

AAMVA Motor Carrier Services Update

March 2005



“Striving to meet the needs of the AAMVA membership, working to improve highway safety and efficiencies in the motor carrier services community.”

FMCSA Safety Belt Usage Improvement Program Update

Truck Drivers Given the Safety Belt Challenge

AAMVA Representatives Tim Adams and Fred Porter will participate in the most recent campaign kickoff of the FMCSA partnership efforts to improve safety belt usage by commercial vehicle drivers. The event will take place on April 1, 2005, at the Mid America Truck Show in Louisville, Kentucky. AAMVA will join the other partners at a breakfast to introduce the new campaign and join a large group of commercial drivers to kick the campaign off in style. Also joining the partners will be USDOT Secretary of Transportation, Secretary Norman Mineta, FMCSA Administrator Annette Sandberg and many other members of the partnership.

Expanded CVISN

In early 2004, FMCSA launched the Expanded CVISN initiative as a follow-on to the core CVISN program. The goals of the Expanded CVISN initiative are to:

- Enhance the safety, security, and productivity of commercial vehicle operations and
- Improve access to and quality of information about commercial drivers, carriers, vehicles, chassis, cargo, inspections, crashes, compliance reviews, and citations for authorized public and private sector users.

FMCSA brought together State agencies with the appropriate Federal agencies, motor carrier industry, and private sector information technology community to define a “menu” of potential additional CVISN capabilities for the Expanded CVISN initiative. Instead of stipulating a fixed set of capabilities that each state should implement for Expanded CVISN, the stakeholder community adopted a “cafeteria” approach through which each state will deploy those Expanded CVISN capabilities that meet its needs.

For selected Expanded CVISN capabilities, nationwide compatibility is necessary to meet the requirements. FMCSA is working with stakeholders to identify two or three capabilities for Federal funding and support.

Those capabilities will be selected from this set of 8 high-priority items identified by stakeholders:

AAMVA Motor Carrier Services Update

March 2005

Expanded CVISN cont'd

Driver Information Sharing

- Driver Snapshots
- Access to Driver Data

Expanded Information Sharing

- Safety Data Quality
- Carrier Access to Safety Data

Smart Roadside

- Roadside Access to Data
- Virtual Roadside Sites

Expanded E-Credentialing

- Better E-Credentialing
- Access to Credentials Data

Tim Adams, AAMVA MCS Program Director, is co-champion for the FMCSA working group focusing on Driver Information Sharing. Since the beginning of the CVISN program back in 1996, driver information has been considered to be very vital to provide law enforcement needed information readily available at the roadside. However, due to privacy and data concerns, those working to develop CVISN initiatives have been reluctant to move forward on the driver issues. Currently under CVISN processes, states can identify the vehicle and the motor carrier, but not the driver, which is the most important safety feature of the vehicle. This working group is working to identify what elements should be included in a driver snapshot and how to improve law enforcement's and motor carrier's access to important driver data.

This process has been accelerated recently to try to have recommendations to FMCSA by late May for submission in June to funding decision makers trying to obtain funding this year.

Uniform Registration Reciprocity Agreement

One of the issues brought up at the AAMVA MCS Industry Forum was the issue of reciprocity for lighter weight vehicles, less than 26,000 pounds where IRP registration is not required.

The International Registration Plan has settled many commercial vehicle reciprocity issues. But the Plan doesn't apply to all types of commercial enterprise vehicles and jurisdictions treat these vehicles differently.

AAMVA Motor Carrier Services Update

March 2005

Uniform Registration Reciprocity Agreement cont'd

To deal with this, AAMVA's Motor Carrier Services Committee created a Registration Reciprocity Agreement known as the Uniform Reciprocity Agreement (for Non-IRP Vehicle) or URA. The URA grants full reciprocity to passenger cars and non-commercial vehicles and grants interstate reciprocity to commercial vehicles.

To date, six jurisdictions have signed this agreement-- Indiana, Maine, Maryland, Michigan, Pennsylvania and Wisconsin.

For additional information, contact Tim Adams.

AAMVA MCS Industry Forum Draft Report

The draft report on the AAMVA MCS Industry Forum is completed and currently being reviewed. As soon as the review is complete the report will be posted on the AAMVA website and distributed to the membership.

CONTACT US

If you have questions or comments about this status update, contact Tim Adams, Program Director, MCS via e-mail at tadams@aamva.org or phone (502)-845-0398.