

URS Webinar Questions & Answers

Subject Index:

- [Application Process](#)
- [Biennial Updates](#)
- [Carrier Information/Data Systems](#)
- [Customer Service/User Issues](#)
- [USDOT/MC Numbers](#)
- [Fees](#)
- [Insurance and BOC-3](#)
- [Intrastate Carriers](#)
- [MX/NNA Carriers](#)
- [Reinstating/Reactivating/Reapplying](#)
- [Training/Education](#)
- [UCR and URS](#)
- [Vetting Process/New Entrant](#)

Application Process:

1. As of September 30 2016, if a company only has a USDOT# (issued prior to Dec. 2015) and decides to obtain operating authority, will it need to file a MCSA-1 application? **Yes, they will need to apply for the applicable operating authority registration via URS. The MCSA-1 is an electronic application implemented through the URS.**
2. With the new registration process, will there be a contract operating authority and a common operating authority or just and operating authority? **No, there will not be a distinction between contract and common operating authority. There will continue to be distinctions, as required by statute and regulation, for particular cargo such as passengers or household goods.**
3. What are the additional Safety Registrations? **There is only one safety registration required for any person engaged in the transportation of people or property in a commercial motor vehicle in interstate commerce.**
4. Would the FMCSA QC App offer the application feature? **No. New applicants should apply by going to www.fmcsa.dot.gov/urs.**
5. As a permit service provider, will we have one company login that will allow us to process multiple MCSA-1 applications, or will each carrier have their own login? **Each carrier will have a "Company Official" role to manage their portal account. Permitting service providers can request access to a carrier's account as a "Company User." If granted, the permitting service can use the same user name and password for all carrier portal accounts that they have been granted access.**
6. Will over size load permits be affected? **The December 12, 2015 roll-out of URS only changes how companies register with FMCSA. FMCSA does not issue oversize load permits.**
7. Currently USDOT numbers are not transferable, although Motor Carrier numbers are allowed to have an ownership change. How will this affect a transfer of ownership moving USDOT numbers are a company's sole identifier? **Transfers of operating authority occur as described in 49 CFR Part 365, Subpart D. Should a transfer transaction occur, the motor carriers are**

required to report the transaction to FMCSA. Safety registration and USDOT numbers are non-transferrable.

8. Will a carrier that uses small vehicles (8 or fewer passengers) to transport passengers interstate for-hire be required to register now that MC numbers are going away? The requirements for who must register or have operating authority aren't changing, just the method. These carriers would be issued a USDOT number instead of a MC number starting 9/30/16.
9. Do farmers get notice sent to them on the fees and forms or how will that work? Do we get notification in the mail with the forms to fill out and pay the money or do we go somewhere to pay? After 12/12/15, new applicants will need to register online using the new URS application, and as of 9/30/16, everyone will be using it for updates, etc. No special notifications to existing or new farmers are planned at this time.
10. How does a carrier, either private or for-hire, know when they can begin actual operations after being assigned their USDOT number? Like today, carriers will be notified when FMCSA either grants or rejects an application for registration. Operations are only authorized when the carrier receives registration and an ACTIVE USDOT Number. Until September 30, 2016, private carriers are allowed to operate as soon as they complete the application and receive a USDOT number. After September 30, 2016, private motor carriers will not be authorized to commence operations until FMCSA grants registration and an ACTIVE USDOT Number.
11. Many carriers fax their MCS-150s in and the field/division offices will update in MCMIS for them, or they will come in to the division office and ask for our help in applying for a USDOT number on our computers for them.
Beginning December 12, 2015, all new U.S. or Canada domiciled applicants, never registered with FMCSA before, are required to register via URS.
September 30, 2016, FMCSA will no longer be accepting faxes or mailed in registration forms from any applicant required to register via URS. Agency staff will no longer perform data entry on behalf of entities required to register via URS filing paper forms.
12. What will be the process to obtain a password if a business has lost theirs when they need to access the online account to do a biennial update? They would request their PIN number as they currently do. If the user is using their portal account then they would request that their password be reset using the reset link on the portal website.
After September 30, 2016, private and exempt motor carriers will not be authorized to commence operations until FMCSA grants registration and an ACTIVE USDOT Number. FMCSA will not grant registration until the carrier makes any required administrative filings. Further, if initial screening indicates that the applicant may not meet the statutory and regulatory requirements for registration FMCSA may initiate a vetting investigation before making a decision on the request for registration.
13. Will existing MC number operating authority certificates have a new certificate issued showing the USDOT number as of September 30, 2016? No. Existing carriers with operating authority will not receive a new certificate. If a broker or freight forwarder previously had an MC number but not a USDOT number, FMCSA will notify them of their USDOT number by September 30, 2016.

Biennial Updates:

14. Does a biennial update have to be in the month based on your USDOT number or just in the year of the number (odd/even)? **The month AND year indicate when a carrier's biennial update is due. See https://ask.fmcsa.dot.gov/app/answers/detail/a_id/122**
15. For an existing carrier that already has a BOC-3 on file and is updating their MCS-150 biennially, does anything change in September? **They will need to use URS to make any updates (including biennial updates) to their records as of 9/30/16.**
16. I know that the paper update is still available to current carriers to update their biennial information. Can they choose to start doing it online this December instead of paper? **They will not be able to use URS to update their registration/file biennial updates until 9/30/16. However, they are encouraged to make those changes through FMCSA's currently online system via the Portal: <https://www.fmcsa.dot.gov/registration/fmcsa-registration-website-updates>**
17. If a carrier fails to do biennial update, what time frame is in effect before they are inactivated? **FMCSA began deactivating USDOT numbers of non-compliant carriers and IEPs in March 2014. Carriers are sent warning notices and then a 30-day grace period after their update month and year. After the grace period expires, then the carriers' numbers are deactivated and they are notified via mail.**
18. Will outreach continue to notify carriers to update their MCS-150s now that the 2-year initial process is over? **Yes, they will continue to be notified about their biennial update: https://ask.fmcsa.dot.gov/app/answers/detail/a_id/125**
19. If my USDOT number ends with the number 75, when do I need to file my Biennial Update? **You would update in May (5th month) of odd-numbered years. See https://ask.fmcsa.dot.gov/app/answers/detail/a_id/122**
20. Were those carriers that the USDOT number was deactivated notified they were being deactivated? **Yes. Carriers whose USDOT numbers were deactivated due to failure to update would be notified by letter as usual.**
21. If I add power units and drivers do I need to update URS within 30 days of the addition? **Yes. The requirements for updating one's records would be the same, just the method of doing it will be different. If a carrier changes their legal name, form of business or address, they are required to notify FMCSA within 30 days.**
22. Do we also pay for the biennial update? **No, the biennial update and any other updates/name changes/address changes will be free.**
23. If someone is due for their biennial update in, say, January. How early can they do this online and have it count as their biennial update and not just a census change? Or does it HAVE to be done within the month it is due to count? **Consistent with the regulation, FMCSA requires that it be completed during the specific month and year based on the last two digits of the USDOT number.**

Carrier Information/Data Systems:

24. Will the general public still be able to view the information currently available on SAFER/L&I? **Carrier status information will still be available to the public.**
25. Where can I find a listing of which federal/state reports are required, along with the dates due? Is there any way of getting these reports condensed? In other words: how about 1 form even if it is 10 pages long that has all of the reports due to the federal government listed on one report. Let us pay them all at once and be done with it for the year. With all of the regulations we as business owners have to process, this would certainly save us some time and a lot of concerns of missing the due dates. **The FMCSA registration website at**

www.fmcsa.dot.gov/urs lists all of the registration requirements for interstate motor carriers and other regulated entities. The URS is consolidating multiple forms into one unified online registration process. Consolidating all forms that motor carriers have to file such as state vehicle registration forms and quarterly fuel tax filings is not feasible because it is beyond the scope and authority of the FMCSA.

26. On a SAFER company snapshot, will there be any way to determine if a federal liability filing is required in the absence of a docket number? **Yes. The SAFER website will be updated to reflect licensing and insurance related information and requirements.**
27. I noticed Non-North American Carriers are excluded. My question is: Are there any carriers out there registered as Non-North American Carriers? **Yes. As of 11/7/15 there were 370 NNA carriers registered.**

Customer Service/User Issues:

28. Are carriers going to be able to inactivate their own USDOT# once everything goes electronic? **Yes.**
29. Will carriers still be able to call the 1-800-832-5660 number to get answers or help or will they refer the carriers back to their local offices? What is the difference between the ask.fmcsa.dot.gov website and 1-800-832-5660? **There is no difference, except that submitting your question or document via the web form at ask.fmcsa.dot.gov ensures that you get a ticket number and that your question arrives with all the relevant information. Companies can continue to contact FMCSA's contact center for assistance, either by phone at that toll-free number, or via web form or chat at ask.fmcsa.dot.gov. FAQs on URS are also available at that site.**

USDOT/MC Numbers:

30. Will carriers that have both the USDOT and MC# on their vehicles be required to remove the MC# as of September 30, 2016, when the MC numbers go away? **Just the USDOT number will continue to be required. The MC number doesn't have to be removed, but carriers are encouraged not to put it on new vehicles. Please refer to the marking requirements in 49 CFR 390.21(b)(2).**
31. Does this mean that after September 2016, operating authority will be combined with USDOT number? **The USDOT number will be the only registration number. A carrier may have multiple operating authorities under that number, in addition to the safety registration.**
32. Will regulated entities that do not currently have a USDOT number, i.e. brokers with MC number only be issued a USDOT number? If so when? **They have already been issued USDOT numbers in the system, although they may not know it or be using those numbers. The FMCSA will be mailing out USDOT numbers to entities that currently don't have them in the second quarter of 2016.**
33. Will the newly issued USDOT numbers assigned under URS be distinctive? **No. They will continue to be issued sequentially.**
34. We are ICC exempt on sales tax in several states and use the MC# for that. What will be used now? **That question can best be answered by the states in question.**
35. Until the new fields informing of operating authority status are available, do we have to rely on the applicant to know if they need authority? **Whether or not they need authority will become clear as they go through the URS application process. The criteria for who needs authority will not change.**

36. What about nonexempt for-hire carriers under 10,001 GVWR that currently only have the MC #? These carriers will be issued a USDOT number **in the second quarter of 2016.**
37. What happens with carriers that have multiple MC #'s associated with the same USDOT number. **Each carrier will be responsible for ensuring that they have been granted the proper operating authority registration.**
38. Will FMCSA discontinue Cargo Tank numbers? **No.**
39. Between 12/15 and 9/16, will new carriers get MC#s? **Yes an MC# will be provided; however, as of 9/30/2016 that number will no longer be provided.**
40. Is there a difference between Safety Registration and Operating Authority, or are they now the same? **They are different. Safety registration designates that an entity is willing and able to meet the Federal Motor Carrier Safety Regulations. Operating authority requirements for for-hire motor carriers are tied to commercial regulations that came under FMCSA's jurisdiction as part of the ICC Termination Act of 1995.**

Fees:

41. \$300 per registration - are you saying if a carrier or HM carrier is private property and authorized for hire they will pay \$600? **Effective 12/12/2015, a USDOT registration will remain free; however each different type of operating authority will require a \$300 payment as it currently exists today. On 9/30/2016, a new USDOT safety registration will cost \$300 and each different type of operating authority will require a \$300 payment as it currently exists today.**
42. If we are already an interstate carrier, will we have to pay the \$300? **No. Existing carriers will not have to pay any additional registration fees, unless they apply for additional authorities (in which case, they currently have to pay an additional fee and will after URS as well).**
43. What will the costs be for a new for hire motor carrier that registers via URS on December 13, 2015, since the new fees do not begin until September 30, 2016? **The fees will not change until 9/30/2016. See https://ask.fmcsa.dot.gov/app/answers/detail/a_id/406.**
44. A carrier deactivates the USDOT#. We currently charge \$80.00 for reinstating an MC #. If the carrier wants to reactivate the USDOT # will there be a charge? **Yes, it will be reduced to \$10.**
45. What are some examples of additional registration requirements that will be subject to an additional \$300 charge? **The list of authorities will be the same as it is now. <https://cms.fmcsa.dot.gov/registration/types-operating-authority> . The change is that there will be a fee for safety registration, which is currently free.**
46. Will reapplication after inactivation or OOS order require payment of another \$300 fee? If a carrier's registration is revoked, then the carrier will have to reapply and pay \$300 for each registration type similar to a new carrier applying for the first time.
47. Is there a fee to do updates on the URS such as name changes or address changes? **No. See https://ask.fmcsa.dot.gov/app/answers/detail/a_id/406**
48. Why are you now charging fees, and what are all of the collected fees going to support? **FMCSA has been charging fees for operating authority registration for several years at a set rate of \$300 per registration. Under URS, safety registration is being added to the list of registrations that FMCSA issues. The fees cover the cost of processing registration requests.**
49. Is the \$300.00 registration fee directly related to Operation Classification? For example, if I register as an Authorized For-hire, Private Property and Private Passenger Business is this going to cost \$900.00? **Yes, as of 9/30/2016, it's \$300 for safety registration, and then (just like now) \$300 for each additional operating authority registration. However, private property is not a type of operating authority registration.**

50. For motor carriers applying for an intrastate USDOT Number, is there any application cost? **No fees will be charged by FMCSA for intrastate numbers, with the exception of intrastate HMSP carriers.**
51. Applicants seeking only broker authority don't pay the new safety registration fee, right? Is anyone else exempt from the fee? **Correct, brokers are not subject to safety registration requirements. Similarly, freight forwarders are not subject to safety registration unless they also operate commercial vehicles.**
52. Will farmers have to pay the registration fee? **Yes, new farmers and other interstate carriers, private or exempt for-hire will have to pay \$300 for safety registration starting 9/30/2016.**
53. Please define operating authority; is a carrier applying for a USDOT number currently required to have operating authority therefore paying \$300.00? **No, USDOT numbers/safety registration will be free until 9/30/2016. Operating authority is only necessary for nonexempt for-hire carriers, not private carriers.**
54. As of September 30, 2016, what will be the fee to obtain a Hazardous Materials Safety Permit? **There is no fee for HMSPs. However, new interstate and intrastate carriers who do not yet have a USDOT number and are seeking an HMSP will have to pay \$300 for safety registration. Intrastate HMSP carriers are the only type of intrastate carrier that is subject to the URS and the \$300 fee for safety registration.**
55. Will fees continue to be non-refundable? Example, carrier meant to apply as intrastate but selected interstate instead. **Yes all fees are non-refundable.**
56. Why does the safety registration fee match the fee for authority? Doesn't this make it difficult for carriers to differentiate between the two? **FMCSA charges a standard \$300 fee for each of the 23 different registrations it issues.**

Insurance and BOC-3:

57. If I haul hazmat but don't placard, (we keep the load under 1000 pounds) do we have to have insurance on file with FMCSA? **As of 9/30/2016, all for-hire (both exempt and non-exempt) and private carriers that transport Hazardous Materials (HM) in interstate commerce, as well as property brokers and freight forwarders will be required to file evidence of financial responsibility to obtain registration (safety and/or operating registration) and a USDOT Number. [Private non-HM carriers are not required to file insurance under this rule.] https://ask.fmcsa.dot.gov/app/answers/detail/a_id/398/kw/hazardous**
58. For insurance filings, are only HM carriers transporting placardable quantities of HM required to file? Or a carrier that transports any quantity of HM? **The standards for who is considered an HM carrier will not change.**
59. Will private, non-HM carriers have to make insurance filings or only private, HM carriers? **No. As of 9/30/2016, all for-hire (both exempt and non-exempt) and private carriers that transport Hazardous Materials (HM) in interstate commerce, as well as property brokers and freight forwarders will be required to file evidence of financial responsibility to obtain registration (safety and/or operating registration) and a USDOT Number. [Private non-HM carriers are not required to file insurance under this rule.] https://ask.fmcsa.dot.gov/app/answers/detail/a_id/398/kw/hazardous**
60. Will insurance filings be made online as well? BOC-3? **Yes. Until 9/30/2016, the current method for these filings will continue; after that, insurance companies and blanket process agents will use URS.**
61. How soon can the insurance filing be made for what is now an exempt for-hire motor carrier. **The requirement for existing private HM carriers and exempt for-hire carriers to make**

insurance filings will take effect 9/30/2016. These insurance filings are required to be made by 12/31/2016. 9/30/2016 is the soonest they can make those filings and 12/31/2016 is the latest.

62. All for-hire motor carriers must have an insurance filing made by the end of 2017? Between 9/30/2016 and 12/31/2016, all for-hire (both exempt and non-exempt) and private carriers that transport Hazardous Materials (HM) in interstate commerce, as well as property brokers and freight forwarders will be required to file evidence of financial responsibility to obtain registration (safety and/or operating registration) and a USDOT Number. [Private non-HM carriers are not required to file insurance under this rule.]
https://ask.fmcsa.dot.gov/app/answers/detail/a_id/398/kw/hazardous
63. Will farmers operating INTERSTATE need a process agent? Yes.
64. How do interested folks apply for being a process agent? Send an email to mc-ecc.comments@dot.gov requesting the application package.
65. Who files the BOC-3? Either the applicant or process agent, on behalf of the applicant, can file Form BOC-3 (Designation of Process Agents) with the FMCSA.
https://ask.fmcsa.dot.gov/app/answers/detail/a_id/114/kw/boc-3
66. My registration with FMCSA is subject to a surety bond form BMC-84. (\$75,000 to be precise) Any changes on this? No. See the insurance requirements web page for more information:
<https://www.fmcsa.dot.gov/registration/insurance-requirements>
67. Is it the motor carrier's responsibility or insurance company's responsibility to update insurance information annually? If insurance company, do I need their representative involved with this training? Insurance filings must be made by the insurance company, not an agent, the carrier, etc. However, the carrier should monitor their records to make sure this is done in a timely manner.
68. Where can I find more information about the BOC-3 form and the safety registration requirements? See https://ask.fmcsa.dot.gov/app/answers/detail/a_id/114 and <https://www.fmcsa.dot.gov/registration/do-i-need-usdot-number>
69. Are you saying if the insurance information doesn't change, we will not have to provide proof of insurance each year? Motor carriers requiring insurance must maintain an active policy and coverage with their insurance carriers.
70. Does FMCSA have any way to hold insurance companies accountable for notifying them of cancellations? No.
71. Re: the URS Timeline Slide: what system will generate notification letters to existing carriers informing them to have their insurance filings completed (for those that are applicable)? Before 9/30/16, the current system will continue. From that date on, they will be generated by URS.
72. For those that do not have their insurance filing completed by 12/31/16, what type of enforcement action will be taken? An entity's USDOT number will be deactivated and their registration suspended.
73. Will landscape and building contractors who haul their own equipment across state lines fall into the definition of private hazmat carriers? The standards for what constitutes an HM carrier will not change. Please see <http://www.fmcsa.dot.gov/regulations/hazardous-materials>.
74. In the transition period how will insurance filings be made? Old carriers still have MC#s but new carriers will not. Will filings be made in the same site? If so, how will L&I be modified, and if not, where will they be made? You will continue to use the same site until you can start processing them via URS on 9/30/2016.

75. I am not clear as to FMCSA's intent is regarding the BOC-3 filing beginning Sept. 30, 2016. In some places, the rules would appear to give new applicants up to 90 days to file through a blanket service unless the applicant chooses to designate its own agents. In other places, it sounds as if FMCSA intends to require a designation at the time of the filing of the authority. Can you clarify? **New applicants will file using URS, while existing entities will use the current system until 9/30/16. After that date, existing entities will have until December 31, 2016 to make their filings. New applicants will have 90 days to have a blanket agent file a BOC-3 on their behalf. No registration will be granted until the BOC-3 is filed. If the BOC-3 is not filed within 90 days, then the application will be rejected with no refund.**
76. Could an existing private or exempt carrier file BOC-3 before Sept. 30, 2016, if it wanted to for some reason? **Unfortunately, until the IT systems are deployed on September 30, 2016 they will not be able to file the BOC-3.**
77. Does the BOC-3 filing requirement apply to Intrastate-only carriers? **No, it will only apply to interstate companies.**
78. Beginning Sept. 30, 2016, will applicants planning to use a blanket service for BOC-3 filings be able to simply declare that they will use a blanket service and file later? **New applications will have to declare and file a BOC-3 with FMCSA prior to safety or operating authority registrations being granted by the Agency. Applicants will not have to designate their process agent during the initial registration application.**
79. How will the computer-to-computer insurance filing process change for those who do not enter filings for their insureds on the website but rather send them via batch FTP? **Effective September 30, 2016, computer-to-computer filings will be completed with new transaction set data files where the USDOT number will be the sole identifier and the docket numbers (MC, FF, MX numbers) will no longer be used.**

Intrastate Carriers:

80. You mentioned that the new online process will be for new INTRASTATE carriers. Does the same apply for new INTERSTATE carries? **Yes.**
81. If I currently have a USDOT number and operate intrastate only, if I apply to operate in interstate service and update in the URS, will I be subject to a new entry audit? **The requirements for who goes through the New Entrant program will not change: <https://www.fmcsa.dot.gov/safety/new-entrant-safety-assurance-program>**
82. As of December 12, 2015 will new intrastate carriers have to register themselves online? The state or field office can no longer do this through MCMIS after that date? **That is correct. After 12/12/15, new applicants will need to register online using the new URS application, and after 9/30/16, everyone will be using it for updates, etc.**
83. If an intrastate carrier does not pay a fee for the USDOT number and this company crosses a state line how do we handle this? **The current procedures/penalties for operating in interstate commerce without a USDOT number or an intrastate only USDOT number will not change.**
84. If an intrastate carrier purchases a vehicle out of state and needs to bring that vehicle home, will he still need a USDOT number for that one movement? If yes, will it cost him \$300? **Yes, and the fee will also apply as of 9/30/2016.**
85. As of September 2016 will carriers in all 50 states require a USDOT number if listed as intrastate or just the current 33 states? **Just the 33 states. Intrastate carriers should verify with their States to determine if intrastate registration is required by that State.**
86. Can a new carrier get a USDOT# in January 2016 using an MCSA-1 then turn around in February and do an update using an MCS-150 to change their operation to intrastate? **Yes**

once they have submitted their new applications if an update is required the carrier would use the current process for updating their information until 9/30/2016.

MX/NNA Carriers:

- 87. Will the MX number be discontinued after 9/30/2016? **Yes for all MX carriers.**
- 88. Under URS, can a Mexico-domiciled company (commercial zone) update its information online after it is issued a USDOT # and MX #? **Yes, as of September 30, 2016.**

Reinstating/Reactivating/Reapplying:

- 89. When a name change or reinstatement is in process does the FMCSA notify carriers if there are issues on the updating: via email or phone or letter? **FMCSA attempts to contact the carriers via whatever contact methods are available.**

Training/Education:

- 90. How do we get a copy of materials presented? **Links to URS webinars are available at www.fmcsa.dot.gov/urs.**
- 91. How can industry find information on future scheduled URS webinars? **Check the FMCSA homepage regularly and send your contact information to the FMCSA registration office staff requesting to be added to the webinar email list.**
- 92. Will a mass mailing be sent out to the carriers telling them about URS and all the changes, etc.? If so, will the field offices see the letter(s) beforehand so that when the carriers call we have some knowledge what they are talking about? **Yes and yes.**
- 93. What is the website to access for all the information regarding URS? **www.fmcsa.dot.gov/urs**

UCR and URS:

- 94. Why are UCR and URS separate? Aren't they the same/similar? **No. For information on the UCR, please see <https://www.fmcsa.dot.gov/faq/what-unified-carrier-registration-ucr-system-and-how-do-i-sign>**
- 95. There seems to be a lot of confusion in the industry between UCR and URS. Have you considered trying a different name for URS that is not so close to UCR to limit the federal alphabet speak confusion? **No, there are no plans to change the name.**

ALL INT Vetting Process/New Entrant:

- 96. The question is who would handle the notification of the vetted motor carrier the Field office or the vetting team? **Currently, when the carrier passes the vetting process, they are notified via the standard grant letter from FMCSA HQ.**
- 97. Will a Division office be alerted of high-risk or suspected reincarnated carriers that are applying for a USDOT? **It is anticipated that further information from the Division office may be requested from the Office of Registration and Safety Information.**
- 98. How will URS identify possible reincarnated carriers? What is URS going to do with carriers that have been identified as reincarnated carriers? **A new internal system has been designed to systematically screen the application for potential reincarnated carriers. Based on the**

requirements of the algorithm, if there is a match, the system will refer it to the Office of Registration and Safety Information.

99. If a reincarnation is suspected, will the carrier be required to prove satisfactorily that they are not reincarnated, or will the suspected reincarnation be vetted and require division investigation? All operating authority registration will proceed with the normal protest periods and if necessary vetting as it does today. It is anticipated that further information from the Division office may be required from the Office of Registration and Licensing.
100. Are there any projected impacts to the New Entrant Safety Assurance Program? No impacts are expected at this time.