

# USDOT Number/Operating Authority Information

Carriers operating in **interstate commerce** (see reverse side) must register for a USDOT number. The USDOT number must be displayed on all Commercial Motor Vehicles (CMVs) operated by the carrier.

## The following require a USDOT Number:

- For-hire and private carriers operating a motor vehicle or combination of vehicles with a gross vehicle weight or weight rating of 10,001 lbs. or more.
- For-hire and private carriers operating a motor vehicle designed or used to transport 16 or more passengers (including the driver).
- For-hire carriers operating a motor vehicle designed or used to transport 9 - 15 passengers (including the driver).
- For-hire and private carriers transporting hazardous materials in a quantity requiring placarding under the hazardous materials regulations, regardless of vehicle weight rating.

## Operating Authority:

- Any carrier listed above that is operating **for-hire** (for compensation) must have operating authority from FMCSA, except when hauling exempt commodities.\* Also applies to arranged transportation of property (e.g., broker/freight forwarder).

\* *Exempt and non-exempt commodities are listed in Administrative Ruling 119 and 49 CFR 372.115, which can be found on FMCSA's Web site.*



U.S. Department of Transportation

**Federal Motor Carrier Safety Administration**

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# Interstate Commerce

Interstate commerce means trade, traffic, or transportation between two States or between a State and another country. It also includes movements within a State that *originate in, terminate in, or go through another State or country*. Determination of whether a driver/vehicle is engaged in interstate transportation is made through examination of the shipping papers, labels on the freight, the driver's record of duty status (logbook), and responses to the appropriate questions. Here are some examples of interstate transportation:

- The cargo originates in one State and the destination is in another State or country.
- The cargo originates in one State, the destination is in the same State, and the vehicle passes through another State or country to get to the destination.
- The cargo originates in one State, moves by motor carrier to another location in the same State, and then moves by another mode (air, rail, water) to a destination in another State or country.
- The cargo originates in one State, moves by another mode (air, rail, water) to a destination in another State, and then moves by motor carrier to its final destination in the second State.
- The cargo originates in another country, arrives in a State, and moves by motor carrier to its final destination in the same State.

