

Proposal: UCR Board request the Commercial Vehicle Safety Alliance (CVSA) to establish a no UCR registration violation (CFR 392.2) as an out-of-service (OOS) condition.

Dave Pratt (Washington UTC) and Capt. Darrin Grondel (Washington State Patrol) suggested that the UCR Board pursue this as an enforcement strategy. Capt. Grondel is a member of CVSA and participates on the bus committee. He has committed to working with us to find a CVSA Board member to champion the proposal. The UCR Board would need to submit a request by March 15 to get it on the CVSA Board's April agenda. If the CVSA Board accepts the proposal, the membership would vote on it during their September meetings.

Background: States began implementing the Unified Carrier Registration (UCR) program in 2007. To date, states have had difficulty registering all the carriers that should be registered. Nationally, the UCR registration rate has never been higher than 81.54 percent. The UCR Board has set a 90 percent registration target. Various enforcement activities are occurring across the country and states are exploring new ideas to increase the UCR registration rate. UCR fees are designated primarily for safety related activities and those activities are jeopardized if all required carriers do not register.

Out-Of-Service (OOS): When transportation companies receive an out of service order, they cannot operate until the condition is corrected. The effect of this would be to shut down the company's operations across the country or wherever they operate. Most transportation companies are aware of the CVSA OOS criteria and once they learn no UCR registration is an OOS condition, they will register. Some states may choose to attach monetary penalties to OOS conditions.

Commercial Vehicle Safety Alliance (CVSA)

CVSA is an international not-for-profit organization comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico. Their mission is to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. CVSA member jurisdictions include various Departments of Transportation, Public Utility and Service Commissions, State Police, Highway Patrols and Ministries of Transport. CVSA has several hundred associate members who are committed to helping the Alliance achieve its goals; uniformity, compatibility and reciprocity of commercial vehicle inspections, and enforcement activities throughout North America by individuals dedicated to highway safety and security.

Part IV – North American Standard Administrative Out-Of-Service Criteria

Violations under the administrative out-of-service criteria prohibit the motor carrier from operating the commercial motor vehicle until the condition is corrected. Violations in this area are important aspects of the carrier's ability to operate lawfully and to help in maintaining uniformity across the industry.