

# Carrier Selection

## 1) Procedures

- A) Check FMCSA website [www.safersys.org](http://www.safersys.org) to ensure carrier has **active** Contract or Common authority.
- B) Make sure ph# listed on FMCSA Safersys website matches the number provided by the carrier. If it doesn't, call number from website to verify affiliation.
- C) Make sure carrier has DOT# and MC# listed on FMCSA Safersys website. Lack of DOT# indicates carrier is probably a broker.
- D) Check safety rating & follow "*Safety Rating Guidelines*".
- E) Check TIA Watchdog for any reports on carrier. TIA Watchdog is checked weekly and the most egregious violators will be added to our carrier database as "NOLOAD" carriers.
- F) For additional ideas on carrier selection, refer to the TIA Carrier Selection Framework.

## 2) Carrier File - to include

- A) Operating authority
- B) W9
- C) Signed Broker/Carrier contract.
- D) Carrier references (If required by "*Safety Rating Guidelines*")
- E) Any additional documentation required by "*Safety Rating Guidelines*".

## 3) Insurance

- A) Current insurance certificate showing "Snowland" as the certificate holder.
- B) Certificate to indicate Cargo and Auto Liability coverage. Certificate also must show Reefer and/or Reefer Breakdown coverage for any carrier with refrigerated trailers.
  - Workers Comp coverage preferred but not required.
- C) Make sure carrier's name on the certificate matches that on the FMCSA operating authority.
- D) Certificate must be signed by insurance provider.
- E) Notate coverage amounts and any exclusions in carrier database.

# Safety Rating Guidelines

**“S” Satisfactory** Ok to load without further investigation.

*SATISFACTORY safety rating means that a motor carrier has in place and functioning adequate safety management controls to meet the safety fitness standard prescribed in 49 CFR 385.5. Safety management controls are adequate if they are appropriate for the size and type of operation of the particular motor carrier.*

**“N” None** **Carriers newer than 24 months.** If the carrier has been audited, get a copy of the FMCSA “New Entrant Safety Assurance Program” safety audit. If carrier passed the audit (fewer than 3 “FAILED” factors), treat them as we would a carrier with a satisfactory safety rating. If the carrier didn’t pass (3 or more “FAILED” factors), treat them as we would an unsatisfactory carrier. If carrier hasn’t been audited, treat them as a conditional carrier.

**Carriers older than 24 months,** and the FMCSA shows it’s common and/or contract authority to be “active,” it is highly likely that the carrier has passed its New Entrant Safety Audit. Treat as we would a carrier with a satisfactory safety rating.

*“UNRATED” or “NONE” safety rating means that a safety rating has not been assigned to the motor carrier by the FMCSA. These are often new carriers, but some carriers can operate for many years without being rated. . Within the first 18 months of operation, each new carrier must pass the FMCSA’s “New Entrant Safety Assurance Program” Safety Audit. Any carrier with 3 or more “FAILED” factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S. NOTE: This should not be confused with a “Compliance Review” and its resulting DOT safety rating.*

**“C” Conditional** Get 2+ trade/broker references from carrier and check them. Put references in carrier file (notate contact, date & time of calls). Have carrier sign a current contract. Load with caution. Use other carrier if possible.

*CONDITIONAL safety rating means a motor carrier does not have adequate safety management controls in place to ensure compliance with the safety fitness standard that could result in occurrences listed in 49CFR385.5 (a) through (k). Records indicate that the carrier was out of compliance with one or more safety requirements.*

**“U” Unsatisfactory** Do not load under any circumstances. Carriers with an unsatisfactory “U” safety rating will be listed as “NOLOAD” in our carrier database.

*UNSATISFACTORY safety rating means a motor carrier does not have adequate safety management controls in place to ensure compliance with the safety fitness standard that could result in occurrences listed in 49CFR385.5 (a) through (k). Records indicate evidence of substantial noncompliance with safety requirements.*