

## **MARK File Frequently Asked Questions (FAQ)**

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1. Question:       **What is a SCAC?**
- Answer:            The acronym SCAC stands for “Standard Carrier Alpha Code”. SCACs consist of a two to four character alpha abbreviation used to designate a transportation company. SCACs are assigned by the National Motor Freight Traffic Association (NMFTA).
- Example:           NS is the SCAC for the Norfolk Southern Railroad.
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2. Question:       **Are all SCACs assigned to railroads?**
- Answer:            The NMFTA’s SCAC File contains over 39,000 SCACs. Only 1,100 of those are Railroad SCACs.
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3. Question:       **How can you differentiate a Railroad SCAC from the others in the NMFTA’s SCAC File?**
- Answer:            The records in the NMFTA’s SCAC File contain a field called “Mode Designation”. In the records of Railroad SCACs, the mode designator is “RAILRD”.
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4. Question:       **What other types of SCACs are in the NMFTA’s SCAC File?**
- Answer:            There are about 25 different mode designators in the NMFTA’s SCAC File including AGENTS, AIRLIN, BROKER, PIPELN and, of course, RAILRD. There are many varieties of mode designator assigned to motor carriers.
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5. Question:       **Are all SCACs assigned by the NMFTA?**
- Answer:            The NMFTA maintains the official source of all SCACs for North American transportation companies. When someone requests a Railroad SCAC, the NMFTA refers the party to the AAR because there is more to being a railroad than just possessing a SCAC. All other types of SCACs are assigned by the NMFTA.
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6. Question:       **The AAR maintains a MARK Industry Reference File. What is in it?**
- Answer:            The MARK IRF contains Railroad SCACs and Equipment MARKS.
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7. Question:       **What is the difference between a Railroad SCAC in the MARK IRF and a SCAC in the NMFTA’s SCAC File with mode designator RAILRD?**

Answer: All Railroad SCACs in the MARK IRF should first be in the NMFTA's SCAC File with mode designator RAILRD. The difference lies in the information stored in each of these records. In the NMFTA's SCAC File, the company name and address is found. In the MARK IRF, the company name is also found along with MARK type, rule 260 number, etc.

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8. Question: **What is a MARK type? What types of MARKs exist?**

Answer: In the MARK IRF, all records (MARKs) are assigned a type. In the MARK IRF today, the following MARK types are used:

RR	Class I Railroad
RR2	Regional Railroad (Class II Railroad)
STC	Switching & Terminal Railroad
RR3	Local Railroad (shortline) (Class III Railroad)
PP	Equipment Provider

In addition, there are three other MARK types that have been defined for use in the MARK IRF, but no records in the file currently are designated as of these types:

AC	Air Carrier
MC	Motor Carrier (truck)
SS	Water Carrier (steamship)

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9. Question: **Of the MARK types found in the MARK IRF, which are and which are not assigned to Railroad SCACs?**

Answer: There are only two kinds of MARKS in the MARK IRF; Railroad SCACs and Equipment MARKS. MARK types RR, RR2, STC and RR3 are assigned to Railroad SCACs. Mark type PP records are Equipment MARKS.

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10. Question: **How is a SCAC or MARK obtained?**

Answer: For those wishing to obtain a SCAC or a MARK for Railroad or Private Cars application is made through the AAR. The AAR then obtains approval before assignment of a SCAC/MARK from the National Motor Freight Traffic Association (NMFTA). For Trucking companies or Container owners, application is made directly to NMFTA. For Railroad owned or controlled MARK's contact [aar\\_ps@railinc.com](mailto:aar_ps@railinc.com), for private cars contact [Sara.Maples@railinc.com](mailto:Sara.Maples@railinc.com).

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11. Question: **Can a Railroad or Private Car owner reserve a SCAC or MARK while the application is being processed?**

Answer: Yes. However, from the start of the application process to the assignment of

the SCAC or MARK, the normal reserve period is only 30 days. It is very important that once all the necessary applications are received by the applicant, they should be filled out and returned within the 30 day period.

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12. Question: **Why is the MARK Roadmark Register an improvement over the Legacy Railroad Register?**

Answer: The MARK Roadmark Register is a significant step forward in maintaining a long term continuity of historical data for all transactions. Historical transactions can be maintained. Future transactions can be created and held until the Record Effective date. Ownerships of equipment and railroad MARKs can be changed on a real time basis or with Future Effective dates. As a whole the MARK Roadmark Register represents a much more flexible and dynamic system.

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13. Question: **What procedures are there to insure the quality of the information entered into the MARK Roadmark Register?**

Answer: An exhaustive Error Prevention Plan was established. This plan is a step by step overview of the process from beginning to end. All contingencies were taken into account when drafting the plan.

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