



Unified Carrier Registration 101

In August 2005, the Unified Carrier Registration Act (UCR Act) was established by federal law as part of the highway reauthorization bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) to replace the Single State Registration System. Under the UCR Act, an interstate UCR Agreement, which is a base-state system administered by federal and state governments and by the trucking industry, was developed to govern the collection and distribution of registration information and generated fees.

While states are allowed to choose whether they will participate in the UCR Agreement or not, all States are required to enforce the UCR requirements. Thus, a State which does not participate in the UCR Agreement cannot require an interstate motor carrier, or motor private carrier of property, to renew, or charge a fee to renew, its intrastate authority or insurance filings required of an intrastate carrier, nor are they able to recoup revenues under the UCR Agreement for which it collects a fee for the *initial* application.

The following 41 states currently participate: Alaska, Alabama, Arkansas, California, Colorado, Connecticut, Delaware, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, Wisconsin and West Virginia.

The UCR applies to all interstate motor carriers and entities that are required to register with FMCSA, including those that are based in Canada and Mexico. This also includes exempt carriers, private fleets, brokers, and freight forwarders. Generally, the UCR registration opens October 1st and is due by January 1st. The fee, which is based upon the total number of commercial vehicles operated, is \$76 for 0-2 vehicles, \$277 for 3-5 vehicles, \$452 for 6-20 vehicles, \$1,576 for 21-100 vehicles, \$7,511 for 101-1,000 vehicles, and \$73,346 for 1,001 vehicles or more. If an entity's Base State is one that does not participate in the plan, the entity may choose the nearest State to their principal place of business for the purpose of accepting payment. The UCR fees for brokers, freight forwarders, and leasing companies are locked in at the smallest fee category.

Based on calendar year 2004 revenues, each State is entitled to a certain allotment of UCR funds under the program for a given year. If a participating State collects fees that exceed their entitlement, the excess fees are forwarded to the UCR depository. A State that does not collect enough to satisfy its entitlement will be paid the difference through funds transmitted to the depository by the States that have collected an excess.

The UCR Board, made up of 15 representatives from USDOT, participating states, and the motor carrier industry and appointed by the USDOT Secretary, has authority to set rules and procedures for what information an entity subject to the UCR fees will need to submit to its Base State every year, the procedures by which an entity can change its Base State, how information will be transmitted from a Base State to the Unified Carrier Registration System (which is separate from the UCR), transmission of UCR fees from a Base State to the UCR depository, and how the UCR Agreement may be amended. Additionally, the UCR Board is required to recommend to the USDOT Secretary the level of UCR fees to be collected every year. The Secretary then sets the fees within 90 days following the UCR Board's recommendation.

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