What is the Unified Carrier Registration Plan and Agreement?

The Unified Carried Registration (UCR) Plan and Agreement are part of a Federally-mandated, State-administered program that went into effect September 10, 2007. Under this program, States collect fees from motor carriers, motor private carriers, freight forwarders, brokers and leasing companies, based on the number of qualifying commercial motor vehicles (CMVs) in their fleets.

What are the Unified Carrier Registration fees for 2010?

FEES UNDER THE UNIFIED CARRIER REGISTRATION PLAN AND AGREEMENT FOR REGISTRATION YEAR 2010			
Bracket	**Number of CMVs owned or operated by exempt or non-exempt motor carrier, motor private carrier, or freight forwarder**	**Fee per entity for exempt or non-exempt motor carrier, motor private carrier, or freight forwarder**	**Fee per entity for broker or leasing company**
B1	0–2	$ 76	$ 76
B2	3–5	$ 227	--
B3	6–20	$ 452	--
B4	21–100	$ 1,576	--
B5	101–1,000	$ 7,511	--
B6	1,001 and above	$73,346	

Why did the 2010 fees increase from last year?

The statute requires the UCR Plan's board and FMCSA to set a fee structure that enables the participating States to collect the same amount of revenue (almost $108 million) that they collected under the SSRS program for the 2004 registration period. Given that the UCR Plan experienced a shortfall in revenue that averaged almost $30 million for each of the first three years of the program, the 2010 fees were adjusted from previous years. In addition, in 2008, the statute was amended so that, beginning in 2010, only power units would be counted as qualifying CMVs.

Why were the fees lowered from the NPRM to the final rule?

The fees were adjusted in response to public comments FMCSA received after the issuance of the NPRM. The adjustment was made primarily from a change in the bracket shift factor. In the NPRM, FMCSA considered a bracket shift factor of 25% to account for departures from the expected number of CMVs used to determine the applicable fees. The final rule used a 15% bracket shift factor. The result is a downward adjustment in fees proposed in the NPRM, although the fees increased in each fee bracket (compared to the previous fees) in order to obtain full funding for the participating States.

Why did the fee take so long to be approved?

FMCSA received numerous comments for and against the proposed adjustment were submitted that were considered by the agency. The comment period was extended to ensure that both States and Industry interests had an opportunity to submit their views. Additionally, the UCR rule was deemed as “significant” meaning that the final rule had to undergo additional review by both the Secretary of Transportation and the Office of Information and Regulatory Affairs in the Office of Management and Budget.

What do States do with the UCR revenue?

The revenue generated from this program is to be used for CMV safety and enforcement initiatives as well as administration of the UCR program.