

Interstate Motor Carrier Registration

Description:

Motor carriers who transport LP-gas or other commodities in interstate commerce are required to register with the Federal Motor Carrier Safety Administration, maintain prescribed documentation of financial responsibility, and mark vehicle power units with their U.S. DOT ID numbers and other prescribed information.

Regulatory Reference

49 CFR Part 385	SAFETY FITNESS PROCEDURES
49 CFR § 385.5	Safety fitness standard
49 CFR § 385.21	Motor carrier identification report
Appendix A	Form MCS 150, Motor Carrier Identification Report
49 CFR Part 387	MINIMUM LEVELS OF FINANCIAL RESPONSIBILITY FOR MOTOR CARRIERS
Subpart A	Motor Carriers of Property
49 CFR § 387.3	Applicability
49 CFR § 387.5	Definitions
49 CFR § 387.7	Financial responsibility required
49 CFR § 387.7	Financial responsibility, minimum levels
49 CFR § 387.15	Forms
49 CFR § 390.19	Motor carrier identification report.
49 CFR § 390.21	Marking of commercial motor vehicles

Applies to:

The U.S. DOT regulations apply to interstate motor carriers of property.

General Requirements:

- (1) 49 CFR § 385.21 requires all motor carriers who conduct operations in interstate or foreign commerce and who have not received written notification of a safety rating from the Federal Highway Administration [or Federal Motor Carrier Safety Administration] to file the Motor Carrier Identification Report, Form MCS 150 within 90 days of the effective date of the regulation, or within 90 days after beginning interstate or foreign operations.

A motor carrier receives a safety rating when the FMCSA safety specialist conducts an on-site review of the motor carrier's compliance with the Federal Motor Carrier Safety Regulations and the Hazardous Materials Regulations. The specialist reviews records, evaluates roadside vehicle inspection data, and accidents to determine whether a motor carrier meets Section 385.5 safety fitness standard. The safety ratings are *Satisfactory*, *Conditional* and *Unsatisfactory*. A motor carrier transporting placardable quantities of hazardous materials that has received an "unsatisfactory" safety rating from the FMCSA will have 45 calendar days from the effective date of that rating, or from the date of the notice, whichever is later, to improve the safety rating to "conditional" or "satisfactory." If that

improvement does not occur, the carrier is prohibited from operating commercial motor vehicles.

- (2) Part 387 requires motor carriers of property operating commercial motor vehicles in interstate, foreign, or intrastate commerce, and for-hire carriers of passengers operating in interstate or foreign commerce to have at least the minimum amount of insurance required by law. *Financial responsibility* means having insurance policies or surety bonds sufficient to satisfy the minimum public liability requirements. Proof of financial responsibility may be in the form of Form MCS-90 issued by an insurer, or Form MCS-82 issued by a surety, or a written decision, order or authorization of the Interstate Commerce Commission authorizing the motor carrier to self-insure under 49 CFR 1043.5.
- (3) 49 CFR §390.19 has these requirements for registration of interstate motor carriers.
 - (a) Each motor carrier that conducts operations in interstate commerce must file a Motor Carrier Identification Report, Form MCS-150 at the following times:
 - (1) Before it begins operations; and
 - (2) Every 24 months, according to the following schedule:

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

- (3) If the next-to-last digit of its USDOT number is odd, the motor carrier 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 shall file its update in every even-numbered calendar year.

This newly revised rule also details how to file the form by mail or electronically, and gives requirements for simultaneous filing of Form OP-1 or OP-2 by for-hire motor carriers. A motor carrier that registers its vehicles in a state that participates in the Performance and Registration Information Management System (PRISM) program is exempt from the requirements of the regulation, provided it files all the required information with the appropriate state office.

- (4) 49 CFR § 390.21 requires that every self-propelled commercial motor vehicle as defined in § 390.5, which transport property or passengers in interstate commerce, display the following information:
 - (a) The legal name or single trade name of the motor carrier operating the self-propelled motor vehicle, as listed on the Motor Carrier Identification Report (MCS-150) and submitted in accordance with § 390.19.
 - (b) The motor carrier identification number issued by the Federal Motor Carrier Safety Administration, preceded by the letters “USDOT.”

- (c) If the name of any person other than the operating carrier appears on the commercial motor vehicle, the vehicle must be marked with the words “operated by,” followed by the name of the operating carrier, followed by USDOT and the motor carrier identification number.
- (d) The marking must appear on both sides of the self-propelled vehicle; be in letters that contrast sharply in color with the background on which the letters are placed; be readily legible during daylight hours from a distance of 50 feet while the vehicle is stationary; and be kept and maintained in a manner that retains the legibility required by paragraph (c)(3) of § 390.21.
- (e) All commercial motor vehicles added to a motor carrier’s fleet on or after July 3, 2000, must meet the marking requirements before being put into service and operating on public ways.
- (f) All commercial motor vehicles that were part of a motor carrier’s existing fleet on July 3, 2000, that were marked with an ICC-MC number must be brought into compliance with the current regulation by July 3, 2002.
- (g) All commercial motor vehicles that were part of a motor carrier’s existing fleet on July 3, 2000, and which were not marked with the carrier’s legal name on both sides of the vehicle must come into compliance by July 5, 2005.

Maintenance and Review

Power units of interstate carriers should be checked periodically to ensure that they are properly marked. Copies of MCS financial responsibility forms and MCS-150 Motor Carrier Identity Report forms must be maintained in the company’s principal place of business and in company vehicles.

Additional Information and Resources

U.S. Department of Transportation’s Federal Motor Carrier Safety Administration maintains an Internet website at www.fmcsa.dot.gov.