# **29 DEPARTMENT OF THE SECRETARY OF STATE**

**250 BUREAU OF MOTOR VEHICLES**

**Chapter 171: THE ADMINISTRATION OF THE UNIFIED CARRIER REGISTRATION AGREEMENT**

**SUMMARY**: This chapter outlines the procedures and standards governing Maine's participation in the Unified Carrier Registration Agreement pursuant to Title 29-A M.R.S.A. §551.

**SECTION 1. DEFINITIONS**

1. BASE STATE: means the state where the registrant is required or elects, according to a hierarchical set of rules adopted by the UCR Board, to register and pay UCR fees.

2. BOARD: means the Board of Directors of the UCR Plan.

3. BROKER: means a person, other than a motor carrier or an employee or agent of a motor carrier, that as a principal or agent sells, offers for sale, negotiates for, or holds itself out by solicitation, advertisement, or otherwise as selling, providing, or arranging for, transportation by motor carrier for compensation.

4. BUREAU: means the Bureau of Motor Vehicles.

5. COMMERCIAL MOTOR VEHICLE (see 49 U.S.C. §31101): means a self-propelled vehicle used on the highways in commerce principally to transport passengers or cargo, if the vehicle:

A. Has a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of at least 10,001 pounds, whichever is greater;

B. Iis designed to transport more than 10 passengers including the driver; or

C. Iis used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. §5103 and transported in a quantity requiring placarding under regulations prescribed by the Secretary.

6. FMCSA: means the Federal Motor Carrier Safety Administration, an agency within the USDOT.

7. FREIGHT FORWARDER: means a person holding itself out to the general public (other than as a pipeline, rail, motor, or water carrier) to provide transportation of property for compensation and in the ordinary course of its business:

A. Assembles and consolidates, or provides for assembling and consolidating, shipments and performs or provides for break-bulk and distribution operations of the shipments;

B. Assumes responsibility for the transportation from the place of receipt to the place of destination; and

C. Uses for any part of the transportation a carrier subject to 49 U.S.C. Subtitle IV.

8. GROSS WEIGHT (GW): means the weight in pounds of an empty vehicle or axle plus the weight of the maximum load to be carried by the vehicle or axle.

9. GROSS VEHICLE WEIGHT (GVW): means the actual total weight of the vehicle and load.

10. GROSS VEHICLE WEIGHT RATING (GVWR): means the weight of the vehicle and load as determined by the final-stage manufacturer, as the rating appears on the vehicle.

11. INTERSTATE COMMERCE: means trade, traffic, or transportation in the United States between:

A. A place in a state and a place outside of such state (including a place outside of the United States);

B. Two places in a state through another state or a place outside of the United States; or

C. Two places in a state as part of trade, traffic, or transportation originating or terminating outside the state or the United States.

12. INTRASTATE COMMERCE: means any trade, traffic, or transportation in any state that is not described in the term "interstate commerce" and is conducted wholly within a state.

13. LEASING COMPANY: means a lessor engaged in the business of leasing or renting for compensation motor vehicles they own without drivers to a motor carrier, motor private carrier, or freight forwarder.

14. LONG-TERM LEASE: means a lease agreement with a lease term greater than 30 days.

15. MOTOR CARRIER: means a person providing motor vehicle transportation of property or passengers for compensation (for-hire).

16. MOTOR PRIVATE CARRIER: means a person, other than a motor carrier, transporting property by motor vehicle when:

A. The transportation is as provided in 49 U.S.C. §13501;

B. The person is the owner, lessee, or bailee of the property being transported; and

C. The property is being transported for sale, lease, rent, or bailment or to further a commercial enterprise.

17. MOTOR VEHICLE: means any vehicle, machine, tractor, trailer, or semi trailer propelled or drawn by mechanical power and used upon the highways in the transportation of passengers or property, or any combination thereof determined by the FMCSA, but does not include any vehicle, locomotive, or car operated exclusively on a rail or rails, or a trolley bus operated by electric power derived from a fixed overhead wire, furnishing local passenger transportation similar to street-railway service.

18. PARTICIPATING STATE: means a state that has complied with the requirements of Subsection (e) of 49 U.S.C. §14504a filing with the USDOT Secretary its plan for UCRA administration and that has not withdrawn from the UCR Plan. An active list of participating states may be found at <http://www.maine.gov/sos/bmv/commercial/UCR.htm> .

19. PERSON: means a natural person or business entity such as an individual, firm, corporation, partnership, or limited liability company or any other legal or commercial entity.

20. PRINCIPAL PLACE OF BUSINESS: means a single office or terminal designated by the company to serve as the motor carrier’s, motor private carrier’s, broker’s, leasing company’s, or freight forwarder’s principal place of business. The principal place of business must be a location where the company is engaged in business operations and where it maintains or can make available its business and safety records. A company may not designate as its principal place of business any location where the company is not engaged in business operations related to the transportation of persons or property. The following may not be designated a principal place of business:

A. Post office box centers or commercial courier service establishments that receive and hold mail or packages for third party pickup;

B. Offices of a consultant, service agent, or attorney when the registrant is not engaged in operations related to the transportation of persons or property at that location.

21. REGISTRANT: means a motor carrier, motor private carrier, broker, leasing company, or freight forwarder.

22. REGISTRATION YEAR: means a calendar year.

23. REGISTRATION PERIOD: means, with respect to a registration year, the period of time that registrations can be submitted for the upcoming registration year. This registration period is August 1 through December 31 of the immediately preceding year, or the date the UCR Board authorizes the participating states to begin sending their UCR renewal notices, whichever is later.

24. SAFER: means FMCSA's Safety and Fitness Electronic Records System database.

25. SECRETARY: means the Secretary of the USDOT.

26. STATE: means a state of the United States or the District of Columbia.

27. UNIFIED CARRIER REGISTRATION (UCR): means the act of filing and paying required fees to be in compliance with the Unified Carrier Registration Agreement.

28. UNIFIED CARRIER REGISTRATION AGREEMENT (UCR AGREEMENT OR UCRA): means the interstate agreement developed under the UCR Plan governing the collection and distribution of registration information and UCR fees paid by motor carriers, motor private carriers, brokers, freight forwarders, and leasing companies pursuant to 49 U.S.C. §14504a.

29. UNIFIED CARRIER REGISTRATION FORM (UCR FORM): means the application form approved by the UCR Board for the submission of required UCR registration information as modified by the state of Maine for the specific use of registrants basing in Maine.

30. UNIFIED CARRIER REGISTRATION FEES: means the fees determined by the Secretary based upon recommendation by the Board.

31. UNIFIED CARRIER REGISTRATION PLAN (UCR PLAN): means the organization of state, federal, and industry representatives responsible for developing, implementing, and administering the UCR Agreement.

32. UNIFIED CARRIER REGISTRATION SYSTEM (URS): means the federal registration system established by 49 U.S.C. §13908.

33. U.S.C.: means the United States Code.

34. USDOT: means the United States Department of Transportation.

35. VEHICLE REGISTRATION: means the registration of any commercial motor vehicle under the International Registration Plan (IRP) as defined in 49 U.S.C. §31701 or any other registration law or regulation of a state or foreign country.

**SECTION 2. SYNOPSIS**

1. This rule establishes and defines Maine’s participation in the Unified Carrier Registration Agreement (UCRA). The UCRA was established by federal law in the UCR Act, which is part of the federal highway reauthorization bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users ("SAFETEA-LU"), Public Law 109-59, enacted August 10, 2005. The purpose of the Act is to provide uniform national standards for registration and identification for motor carriers, motor private carriers, freight forwarders, leasing companies, and brokers and to make safety related information on all carriers, etc. available to the states, the motor carrier industry, and the public. The provisions of the UCRA are set forth in section 4305 of the UCR Act, which enacted section14504a as a new section in 49 U.S.C. The UCRA is the interstate agreement developed under the UCR Plan; it is a base-state system administered by federal and state governments and by the motor carrier industry for the collection and distribution of registration information and fees ("UCR fees") levied on motor carriers and related entities.

**SECTION 3. COMMUNICATIONS**

1. All written communications and documents should be addressed to the “Bureau of Motor Vehicles, Motor Carrier Services – UCR, 29 State House Station, Augusta, Maine, 04333-0029.”

2. All communications and documents are deemed to be officially received when delivered to the Operating Authority Unit at the Bureau of Motor Vehicles’ Main Office in Augusta, Maine.

3. The contact information for the Operating Authority Unit regarding UCR is as follows:

A. Telephone: (207) 624-9000 ext. 52131

B. Fax: (207) 622-5332

C. Email: [ucr@maine.gov](mailto:ucr@maine.gov)

D. Online information: <http://www.maine.gov/sos/bmv/commercial/UCR.htm>

**SECTION 4. REMITTANCES**

1. Remittances must be in the form of a personal check, money order, bank draft, or credit card (please see restrictions below). Money orders and checks should be made payable to the Maine Secretary of State.

2. Personal checks will be accepted subject to collection.

3. The Bureau will accept a VISA or MasterCard payment. Credit cards issued by other vendors can only be accepted if processed through a third party vendor (ComChek). Transactions processed through the third party vendor will incur a processing fee.

4. All remittances must be in U.S. currency.

5. Remittances in currency are wholly at the risk of the remitter. The Bureau assumes no responsibility for any loss of currency sent by mail.

6. In the event that a UCR registrant’s check is returned for insufficient funds or for any other reason, the registrant’s right to operate commercial vehicles in the state of Maine will be suspended. The Operating Authority Unit will not accept any additional applications until the registrant has completely satisfied the delinquency and associated reinstatement fees, treasury fees and other applicable service fees by credit card or bank/cashiers check.

7. A UCR registrant who has had a check returned for any reason will be required to pay all subsequent UCR fees with certified funds.

**SECTION 5. LEGAL NAME AND ADDRESS**

1. Federal Identification Numbers (FID’s) will be used to identify and track all UCR registrants. Such numbers may include a registrant’s Social Security Number (SSN), Federal Employer Identification Number (FEIN), USDOT Number, Motor Carrier Number (MC Number), or Freight Forwarder Number (FF Number). The Social Security Number may be used for an individual applicant or registrant.

2. UCR registrants must provide their full legal name as filed with the United States Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA).

3. The legal name as listed on the UCR Registration Form must be consistent with the legal name provided on other applications for motor carrier credentials as well as with any applicable corporate filing. The applicant may be required to rectify any legal name discrepancies before the UCR registration will be processed.

4. UCR registrants must provide a phone number and both a principal place of business address and a mailing address. If the address is a rural route, the applicant must include a box number.

5. All address and contact information must be consistent with the applicant's current information on FMCSA's Motor Carrier Management Information System (MCMIS), Licensing and Insurance (L&I), or other federal databases. The applicant may be required to correct or update FMCSA data before the UCR registration will be processed.

6. A UCR Registration Form without sufficient name, address, or contact information may be returned to the applicant for completion prior to processing the application.

**SECTION 6. NAME AND ADDRESS CHANGES**

1. **Name Change**

A. Any name change will require a written notification within 30 days of the change.

B. A registrant that is not a Motor Carrier or a Motor Private Carrier may report a name change by submitting a Motor Carrier Services Account Change Form or written notice to the Operating Authority Unit. Motor carriers and motor private carriers must either submit an updated Form MCS-150 to reflect the new address or update the federal census information online in lieu of submitting the Form MCS-150.

C. A registrant may change their name from an individual to a newly formed corporation provided there is no change in ownership or control of the company.

D. A supplemental UCRfiling is not required for any name change after the beginning of the registration year.

E. A registrant must notify the Operating Authority Unit of any change in ownership that requires a new USDOT Number to be issued. The new entity must register and pay UCR fees as a new operation.

2. **Address Change**

A. A registrant must report any changes to its principal place of business or mailing address within 30 days of the change.

B. A registrant that is not a Motor Carrier or a Motor Private Carrier may report an address change by submitting a Motor Carrier Services Account Change Form or written notice to the Operating Authority Unit. Motor carriers and motor private carriers must either submit an updated Form MCS-150 to reflect the new address or update the federal census information online in lieu of submitting the Form MCS-150.

C. A supplemental UCR filing is not required for any address change after the beginning of the registration year.

**SECTION 7. ENTITIES SUBJECT TO THE UCRA (UCR REGISTRANTS)**

1. The UCRA requires all motor carriers of property and passengers and motor private carriers transporting property that are required to register with the United States Department of Transportation (USDOT) as well as brokers, freight forwarders, and leasing companies to pay UCR fees.

A. A motor carrier or motor private carrier is required to register with the USDOT if it operates a self-propelled vehicle in interstate commerce when the vehicle:

(1) Has a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of at least 10,001 pounds, whichever is greater;

(2) Is designed or used to transport more than eight passengers (including the driver) for compensation; or

(3) Is used to transport hazardous material as defined in 49 U.S.C. §5103 in a quantity requiring placarding under regulations prescribed by the Secretary of Transportation.

2. There are two entities that are not subject to UCR registration and fee requirements:

A. Purely intrastate carriers, that is, those carriers that do not handle interstate freight or make interstate movements; and

B. Motor private carriers transporting only passengers.

**SECTION 8. REGISTRANT'S BASE STATE**

1. The UCRA is a base-state system, under which a UCR registrant pays UCR fees through its base state on behalf of all participating states. A UCR registrant shall determine whether or not it may select Maine as its base state using the following hierarchy:

A. If a registrant's principal place of business is located in Maine, then the registrant must elect to base in Maine; else

B. If a registrant's principal place of business is located in another participating state, then the registrant must elect to base in that state; else

C. If a registrant's principal place of business is not located in a participating state, but the registrant has an office or operating facility in one or more participating states, then the registrant must elect to base in one of those states as follows:

(1) If the registrant has an office or operating facility only in Maine, then the registrant must elect to base in Maine;

(2) If the registrant has an office or operating facility in only one participating state other than Maine, then the registrant must elect to base in that state;

(3) If the registrant has an office or operating facility in Maine and one or more other participating states, then the registrant must elect to base either in Maine or one of the other states;

(4) If the registrant has an office or operating facility in multiple participating states, none of which are Maine, then the registrant must elect to base in one of those states; else

D. If a registrant cannot select Maine or any other participating state as its base state under A through C above, then the registrant may elect to base in Maine if:

(1) Maine is the closest participating state to its principle place of business; or

(2) The registrant's principal place of business is located in the District of Columbia, Maryland, New Jersey, Vermont, or the Canadian Provinces of Ontario, New Brunswick, Newfoundland, Nova Scotia, Prince Edward Island, or Quebec; else

E. The registrant cannot base in Maine.

2. The state of Maine will not accept any UCR application or fees from a registrant that is not qualified to base in Maine as determined by the hierarchical criteria above.

3. UCR registrants that are not qualified to base in Maine should consult the UCR Instruction Sheet at <http://www.maine.gov/sos/bmv/commercial/UCR.htm>for guidance in selecting a base state.

**SECTION 9. CHANGE IN BASE STATE**

1. Once a registrant has selected Maine as its base state the registrant may only change its base state under one of the following conditions:

A. If a registrant relocates its principal place of business from Maine to another participating state, the registrant must select the new participating state as its base state effective with the next registration year following the change in location;

B. If the state in which the registrant's principle place of business is located becomes a participating state, the registrant must select that state as its base state effective with the first registration year in which the state becomes a participating state;

C. When a Maine based registrant with an office or operating facility in Maine, but not its principal place of business, establishes an office or operating facility in a participating state other than Maine, the registrant may elect to base in the participating state in which the new office or operating facility is located effective with the next registration year; or

D. When a Maine based registrant without a principal place of business, office, or operating facility in Maine establishes a principal place of business, office, or operating facility in a participating state other than Maine, the registrant must select the participating state as its base state effective with the next registration year.

**SECTION 10. ANNUAL FILING**

1. All entities subject to the UCRA must submit an annual filing of information required under the UCRA and pay all UCR fees.

2. A person subject to the UCRA must register with its base state prior to operating a commercial motor vehicle in interstate commerce.

3. The registration period for a registration year begins on August 1 of the calendar year immediately proceeding the registration year or on the date the UCR Board authorizes the participating states to begin sending their UCR renewal notices, whichever is later.

4. The submission of a completed Unified Carrier Registration Form (UCR Form) and the payment of UCR fees will be considered timely if both are submitted to the state of Maine on or before December 31 of the calendar year immediately prior to the UCRA registration year for which registration is sought. The Bureau cannot guarantee that submissions, except for those transacted online, received after December 20 will be processed in time to submit compliance data to SAFER by midnight, December 31.

5. For registrants based in Maine an electronic submission is considered timely filed if the registration and fee payment is successfully transacted through a national, regional, or state of Maine electronic system on or before December 31 of the calendar year immediately prior to the UCR registration year for which registration is sought. Maine must be identified as the base state in the electronic filing.

6. Only one annual filing is required of the registrant. The registrant is not required to make any additional or supplemental filings during the registration year for the addition or deletion of any commercial motor vehicles in the registrant's fleet.

7. An annual filing shall be considered complete if:

A. The Operating Authority Unit, after review of the information submitted on the UCR Form, determines the registrant has complied with the requirements of the UCRA; and

B. The registrant has paid the required UCR fee and if applicable any restoration fees due to the Maine Secretary of State.

**SECTION 11. UCR FORM**

1. The UCR Form and instructions for the current and renewal registration years can be found at <http://www.maine.gov/sos/bmv/commercial/UCR.htm>.The Operating Authority Unit will mail a UCR renewal notice to all UCR registrants based in Maine 90 days immediately proceeding the renewal registration year.

2. Information gathered on the UCR Form is required under the UCRA and by participating UCR states to verify compliance with the UCRA.

3. **General Information (UCR Form Section 1)**

A. The registrant must provide at least one of the following or the registration will be rejected: USDOT Number, Motor Carrier Number (MC Number), or Freight Forwarder (FF Number).

B. The Legal Name, DBA Name, Principal Place of Business Address, and Mailing Address should be identical to what was reported on the registrant's last MCS-150. If any information has changed since the registrant's last MCS-150 update, the registrant should either submit a new MCS-150 to reflect the changes or update its MCS-150 online at <http://www.safer.fmcsa.dot.gov>.

C. The registrant is not required to provide a fax number or email address but is encouraged to do so. An email confirmation and electronic receipt will be sent to all registrants that have provided an email address.

4. **Registrant Classification (UCR Form Section 2)**

A. The registrant must check all classifications that apply from the following: motor carrier, motor private carrier, broker, leasing company, and freight forwarder.

5. **Number of Commercial Motor Vehicles Owned or Operated (UCR Form Section 4)**

A. A motor carrier or motor private carrier has two options for reporting the number of commercial motor vehicles for purposes of determining UCR fees:

(1) **Option A** - use the number of commercial motor vehicles reported on the most recent MCS-150 filed with the FMCSA; or

(2) **Option B** - use the total number of commercial motor vehicles owned or operated under a long-term lease for the 12-month period ending on June 30 of the calendar year immediately prior to the UCRA registration year for which registration is sought.

B. If a motor carrier or motor private carrier elects Option B above and the reported vehicle count results in a fee bracket (See Section 12) with a lower fee than if the carrier had elected Option A above, then the carrier must keep a list of all vehicles covered by the UCR registration. The vehicle information shall be submitted to the Operating Authority Unit upon request using Form UCR-2. The form is available online at <http://www.maine.gov/sos/bmv/commercial/UCR.htm>.

C. The number of commercial motor vehicles reported on the motor carrier’s or private motor carrier’s most recent MCS-150 form (Option A) or the total number of commercial motor vehicles owned and operated for the 12-month period ending June 30 of the year immediately prior to the year for which UCR registration is made (Option B) is reported on Section 4, Line 1. The total number of straight trucks and truck tractors is entered on Line 1, Column A of the form and the total number of motor coaches, school buses, mini-buses, vans, and limousines is entered on Line 1, Column C of the form.

(1) Under a long-term lease the carrier (lessee), not the leasing company (lessor), is responsible for filing the UCR application. The leased vehicles are included in the carrier’s vehicle count.

(2) A commercial motor vehicle that is operated by a registrant under a lease of 30 days or less should not be included in the commercial motor vehicle count.

D. Section 4, Line 2 of the form is used to report the number of motor vehicles that should be subtracted from the total commercial motor vehicles reported on Line 1 to arrive at the total number of vehicles for purposes of determining UCR fees.

(1) Line 2(A): this line is used to subtract the number of vehicles reported on Line 1, Column C that have a vehicle capacity of 10 or less passengers, including the driver.

(2) Line 2(B): motor carriers and motor private carriers may elect to exclude the number of motor vehicles, reported in Line 1, Column A, that are owned or leased and used exclusively in the intrastate transportation of property, waste, or recyclable material.

(a) The registrant must keep a list of all vehicles subtracted under this option. The vehicle information shall be submitted to the Operating Authority Unit upon request using Form UCR-1. The form is available online at <http://www.maine.gov/sos/bmv/commercial/UCR.htm>.

E. Section 4, Line 3 of the form is used to report the number of commercial vehicles the registrant elects to add to the total commercial motor vehicles reported on Line 1 to arrive at the total number of vehicles for purposes of determining UCR fees.

(1) Line 3(A): this line is used at the option of the registrant to add the number of commercial motor vehicles owned and operating exclusively in intrastate commerce provided they were not reported on Line 1.

(2) Line 3(B): this line is used at the option of the registrant to add the number of motor vehicles used in interstate or intrastate commerce to transport passengers or property for compensation that have a GVWR or GVW of 10,000 pounds or less, or a passenger capacity of 10 or less, including the driver.

6. **Fees Due (UCR Form Section 3 and 6)**

A. Brokers and freight forwarders not operating commercial motor vehicles, and leasing companies that are not a motor carrier, pay the UCR fee at the lowest bracket level for the registration year.

B. A broker, freight forwarder, or leasing company who is also a motor carrier or motor private carrier must pay the UCR fee at the bracket level that is applicable to the number of commercial motor vehicles owned or operated.

7. **Certification (UCR Form Section 7)**

A. All UCR Forms must be signed and dated.

(1) Anyone signing a UCR Form must also disclose their position title in which is vested the authority to sign the application.

(2) If the registrant is an individual, the application must be signed by the registrant.

(3) If the registrant is a corporation, the UCR Form must be signed by a corporate officer or an employee duly authorized to act in an administrative capacity on behalf of the corporation.

(4) Notwithstanding the above, an authorized agent exercising power of attorney may sign on behalf of a registrant. The copy of the document authorizing the power of attorney must be on file with the Operating Authority Unit.

**SECTION 12. UCR FEES**

1. The UCR Act mandates how UCR fees are established.

A. Each calendar year the UCR Board submits a recommendation to the USDOT Secretary regarding the level of UCR fees for the next calendar year. In making its recommendation the Board considers the number of states participating in the UCRA, the aggregate of participating state entitlements and required administrative costs, how many entities are subject to the UCRA, how many commercial motor vehicles are operated by such entities, and the optimum fee structure to collect the calculated revenue.

B. The USDOT Secretary has 90 days to set the fees for the next calendar year. This process requires formal notice and opportunity for public comment.

C. UCR fees may need to be reset to accommodate revenue collections that either exceed or do not meet target expectations as well as changes in the number of participating states, the number of entities subject to UCR, or their fleet sizes. When resetting fees is necessary the Board will recommend the new fees and the USDOT Secretary will set them pursuant to federal rulemaking.

2. UCR per-carrier fees are based on the number of commercial motor vehicles owned or operated by a motor carrier or motor private carrier. There are six carrier fee brackets based on fleet size. Each carrier bracket is assigned a fee as set by the USDOT Secretary. UCR fees are progressive in that the fees per carrier increase as fleet size increases.

3. The UCR Fee Schedule for the current calendar year can be found at <http://www.maine.gov/sos/bmv/commercial/UCR.htm>.

4. UCR fees are not prorated for partial year operation.

**SECTION 13. PAYMENT OF FEES**

1. Registrants based in Maine must pay all UCR fees to the state of Maine.

2. For registrants based in Maine an electronic payment is considered timely if the payment is transacted through a national, regional, or state of Maine electronic system on or before December 31 of the calendar year immediately preceding the registration year for which registration is sought.

**SECTION 14. REFUNDS**

1. The Operating Authority Unit will not issue a refund of UCR fees for any reason after the start of the UCR registration year.

2. Upon written request the Operating Authority Unit will issue a refund of UCR fees paid by a registrant that ceases operation prior to the start of the UCR registration year for which the fees were paid. The refund request must be received by the Operating Authority Unit prior to the start of the registration year.

**SECTION 15. NOTIFICATION OF UCRA COMPLIANCE**

1. There is no UCRA credential requirement. The Operating Authority Unit does not issue any credential upon the successful completion of a UCR filing.

2. A registrant is not required to display any documentation of UCRAcompliance in or on any motor vehicle.

3. The Operating Authority Unit may issue a confirmation to registrants found to be in compliance with the requirements of the UCRA. The confirmation may take the form of an electronic notification, payment receipt, or letter. The confirmation notice is not required to be displayed in or on any motor vehicle.

4. The state of Maine sends UCR compliance data to FMCSA periodically throughout the day. Registrants and state registration and law enforcement personnel can verify compliance by accessing FMCSA's SAFER website at <http://safer.fmcsa.dot.gov> and clicking on the Unified Carrier Registration (UCR) link. Compliance data can be queried by USDOT Number, MC Number, or FF Number.

**SECTION 16. FINANCIAL RESPONSIBILITY**

1. Verification of financial responsibility information is not part of the registration process under the UCRA.

2. Under the UCR Act verification of financial responsibility information, which was a state charge prior to the act, is now the responsibility of FMCSA as part of the Unified Registration System.

3. Nothing in the UCRA prevents a state from enforcing its laws requiring liability coverage for any vehicle operating on a state's public ways.

**SECTION 17. BASE STATE RECORD KEEPING**

1. The Bureau must retain copies of all paper and electronic records submitted by registrants based in Maine. Such records shall include, but not be limited to, all UCR forms, correspondence, and payments.

2. UCR records may be maintained by the Bureau on paper, microfilm, microfiche, or any other computerized or condensed record storage system.

3. For UCR purposes such records must be maintained for a minimum period of three years and shall be made available upon the request of any participating state during the minimum retention period. The retention period for the state of Maine may equal or exceed the UCR retention period, but may not be less than the three year UCR retention period.

**SECTION 18. MOTOR CARRIER RECORD KEEPING**

1. A registrant must retain the UCR records upon which the annual applications and renewals are based for a period of three years from the due date or the filing date, whichever comes first, plus any time period included as a result of any state decisions or inquiries. The three year period is the current calendar year and the prior two calendar years.

2. The records may be kept on paper, microfilm, microfiche, or other computerized or condensed record storage system.

**SECTION 19. ENFORCEMENT**

1. Enforcement officials across the United States may detain vehicles operated in interstate commerce and subject them to UCR enforcement action.

2. Pursuant to 29-A M.R.S.A. §§ 551, 558 any motor carrier, motor private carrier, freight forwarder, broker, or leasing company who violates any provision of this rule chapter commits a traffic infraction for which a fine may be adjudged.

3. Pursuant to 29-A M.R.S.A. §154-A when a UCR fee, required to be collected by the Secretary of State, is not paid within 10 days after the mailing of notice, the Secretary of State may suspend all licenses, permits, certificates, and registrations of any person liable for the UCR fee.

4. The state of Maine may also conduct audits to ascertain whether or not the proper fees have been paid.

5. The Bureau may refuse to issue any credentials or permits to a person subject to the provisions of the UCRA that has not registered and paid UCR fees for the UCR registration year in which a credential or permit would become effective and if applicable any restoration fees due to the Maine Secretary of State.

**SECTION 20. ADOPT BY REFERENCE**

1. The Bureau adopts by reference the UCR Board's approved Unified Carrier Registration Agreement in effect on the adoption date of this Rule, and any subsequent approved revisions thereof.

**SECTION 21. SAVINGS CLAUSE**

1. Any procedure or requirement related to UCR registration, fees, or payments not covered in these rules shall be governed by the general rules and procedures of the Bureau of Motor Vehicles.

**SECTION 22. MUNICIPAL FISCAL IMPACT**

1. This rule will have no fiscal impact on Municipalities.

EFFECTIVE DATE:

October 1, 2008 – filing 2008-452

AMENDED:

February 25, 2013 – filing 2013-042

APAO WORD VERSION CONVERSION (IF NEEDED) AND ACCESSIBILITY CHECK: July 19, 2025