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DATE: May 4, 2006  
TO: Friends and Colleagues  
FROM: Tommy Ruke  
RE: Unified Registration System

Please see the attached article. The Unified Registration System we have been talking about has been delayed (no big surprise), but now at least the FMCSA has their own time frame, not one imposed on them.

There is still the question of replacing the dollars from the SSRS with new fees and what the fees should be.

We are looking into the status of the other provisions and will keep you informed.

MTR/maf

## *FMCSA Delays New System*

A delay by the Federal Motor Carrier Safety Administration in implementing a new carrier registration system could lead to a lapse in authority for states to assess the registration fees after Jan. 1, 2007, according to trucking industry officials.

The Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) directs FMCSA to replace three current identification and registration systems — the Department of Transportation number system, a commercial fleet registration system and a carrier financial responsibility system — with a single federal registration system.

Richard Schweitzer, general counsel for the National Private Truck Council, said the law specifies that the new regulations be published within one year of the bill's enactment on Aug. 10, 2005, with implementation by Jan. 1, 2007.

Since the law repeals authority for states to continue assessing fees under the current Single State Registration System as of Jan. 1, it may be necessary for Congress to extend current regulations for another 12 months until the new system is ready, said Bob Pitcher, vice president of state laws for American Trucking Associations.

"We're working with the states," Pitcher said. "There's a lot to do in a short time. I don't know if it all can be done."

A spokesman for FMCSA said the target date for publishing details of a new unified carrier registration program is June 29, 2007 with the deadline for comments Sept. 28, 2007.

The delay, the spokesman said, was necessary to work out details of a new fee schedule to replace about \$100 million currently paid by for-hire carriers based on the number of trucks they operate to about 39 states that participate in SSRS.

Under the new unified carrier registration program, both private and for-hire fleets must register with DOT and pay a graduated fee that is based on the number of vehicles in their fleet. Freight brokers and forwarders also must register and pay a fee.

— *Daniel P. Bearth*