

TRANSTRENDS

THE TRANSLAW GROUP, INC.

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IF YOU WISH TO END YOUR SUBSCRIPTION TO TRANSTRENDS, SIMPLY SEND AN EMAIL REQUESTING A CANCELLATION TO JBURNS@TRANSREGS.COM

THIS ISSUE IS LATE THIS MONTH BUT WE SHOULD BE BACK ON TRACK IN SEPTEMBER

RENEWAL TIME

TIME FOR CHANGES!



Beginning with September we will be entering the renewal period for IFTA, UCR and NYHUT. When you receive your notice simply email it to jburns@transregs.com and we will process accordingly.

There are some rather big changes happening with the MCS-150 and Federal Motor Carrier Safety Administration filings, which will fall under the new program that will commence with October 23, 2015.

What is the URS?: The Unified Registration System (URS) is a new electronic on-line registration system that will streamline and simplify the Federal Motor Carrier Safety Administration's (FMCSA) registration process and serve as a

clearinghouse and depository of information on all entities regulated by the Agency, including motor carriers, brokers, freight forwarders, intermodal equipment providers (IEPs), hazardous materials safety permit (HMSP) applicants/holders, and cargo tank manufacturing and repair facilities. The URS will combine multiple registration processes, information technology systems and forms into a single, electronic online registration process.

UCR: The Unified Carrier Registration (UCR) is a separate and distinct program. Please do not confuse the two regulatory items.

Who is required to comply with the URS rule?: This rule applies to all interstate motor carriers (private and for-hire motor carriers of passengers and freight), freight forwarders, brokers, IEPs, HMSP applicants/holders, and cargo tank manufacturing and repair facilities under FMCSA jurisdiction.

Effective Dates: There are two effective dates for this rule:

- On November 1, 2013, (1) the new enforcement provisions for failing to file biennial updates according to the schedule in 49 CFR 390.19(b)(2), and (2) a prohibition on operating with an inactive USDOT Number will take effect.
- On October 23, 2015, the Agency will require all entities registering or providing information to the Agency to do so through the URS electronic online registration process.

November 1, 2013: FMCSA set November 1, 2013 as the compliance date for the biennial update requirements because motor carriers are already required to update their registration information biennially under 49 CFR 390.19 and the information is very valuable to the Agency in carrying out its safety mission.

URS: The October 23, 2015 effective date to comply with the remaining URS requirements is to provide sufficient time for the Agency to launch the new URS website. Time will tell if the website is up and ready to go. There has been no indication from the FEDS that this part of the program is even ready for public view.

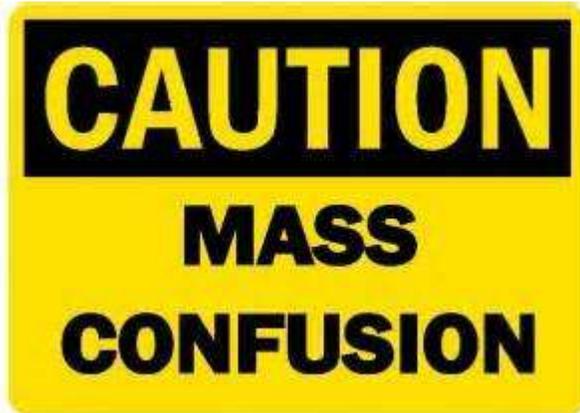
Benefits of the new URS rule: The new rule will streamline manual processes and combine several forms regulated entities are required to submit into one unified online registration process, thereby saving time and money for the industry and FMCSA. The Agency estimates that industry will see total savings of almost \$9 million from time and fees over a ten year period.

This rule will also improve the ability for FMCSA to locate small and medium-sized private and exempt for-hire motor carriers for enforcement action, because investigators will be able to work with designated process agents to locate and/or serve documents on hard-to-find motor carriers.

The bottom line is that the FEDS will have more control over regulated entities and this process will also help to eliminate reincarnated carriers or chameleon carriers as they are often called.

What it will mean to the average carrier, simply more paperwork!

**THIS IS WHY YOU CANNOT GET A STRAIGHT ANSWER
FROM A GOVERNMENT OFFICIAL**



The federal motor carrier safety administration clarifies its record check rule 12 years after first issuing a guidance that was faulty back in 2003.

In 2003, the Federal Motor Carrier Safety Administration issued an advisory that it would be perfectly fine for carriers to use a third-party notification provider to keep track of driver license records.

Unfortunately, the advisory opinion listed the name of only one company as an example, and that company was the New York City-based License Monitor, Inc. and the ruling seem to indicate that that was the only company that could provide such a service.

However, several years later, after several petitions, it was determined that the rule should be amended. However, it took until this past March, some 12 years later for the FEDS to come up with the correct wording that would indicate any number of different license check companies could provide the service. However, the new ruling, again, only mentioned one provider and that was the same New York City-based License Monitor, Inc.

The owner of License Monitor, Inc. Michael Garvey, who was a former police sergeant, founded License Monitor in 1999. In a tongue in cheek response he indicated that the Federal Motor Carrier Safety Administration has been his best advertisement. Not only did they recommend Garvey's company in 2003, making him look like the only source for license checking, but they again mentioned him in the most recent clarification, which only mentions his company as one of the possible companies to use for license checking. TRANSTRENDS is sure that Mr. Garvey is most appreciative of the efforts of the federal government to promote his business.

TOUGH TO KEEP A GOOD MAN OR WOMAN DOWN



Bonnie Jean Warren pf Oasis Capital, Inc. La Mirada, CA may not be a household name, but it age 71 she has a lot of "intestinal fortitude" for a Senior Citizen. She faces 20 years in the lady slammer, a life sentence at her age.

Bonnie Jean scammed over 300 brokers out

of the trust fund bond agreement money. Business only gets better for Bonnie Jean when the Surety amount rose from \$10,000 to \$75,000. Bonnie Jean simply took the huge deposits she required, used her simple office printer and made up official looking certificates and filed them with the Federal Motor Carrier Safety Administration.

She ran the scam since 2007 and the Federal Motor Carrier Safety Administration knew all about her activities, but nothing happened until 2014. Most victims said it was not worth the cost to fight her in court and just lost the money to her greedy little hands.

Bonnie Jean Warren was never one to pass up an opportunity; Bonnie Jean is now a federal resident and at her age it is kind of like assisted living without the huge cost.

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