

Carrier Vetting Checklist

The T&S Logistics Group, LLC | tslogisticsgrp.com

Who this is for: Operations managers, supply chain coordinators, and logistics teams who directly hire carriers and want to know they are making safe, informed decisions. Use this checklist at carrier onboarding and on the monitoring schedule noted in each row. **Important:** Carrier safety scores and compliance data change continuously. A carrier that passes today may not pass next month.

CHECK ITEM	✓ WHAT GOOD LOOKS LIKE	✗ RED FLAGS TO WATCH FOR	MONITOR
INSURANCE			
Active cargo & liability coverage	Minimum \$100K cargo / \$1M auto liability. Certificate of Insurance on file and current.	Expired COI, coverage gaps, or carrier unable to provide documentation on request.	Onboarding + annually
Named as additional insured	Your company is listed as an additional insured on the carrier's policy.	Carrier refuses or is unable to add you — a major liability exposure.	Onboarding
AUTHORITY & IDENTITY			
Active operating authority (MC/DOT)	Authority is active, in good standing, and has been held for 12+ months.	Authority is new (under 6 months), recently reactivated, or shows a history of revocations.	Onboarding + monthly
Stable business information	Consistent address, ownership, and contact info over time.	Frequent changes to address, phone, or ownership. Multiple carriers registered at the same address.	Onboarding + quarterly
No identity theft or fraud reports	No reports of stolen MC number or fraudulent activity associated with the carrier.	Any history of identity theft reports or cargo theft associations. Fraudsters steal MC numbers to book loads.	Onboarding + after suspicious contact
Dispatch operations location	Dispatch is handled domestically with clear, direct communication.	Overseas dispatch is a known risk factor for cargo theft and communication failures.	Onboarding
SAFETY RECORD			
Out-of-service (OOS) inspection rate	Vehicle OOS rate is below the national average. Low number of violations per inspection.	OOS rate above national average, or a pattern of vehicle maintenance violations.	Onboarding + monthly
Driver fitness & HOS compliance	Clean driver fitness record. No pattern of hours-of-service (HOS) violations.	Multiple HOS violations or driver fitness citations. Indicates systemic safety culture issues.	Onboarding + monthly
Unsafe driving record	No pattern of speeding, reckless driving, or moving violations in the carrier's safety data.	Repeated unsafe driving citations. Violations accumulate on a rolling basis — a clean check today can change tomorrow.	Monthly
SMS (Safety Measurement System) alerts	No active FMCSA interventions. Scores within acceptable thresholds across all BASICS.	Active investigation, warning letter, or elevated scores in Crash Indicator, HOS, or Unsafe Driving BASICS.	Monthly

Carrier Vetting Checklist *(continued)*

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FINANCIAL STABILITY			
Rate sustainability	Rates are competitive but realistic. Carrier is not consistently the lowest bidder.	Consistently underbids the market. Carriers operating below cost risk sudden shutdown — cargo stranded mid-transit.	<i>Ongoing</i>
OPERATIONAL FIT			
Equipment type & capacity match	Carrier operates the right equipment and has consistent capacity on your lane.	Carrier brokers out your load to an unknown third party without disclosure.	<i>Onboarding + per load</i>
Service history on your lane	Documented track record on similar lanes, freight types, and delivery windows.	No prior experience with your commodity, lane, or delivery requirements — especially for JIT freight.	<i>Onboarding</i>

Managing a carrier base is a full-time job, and the stakes are higher than most shippers realize. A single unvetted carrier can expose your business to cargo theft, production shutdowns, and liability that far exceeds the cost of doing it right. At T&S Logistics Group, carrier vetting is not a one-time checkbox. It is an ongoing process backed by real-time monitoring and a verified network of carriers who have earned their place on our lanes. **If you have a problem lane that is costing you time, money, or peace of mind, send it to us.** We will run a free carrier analysis and show you exactly what we would do differently.

Send us your problem lane for a free carrier analysis.

We can walk you through how we vet carriers on both dedicated lanes and spot loads, where the risk is highest.

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