

Full Committee Print

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1 *retary submit a report to the House and Senate Appropria-*
2 *tions Committees annually on the safety and security of*
3 *transportation into the United States by Mexico-domiciled*
4 *motor carriers.*

5 *SEC. 131. Section 4305(a) of Public Law 109-59 is*
6 *amended—*

7 *(1) by inserting “(1)” before “Section”;*

8 *(2) by striking “12” and inserting “24”; and*

9 *(3) by inserting at the end the following:*

10 *“(2) The Department of Transportation and the*
11 *board of directors for the unified carrier registration*
12 *plan shall conclude and complete any and all*
13 *rulemakings, final rules, and administrative proce-*
14 *dures to constitute final agency actions and imple-*
15 *mentation of all Federal obligations and requirements*
16 *for the Uniform Carrier Registration system plan and*
17 *agreement under this Act on the first April 1 occur-*
18 *ring more than 12 months after the date of enactment*
19 *of this Act.*

20 *“(3) The Government Accountability Office shall*
21 *provide quarterly reports to the Congress on the*
22 *progress being made to meet the statutory require-*
23 *ments of this section.”.*

24 *SEC. 132. (a) Section 14710(a) of title 49, United*
25 *States Code, is amended—*

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NATIONAL MOTOR CARRIER SAFETY PROGRAM (HIGHWAY TRUST FUND)

(RESCISSION)

The bill rescinds \$3,419,816 in unobligated balances from amounts made available under this heading in prior appropriations acts.

ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Section 130 subjects the funds in this Act to section 350 of Public Law 107-87 in order to ensure the safety of all cross-border long haul operations conducted by Mexican-domiciled commercial carriers.

Section 131. SAFETEA-LU includes a provision for the repeal of the Single State Registration System (SSRS) on January 1, 2007, and its replacement with a new Unified Carrier Registration System [UCR]. The Committee, however, believes that a repeal of SSRS is premature given that progress on instituting the UCR has been insignificant. The current SSRS brings in approximately \$100,000,000 in registration fees to the States that participate in the program, funds that are often used to cover the cost of transportation safety and enforcement programs. For this reason, the Committee includes language that would delay the repeal of SSRS by 12 months, and require the Government Accountability Office to report to the Congress on the progress being made in establishing the UCR.

Section 132. The Committee is continuing this provision from Public Law 109-115, which corrected discrepancies between multiple household goods carriers provisions in the statute. The Committee understands that resources are scarce, and thus targeted the States new authorities at those moving companies who have been mostly likely to be involved in hostage goods situations—those who are unlicensed, have poor safety records, are not properly insured, or are start-up (less than 5 years old). If a mover has been registered for more than 5 years, the FMCSA should be the entity responsible for enforcement of Federal laws and regulations against the mover to which it has implicitly recommended to the customer. The allocation of responsibility between States and the Federal Government avoids any duplication of efforts, but also realizes that the FMCSA has powers that States, by their nature, do not have. The Committee believes any court action required related to this provision on interstate commerce should be resolved in Federal court.