



U.S. Department of Transportation



Unified Registration System (URS)

National Conference of State Transportation Specialists

Bill Bronrott, Federal Motor Carrier Safety Administration

Sandy Bowling, Indiana Department of Revenue

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Federal Motor Carrier Safety Administration



Introduction

- What is the Unified Registration System (URS)?
- Why did FMCSA undertake the URS rulemaking?
- Who is required to comply with this rule?
 - Motor Carriers
 - Intermodal Equipment Providers
 - Hazardous Materials Safety Permit Applicants/holders
 - Brokers
 - Freight Forwarders
 - Cargo Tank Facilities



URS Benefits

- What are the benefits of the new rule?
 - Raising the bar for safety
 - Increased efficiency
 - Simplified processes
 - A single online registration system
 - Improved accountability
 - Reduced paperwork
 - Maintain accurate information on regulated entities





URS Key Dates

- August 23, 2013: URS Regulation published
- November 1, 2013:
 - New and enhanced enforcement penalties for failing to complete the Biennial Update requirement
 - Prohibition of interstate transportation with an inactive USDOT number or no USDOT number
- October 23, 2015:
 - URS is operational
 - Electronic applications only—paper forms no longer accepted
 - All applicants will be subject to a \$300 USDOT number registration fee per application



Myth #1: UCR and URS are the same thing

- MYTH:
 - UCR and URS are the same thing
- REALITY:
 - Unified Carrier Registration (UCR) is completely separate and distinct from the Federal URS
 - State-based registration system enacted August 10, 2005 replaced the Single State Registration System (SSRS)
 - UCR Agreement applies to the following US, Canadian & Mexican Interstate operations:
 - All For-Hire Motor Carriers of Property and Passengers
 - Private Motor Carriers of Property
 - Freight Forwarders
 - Brokers
 - Leasing Companies
 - For more information on UCR requirements, FAQs, fees, and payment methods go to www.ucr.in.gov

Myth #2: All non-compliant entities were deactivated March 1

- MYTH:
 - All entities were deactivated March 1, 2014.
- REALITY:
 - No, just carriers due to update in January 2014 that failed to complete their biennial update

2014 Rolling Deactivation Table

Required Update Month	Deactivation Date
January 2014	March 2014
February 2014	April 2014
March 2014	May 2014
April 2014	June 2014
May 2014	July 2014
June 2014	August 2014
July 2014	September 2014
August 2014	October 2014
September 2014	November 2014
October 2014	December 2014



Myth #3: It's expensive

- MYTHS:
 - It costs money to do a biennial update on FMCSA website & to get your USDOT Number
- REALITY:
 - There is no fee for biennial updates
 - After October 23, 2015, there will be a fee for new USDOT# applicants, but **NO FEES** for biennial updates





Myth #4: It's a complicated process

- MYTH:
 - It's complicated to complete the biennial update process
- REALITY:
 - It only takes a few minutes to update a record
 - Go to www.fmcsa.dot.gov/BiennialUpdate
 - Entities can also call the Agency's 1-800 number for assistance (1-800-832-5660)





Myth #5: Trucks will be put out of service at roadside

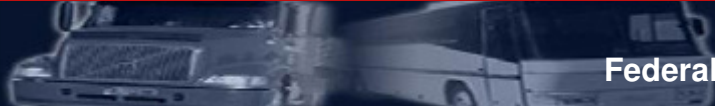
- MYTH:
 - My truck will be put out of service at roadside for failing to complete the Biennial Update
- REALITY:
 - Currently, failing to complete the Biennial Update is not part of the out-of-service criteria; however, it is a violation and will result in a roadside citation.





Myth #6: URS affects Intrastate USDOT Numbers

- MYTH:
 - URS affects intrastate USDOT Nos.
- REALITY:
 - URS does not affect States issuing USDOT numbers to intrastate entities
 - It is a State's decision regarding fees, if any, for issuing USDOT numbers to intrastate entities
 - When deployed, the URS will support States' ability to issue USDOT numbers to intrastate entities





URS Outreach Efforts

- Notification and Warning Letters
- Reminder E-mails
- Information Sharing with States and motor carrier associations,
- Social Media
- Satellite Radio Interviews
- Outreach Materials
 - Folding business cards
 - Mailing inserts
 - Fact Sheets
- Webinars





What is the Biennial Update?

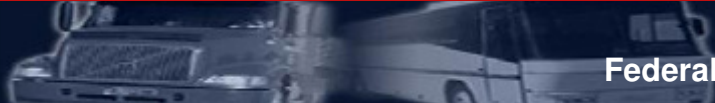
- The Biennial Update is the first stage of implementation of the Unified Registration System (URS)
- It is not a new requirement for MCs, HMSPs, and IEPs to update information every 24 months
- Entities can update online via FMCSA home page or their portal account
- On October 23, 2015, this will be a new requirement for:
 - Cargo tank facilities
 - Freight forwarders
 - Brokers



How does the entity complete the biennial update?

- Online:
 - FMCSA Home page
 - Portal Account
- Mail: The motor carrier can send the updated MCS-150, 150B and 150C forms to:

Federal Motor Carrier Safety Administration
Office of Registration and Safety Information (MC-RS)
1200 New Jersey Avenue, S.E.
Licensing Team, 6th Floor
Washington, D.C. 20590
- Fax: 703-280-4003
- Note: Biennial updates are processed immediately if done online, but updates filed by fax or mail may take three to four weeks to process.





Who does the Biennial Update apply to today and in 2015?

- Today
 - Motor carriers
 - IEPs
 - HMSPs
- October 23, 2015
 - Motor carriers, IEPs, HMSPs
 - Brokers
 - Freight Forwarders
 - Cargo Tank Facilities



Biennial Update Table

Filing schedule: Each motor carrier or IEP must file the appropriate form before beginning operations, and then every 24 months, according to the following schedule.

If the USDOT number ends in:	Must file by last day of:
1	January
2	February
3	March
4	April
5	May
6	June
7	July
8	August
9	September
0	October

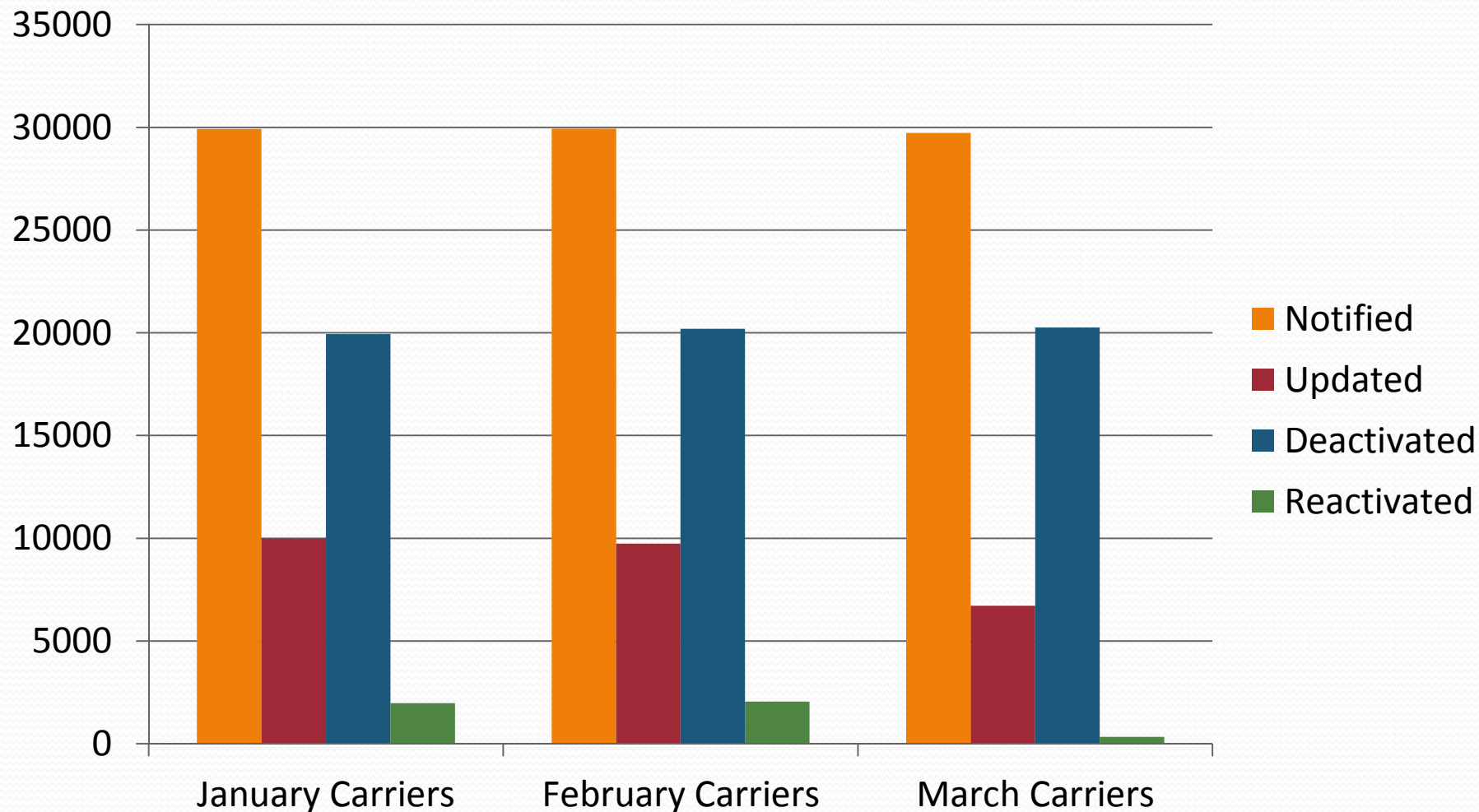
- If the next-to-last digit of its USDOT Number is **odd**, the motor carrier or intermodal equipment provider shall file its update in every odd-numbered calendar year.
- If the next-to-last digit of its USDOT Number is **even**, the motor carrier or intermodal equipment provider shall file its update in every even-numbered calendar year.



What will happen if information is not current?

- Warning letters
 - At least 30 days in advance of update month
 - Instructions and resources on how to update
- Entities that fail to complete their biennial update will have their USDOT number deactivated on a rolling basis
- Motor Carriers operating with a deactivated USDOT Number are subject to citations if inspected at roadside
- During a compliance investigation, a motor carrier, HMSP and/or IEP that fails to update will also be cited for failing to complete its biennial update

Deactivation Statistics





URS and PRISM

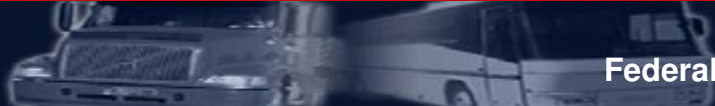
- The motor carrier is ultimately responsible for ensuring the biennial update requirements are met
- PRISM -- Performance and Registration Information Systems Management ties USDOT registration status to vehicle registration/tags, serving as a powerful means of safety enforcement
- With the automatic deactivations of USDOT numbers, PRISM states are not longer required to check a motor carrier's compliance with the Biennial Update





Biennial Update Myths:

Don't believe everything you hear or
see in an email!





Misleading Emails & Redirected Links

- Urgent Misleading Statements
 - “YOU MUST ACT NOW!!!!”
 - “You will be fined if you don’t!!!”
- Emails appear to come from FMCSA or USDOT
 - Emails mix and confuse URS and UCR deadlines and fees
 - Contain redirected FMCSA links to fraudulent company websites
 - Fraudulent companies use PayPal to charge for forms or services that are not needed, not provided, or both
 - FMCSA does not use PayPal
- Some unscrupulous companies are charging fees for FMCSA forms available the Agency’s website for free



URS in Summary

- URS will unify existing safety and commercial requirements
- It will simplify processes by replacing over 16 paper forms with one online registration system
- It will clean up FMCSA's data and strengthen our safety measurement tools
- It continues and builds upon the strong partnership that FMCSA enjoys with our State agency partners

