



## **2014 Roadside Inspection Enforcement to Include Registration Compliance**

Matters of safety in operating a commercial motor vehicle (CMV) will not be the only focus during a roadside inspection as of January 1, 2014. The Commercial Vehicle Safety Alliance (CVSA) is encouraging roadside enforcement to verify compliance with the Unified Carrier Registration Agreement (UCR) required by all motor carriers, brokers, freight forwarders, and leasing companies operating in interstate and international commerce. This includes carriers based in Canada and Mexico who operate in the United States.



Roadside enforcement staff will be checking driver log entries, toll receipts, shipping papers and bills of lading as some of the many sources of evidence of interstate and/or international operations. Enforcement will occur after the staff has checked electronic records to verify if the carrier has registered for the 2014 UCR registration year.

Also, the FMCSA has added a 49 CFR violation code into their software indicating that the carrier is not in compliance with UCR (392.2UCR – “Failure to pay UCR Fees”).

An annual UCR registration fee applies to private and for-hire property carriers, exempt commodity carriers, for-hire passenger carriers, freight forwarders, leasing companies, and brokers who are engaged in interstate or international commerce. These entities are required to register in one of 41 UCR participating states. Usually, the carrier making the registration selects their home, or base state, of their operation. Carriers residing in states who do not participate in UCR registration, and carriers whose home base of operation is in Canada or Mexico and operate internationally, may register with a participating state near their home location.

There is no credential required to be carried in the CMV as proof of registration. However, this documentation is required to be kept in the principal office of the carrier.

Types of entities not subject to UCR registration are:

- Private motor carriers transporting passengers in interstate commerce (e.g. church buses), and
- Purely intrastate carriers, that is, those that do not handle interstate freight or make interstate movements, (unless the state has elected to apply the provisions of the UCR Agreement to such intrastate carriers).