If it is determined the request is a duplicate and an associated RDR received a complete review and a determination has been made, the duplicate request will be closed with no data correction made.

If the RDR does not contain enough information or evidence to validate the submitters claim, the request will be closed with no data correction made. The submitter may reopen the request and provide additional information or

evidence to support their request.

If the RDR is the proper type, has not received a complete review, and contains adequate information and/or evidence, the request proceeds to an initial review.

- Review of RDR
 - **Responsible Party:**
DataQ Program Manager / DataQ Analyst
 - **Process:**
When reviewing all RDR's, a thorough, independent, and impartial review will be conducted. This includes a review of all information and evidence supplied by the RDR submitter and information and evidence supplied by the inspector or crash investigator. During this phase, the RDR submitter may be required to provide additional information or evidence. In such cases, the RDR submitter will have 14 days to respond. If the submitter fails to respond within 14 days or fails to provide adequate information or evidence to support the request, the request will be closed with no data correction made.

During the review phase, subject matter experts, supervisors, or other senior leaders may be consulted for additional guidance, information, and clarification.

Inspection RDR's:

All information and evidence associated with the RDR and inspection will be reviewed. This includes evidence and information submitted by the RDR submitter and evidence and information collected by the inspector. During this phase, the request may be forwarded to the inspector and their direct supervisor to collect additional evidence and information. The inspector and their supervisor are not decision makers in the RDR process.

Crash RDR's:

All information and evidence associated with the RDR and crash are reviewed. This includes evidence and information submitted by the RDR submitter and evidence and information associated with the crash record. During this phase, the request may be forwarded to the crash investigator or investigator's supervisor to collect additional evidence and information. The crash investigator and their supervisor are not decision makers in the RDR process.

- Outcome of RDR
 - **Responsible Party:**
DataQ Program Manager / DataQ Analyst
 - **Process:**
The outcome of all RDR's will be based on factual and/or legal information associated with the request. Any applicable state law, federal regulation and policy and/or procedure shall be reviewed. If an RDR submitter fails to provide adequate information or evidence to support their request, the request will be closed, and no data correction will be made. If an inspector/officer fails to collect enough information or evidence to validate a violation or information documented on an inspection or crash record, the request will be closed, and a data correction will be made.
- Closure of RDR
 - **Responsible Party:**
DataQ Program Manager / DataQ Analyst
 - **Process:**
After a thorough, independent, and impartial review of an RDR is complete, a decision will be made by the initial reviewer, and the request will be closed. When a request is closed with no data correction made, a detailed explanation and justification will be provided to the RDR submitter. This may include providing the requestor with information or evidence such as photos or documentation that supports the analysis.
- Timeliness:
The goal of the SC State Transport Police will be to meet the timeliness guidelines of all stages of all RDR's set forth by FMCSA.

Expected Outcomes for RDR Closures:

Closed Data Correction Made:

If it is determined that a fundamental flaw or error exists with the information or violation associated with the RDR, a data correction will be made to the inspection or crash record.

Closed No Data Correction Made:

If it is determined the information or violation associated with the RDR is cited and/or documented correctly, no data correction will be made to the inspection or crash record.

Closed Citation Results:

If it is determined the outcome of a citation associated with a violation is adjudicated and the results reflect an outcome different than that of the original charge, the respective results will be recorded, and the record will be appended.

If it is determined the outcome of the citation associated with a violation is adjudicated and

the results reflect a conviction of the original charge, there will be no data correction made, and the record will not be appended.

Closed Report Sent:

If it is determined a validated motor carrier requesting to receive an inspection report is the same as the motor carrier documented on the inspection report, the request will be closed, and a copy of the report will be provided.

If a third-party submitter requests to receive a copy of an inspection report and a legal contractual agreement between associated parties is provided, the request will be closed, and a copy of the report will be provided.

If a driver associated with an inspection, requests to receive a copy of an inspection report and the driver provides proof of identification, the request will be closed, and a copy of the report will be provided.

Closed Report Not Sent:

If it is determined a submitter requests to receive a copy of an inspection report, and that requestor is not associated with the motor carrier or driver documented on the inspection report, the request will be closed and the report will not be provided.

Closed No Requestor Response:

If additional information is requested from the RDR submitter and the submitter fails to respond within 14 days, the request will be automatically closed by FMCSA's DataQ system, and no data correction will be made.

Communication:

The SC State Transport Police will utilize a detailed, transparent, and standardized approach in all communication efforts associated with FMCSA's DataQ program. The outcome and closure of each request will adequately explain the facts and analysis supporting the decision. This may include contacting the submitter with detailed updates in the event of review delays or if additional information is required to process or explain the outcome of a request. These communication methods may include but are not limited to emails, text messages, phone calls or general correspondence within FMCSA's DataQ Portal.

Next Steps:

If an inspection or crash RDR is closed and a data correction is made, there is no additional action required by the submitter. Updates to an inspection or crash record may not be reflected on a motor carrier or driver's profile until the next SMS snapshot.

If an inspection or crash RDR is closed and no data correction is made, the RDR may be reopened for a reconsideration review. The RDR must meet FMCSA's guidelines to be eligible for reconsideration.

A request that is reopened after having been previously closed due to no requestor response will not be escalated for a reconsideration review. A request that has been reopened where new information or evidence is provided will not be escalated for a reconsideration review. In each of these scenarios, the request will remain in the initial review phase. A request that is reopened without merit will not be escalated for a reconsideration review.

Reconsideration Review Process

Roles and Responsibilities

- Person(s) responsible for decision-making for the Reconsideration Review process
 - **Responsible Party:**
Reconsideration requests shall be reviewed and decided by a subject matter expert or responsible decision maker separate and independent from the initial reviewer. Reconsideration requests will not be reviewed or decided by the issuing officer or inspector, nor by an immediate supervisor of the issuing officer or inspector.
Reconsideration reviews shall be reviewed and decided by a subject matter expert or responsible decision maker who has appropriate expertise and is employed by the SC State Transport Police.
 - **Supervisor(s):**
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 - **Backups:**
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 - **Interactions:**
The subject matter expert or responsible decision maker may consult with other agencies or offices when deciding. Examples of other agencies may include but are not limited to FMCSA division office, state and local law enforcement agencies, and motor carrier industry partners.
- Person(s) consulted for additional information or evidence
 - **Responsible Party:**
Other subject matter expert within the MCSAP agency
Other subject matter expert outside of the MCSAP agency

Other responsible decision maker or supervisor within the MCSAP agency
FMCSA Division Office

- **Supervisor(s):**
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- **Backups:**
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- **Interactions:**
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- Person(s) convening a panel or committee
 - **Responsible Party:**
SC State Transport Police will not utilize a panel or committee for reconsideration requests.
 - **Supervisor(s):**
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 - **Backups:**
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 - **Interactions:**
<intentionally left blank>
 - **Panel members' titles and associations:**
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Escalation Procedures:

A request that is reopened after having been previously closed due to no submitter response will not be considered a reconsideration. A request that has been reopened where new information or evidence is provided will not be considered a reconsideration. In each of these scenarios, the request will return to the initial review phase. A request for reconsideration without merit will not be escalated for additional review.

A RDR may be eligible for reconsideration if the RDR meets the following criteria:

The submitter can articulate the initial reviewer may have misinterpreted state law, federal regulation, policy/procedure and;

The RDR requestor formally requests an appeal for reconsideration within 30 days and;

A decision has not been previously made where the requestor was provided legal, factual evidence consistent with state law, federal regulation, and/or policy/procedure that validates the information and/or violation.

Process Description

- Review of RDR
 - **Responsible Party:**

A subject matter expert or responsible decision maker with appropriate expertise employed by the SC State Transport Police shall be responsible for the reconsideration review. This person shall be separate and independent from the person who decided on the initial review. The person involved in the initial review shall not contribute to the decision of the reconsideration review.

- **Process:**
The subject matter expert or responsible decision maker shall review all information and evidence associated with the RDR.
- Outcome of RDR
 - **Responsible Party:**
The subject matter expert or responsible decision maker with appropriate expertise employed by the SC State Transport Police shall be responsible for the outcome of the reconsideration review.
 - **Process:**
The subject matter expert or responsible decision maker shall review all information and evidence associated with the RDR. State law, federal regulation, and policy/procedure shall be reviewed when applicable. A decision shall be made based on factual and legal evidence, information, and the totality of circumstances.
- Closure of RDR
 - **Responsible Party:**
Once a decision has been made in the reconsideration review, the DataQ manager or DataQ analyst shall communicate the outcome to the requestor within the timeframe set forth by FMCSA.
 - **Process:**
The DataQ manager or DataQ analyst shall clearly and adequately explain the facts and analysis supporting the decision made during the reconsideration request.
- Timeliness:
The goal of the SC State Transport Police shall be to meet the timeliness requirements of reconsideration reviews set forth by FMCSA.

Expected Outcomes for RDR Closures:

Closed Data Correction Made:

If it is determined that a fundamental flaw or error exists with the information or violation associated with the RDR, a data correction will be made to the inspection or crash record.

Closed No Data Correction Made:

If it is determined the information or violation associated with the RDR is cited and/or documented correctly, no data correction will be made to the inspection or crash record.

Closed Citation Results:

If it is determined the outcome of a citation associated with a violation is adjudicated and the results reflect an outcome different than that of the original charge, the respective results will be recorded, and the record will be appended.

If it is determined the outcome of the citation associated with a violation is adjudicated and the results reflect a conviction of the original charge, there will be no data correction made, and the record will not be appended.

Closed Report Sent:

If it is determined a validated motor carrier requesting to receive an inspection report is the same as the motor carrier documented on the inspection report, the request will be closed, and a copy of the report will be provided.

If a third-party submitter requests to receive a copy of an inspection report and a legal contractual agreement between associated parties is provided, the request will be closed, and a copy of the report will be provided.

If a driver associated with an inspection, requests to receive a copy of an inspection report and the driver provides proof of identification, the request will be closed, and a copy of the report will be provided.

Closed Report Not Sent:

If it is determined a submitter requests to receive a copy of an inspection report, and that requestor is not associated with the motor carrier or driver documented on the inspection report, the request will be closed and the report will not be provided.

Closed No Requestor Response:

If additional information is requested from the RDR submitter and the submitter fails to respond within 14 days, the request will be automatically closed by FMCSA's DataQ system and no data correction will be made.

Communication:

The SC State Transport Police will utilize a detailed, transparent, and standardized approach in all communication efforts associated with FMCSA's DataQ program. The outcome and closure of each request will adequately explain the facts and analysis supporting the decision. This may include contacting the submitter with detailed updates in the event of review delays or if additional information is required to process or explain the outcome of a request. These communication methods may include but are not limited to emails, text messages, phone calls or general correspondence within FMCSA's DataQ Portal.

Next Steps:

If an inspection or crash RDR is closed and a data correction is made after a reconsideration review, there is no additional action required by the submitter. Updates to an inspection or crash record may not be reflected on a motor carrier or driver's profile until the next SMS snapshot.

If an inspection or crash RDR is closed with no data correction made after a reconsideration review, the RDR may be reopened for a final review. The RDR must meet FMCSA's guidelines to be eligible for final review.

A request that is reopened after having been previously closed due to no requestor response will not be escalated for a final review. A request that has been reopened where new information or evidence is provided will not be escalated for a final review. In each of these scenarios, the request will return to the initial review phase.

Final Review Process

Roles and Responsibilities

- Person(s) responsible for decision-making for the Final Review process
 - **Responsible Party:**
SC State Transport Police will delegate the final review to a panel comprised of at least three senior leaders, responsible decision makers, and/or subject matter experts employed by the agency.
 - **Supervisor(s):**
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 - **Backups:**
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 - **Interactions:**
<intentionally left blank>
- Person(s) consulted for additional information or evidence
 - **Responsible Party:**
No additional persons shall be consulted for additional information or evidence during the panel review. The panel shall review and decide based all information and evidence collected up to the point of the final review.
 - **Supervisor(s):**
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 - **Backups:**
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- **Interactions:**
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- Person(s) convening a panel or committee
 - **Responsible Party:**
SC State Transport Police will delegate the final review to a panel comprised of at least three senior leaders, responsible decision makers, and/or subject matter experts employed by the agency.
 - **Supervisor(s):**
<intentionally left blank>
 - **Backups:**
<intentionally left blank>
 - **Interactions:**
<intentionally left blank>
 - **Panel members' titles and associations:**
SC State Transport Police will delegate the final review to a panel comprised of at least three senior leaders, responsible decision makers, and/or subject matter experts employed by the agency.

Escalation Procedures:

A request that is reopened after having been previously closed due to no submitter response will not be escalated for a final review. A request that has been reopened where new information or evidence is provided will not be escalated for a final review. In each of these scenarios, the request will return to the initial review phase. A request for a third and final review without merit will not be escalated for additional review.

A RDR may be eligible for a final review if the RDR meets the following criteria:

The submitter believes the reconsideration reviewer may have misinterpreted state law, federal regulation, policy/procedure and;

The RDR requestor formally requests an appeal for a final review within 30 days and;

A decision has not been previously made where the requestor was provided legal, factual evidence consistent with state law, federal regulation, and/or policy/procedure that validates the information and/or violation.

Process Description

- Review of RDR
 - **Responsible Party:**
SC State Transport Police will delegate the final review to a panel comprised of at least three senior leaders, responsible decision makers, and/or subject matter experts employed by the agency. Any persons involved in the initial

review or reconsideration review shall not contribute to the decision of the final review.

- **Process:**

An RDR eligible for a final review shall be brought before a panel comprised of at least three senior leaders, responsible decision makers, and/or subject matter experts employed by the agency. The panel shall convene, review, decide, and provide a decision to the DataQ manager within 45 days of notification of a request for a final review. The panel shall review and decide based on all information and evidence that has been collected up to this phase. No additional information or evidence will be collected during the final review.

- Outcome of RDR

- **Responsible Party:**

SC State Transport Police will delegate the final review to a panel comprised of at least three senior leaders, responsible decision makers, and/or subject matter experts employed by the agency. Any persons involved in the initial review or reconsideration review shall not contribute to the outcome of the final review. The panel shall convene, review, decide, and provide a decision to the DataQ manager within 45 days of notification of a request for a final review. The panel shall review and decide based on all information and evidence that has been collected up to this phase. No additional information or evidence will be collected during the final review.

- **Process:**

When determining the outcome of the final review, the panel shall review all information and evidence associated with the RDR. The panel shall review any applicable state law, federal regulation and any applicable policy and/or procedure. A decision shall be made based on factual analysis and the totality of circumstances. The decision of the panel shall be unanimous to uphold a violation and/or information. If the panel is not unanimous in its decision, a data correction shall be made to the inspection or crash record.

- Closure of RDR

- **Responsible Party:**

Once a decision has been made in the final review, the DataQ manager or DataQ analyst shall communicate the outcome to the submitter within the timeframe set forth by FMCSA.

- **Process:**

The DataQ manager or DataQ analyst will review the information and decision made by the panel during the final review. The DataQ manager or

analyst shall clearly and adequately explain the facts and analysis supporting the decision made by the panel during the final review. The request will be closed based on the decision made by the panel.

- **Timeliness:**

The goal of the SC State Transport Police shall be to meet the timeliness requirements of final reviews set forth by FMCSA.

Expected Outcomes for RDR Closures:

Closed Data Correction Made:

If it is determined that a fundamental flaw or error exists with the information or violation associated with the RDR, a data correction will be made to the inspection or crash record.

Closed No Data Correction Made:

If it is determined the information or violation associated with the RDR is cited and/or documented correctly, no data correction will be made to the inspection or crash record.

Closed Citation Results:

If it is determined the outcome of a citation associated with a violation is adjudicated and the results reflect an outcome different than that of the original charge, the respective results will be recorded, and the record will be appended.

If it is determined the outcome of the citation associated with a violation is adjudicated and the results reflect a conviction of the original charge, there will be no data correction made, and the record will not be appended.

Closed Report Sent:

If it is determined a validated motor carrier requesting to receive an inspection report is the same as the motor carrier documented on the inspection report, the request will be closed, and a copy of the report will be provided.

If a third-party submitter requests to receive a copy of an inspection report and a legal contractual agreement between associated parties is provided, the request will be closed, and a copy of the report will be provided.

If a driver associated with an inspection, requests to receive a copy of an inspection report and the driver provides proof of identification, the request will be closed, and a copy of the report will be provided.

Closed Report Not Sent:

If it is determined a submitter requests to receive a copy of an inspection report, and that requestor is not associated with the motor carrier or driver documented on the inspection report, the request will be closed and the report will not be provided.

Closed No Requestor Response:

If additional information is requested from the RDR submitter and the submitter fails to

respond within 14 days, the request will be automatically closed by FMCSA's DataQ system and no data correction will be made.

Communication:

The SC State Transport Police will utilize a detailed, transparent, and standardized approach in all communication efforts associated with FMCSA's DataQ program. The outcome and closure of each request will adequately explain the facts and analysis supporting the decision. This may include contacting the requestor with detailed updates in the event of review delays or if additional information is required to process or explain the outcome of a request. These communication methods may include but are not limited to emails, text messages, phone calls or general correspondence within FMCSA's DataQ Portal.

Next Steps:

The final review shall be considered the ultimate and last level of review. Any violation and/or information associated with the final review shall not be eligible for any additional reviews. Any subsequent RDR requesting to have the same violation and/or information reviewed shall be closed with no data correction made.