



The UCR program will fail to meet its goals without the agencies' full support.

A successful UCR Audit program should have a mission statement that clearly defines the purpose and goals of the program. This makes it easier for the state agency governing the program to support it. Each state should also have its own written policy and procedures regarding the appropriate execution of an audit in their state.

Is there a UCR credential?

No UCR credential is required to be carried in the commercial motor vehicle. Proof of registration can be verified at <https://www.ucr.gov> or SAFER.

With the assistance of CVSA, the FMCSA created a violation code in the ASPEN software to indicate that a carrier was found to be non-compliant at roadside. This new code is 49 CFR 392.2 UCR – Failure to pay UCR fees.

How Does UCR Define a Commercial Motor Vehicle?

A Commercial Motor Vehicle is defined as:

A self-propelled vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle:

- Has a gross vehicle weight rating or gross vehicle weight of at least 10,001 pounds, whichever is greater, or
- When connected to trailing equipment has a gross combination weight rating or gross combination weight of at least 10,001 pounds, whichever is greater, or
- Carries placarded amounts of hazardous materials, regardless of the vehicle's weight, or
- Is designed to carry more than 10 passengers, including the driver.

Should failure to register for UCR be an out-of-service violation? Consider:

- Safety connections
- Guaranteed MCSAP money

AGENCY HEAD & CHIEF OF STAFF



What is the UCR Plan?

The Unified Carrier Registration Plan is a congressionally established state revenue program managed by the 41 participating States.

UCR requires interstate or international motor carriers to register annually and pay a fee based on the number of commercial motor vehicles in their fleet.

Participating states depend on their UCR revenue for compliance programs and MCSAP match.

Who Is Required To Register?

All motor carriers (for-hire, private and exempt) as well as brokers, freight forwarders and leasing companies requiring a USDOT number, operating in interstate or international commerce, are subject to the UCR Agreement. Motor Carriers based in Canada and Mexico that operate in United States are also subject to the UCR Agreement.

Registration Exceptions:

- Private motor carriers of passengers
- Wholly intrastate motor carriers

UCR Governance

UCR is governed by a Board of Directors consisting of 15 members. Nine are state officials representing agencies responsible for administering the UCR Plan in their respective states, five members are from industry, and one member is from FMCSA. Board members are appointed by the Secretary of the U.S. Department of Transportation or a designee. Each appointment is for a 3-year term and there are no limits on the number of terms an appointee may serve. UCR also operates various subcommittees to help the Board achieve its mission under the UCR Agreement.

Your Job is Important. Here's Why.

You can proactively participate in the UCR Board and Subcommittees Meetings and Contractor discussions with a goal to improve your State's UCR program.

You can help ensure lower UCR fees by soliciting and auditing unregistered and underpaid motor carriers, brokers, freight forwarders and leasing companies.

You can provide roadside enforcement with the tools to make the roads a safer place for the motoring public.

Tools and Resources for Agency Heads & Staff

Education and training materials
plan.ucr.gov/education-center

UCR Handbook
plan.ucr.gov/governing-documents

UCR National Registration System
www.ucr.gov

UCR Plan website
plan.ucr.gov

CVSA Learning Center
www.cvsa.org



Agency Head Keys to Success

- Maintain your Agency's UCR statutory authority
- Be committed to learning
- Utilize available resources
- Communicate with your State and Federal enforcement agencies
- Prepare your Agency's Succession Plan
- Ask questions



"Working together we are making a difference by lowering industry fees, safer roads for the motoring public, and providing State and Federal Enforcement with tools to redirect non-compliance."

— Michael Hoeme