International Registration Plan
“IRP”

Thursday August 27, 2015
International Registration Plan

- IRP today
- IRP, Inc. Board of Directors
- IRP, Inc. Strategic Plan
- IRP Clearinghouse
- Full Reciprocity Plan (FRP)
- Charter Bus – Motorcoach Exemption change
- Electronic Credentials Task Force
- Partnerships on Motor Carrier Services Issues
- Information and training opportunities on IRP Website
What is IRP?

• IRP is a registration reciprocity agreement between jurisdictions of the United States and Provinces of Canada
  – Fundamental Principles:
    – IRP's fundamental principle is to promote and encourage the fullest possible use of the highway system thru:
      • Freedom of vehicle movement by authorizing the apportioned registration of fleets of vehicles
      • Providing greater flexibility of commerce among jurisdictions providing for a more efficient use of the highway system which is beneficial to the economic and social growth of the member jurisdictions
Nine Original Signature IRP Jurisdictions – Joined Sept. 13, 1973

- Kentucky
- Tennessee
- Texas
- Missouri
- Minnesota
- Nebraska
- Colorado
- Utah
- Oregon
First Canadian Member of IRP

In July 1974 IRP Became International: Alberta becomes first Canadian IRP member

Since the original jurisdictions joined in 1973, 50 additional jurisdictions have signed onto the IRP
IRP Membership Today
IRP, Inc.

- IRP, Inc. serves as the repository for the Plan, provides services to the membership and host the IRP Clearinghouse system as well as the Audit Exchange system for the IRP membership.
- IRP, Inc. has a dedicated Board of Directors made up of regional jurisdictional membership, industry advisors and advisors from related organizations such as AAMVA.
IRP, Inc. Board of Directors

- Deann Williams (*Chair*)
- Peter Hurst (*Vice Chair*)
- Anita Wasko (*Past Chair*)
- John Poole (*Secretary*)
- Cathy Beedle (*Treasurer*)
- Robert Ide
- Garry Hinkley
- Scott Greenawalt
- Jeff Hood
- Dawn Lietz
- Debra Hill
- Shaun Hammond

Region:
- Region III
- Canadian Rep.
- Region I
- Region II
- Region III (rotating position)
- Region IV
- Region IV
- Canadian Rep.
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Harris</td>
<td>Penske Truck Leasing</td>
<td>Industry Rep.</td>
</tr>
<tr>
<td>Mark Lowe</td>
<td>AAMVA</td>
<td>AAMVA Rep.</td>
</tr>
<tr>
<td>Ron Foord</td>
<td>CCMTA</td>
<td>CCMTA Rep.</td>
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<tr>
<td>Collin Mooney</td>
<td>CVSA</td>
<td>LE/CVSA Rep.</td>
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<tr>
<td>Salvador Monroy</td>
<td>SCT/Mexico</td>
<td>Mexico Rep.</td>
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<tr>
<td>Paul Cooney</td>
<td>Cooney Law</td>
<td>Legal Counsel</td>
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Board worked very hard over 2 long Board meetings and countless hours to revise the IRP, Inc. Strategic Plan.

A special Thank You to Deb Wiley and to the State of Kansas for Deb’s services to facilitate the work on the plan.
• Our Core Purpose

  - The purpose of IRP, Inc. is to facilitate the effective registration and safe movement of interstate commercial motor vehicles by supporting jurisdictions and industry with the administration of and compliance with the International Registration Plan.
IRP, Inc. Strategic Plan

• Our Expected Outcomes
  – If we achieve our mission, then we will evolve as an organization by:
    • Employing new and innovative strategies
    • Improving customer service
    • Enhancing the security of credentials
    • Promoting clear and timely communication
IRP, Inc. Strategic Plan

• We will achieve our mission and vision through:
  – Innovative use of technology
  – Valuing the best people and great teamwork
  – Demonstrating integrity in everything we do
IRP, Inc. Strategic Plan

• We commit to the following values in everything we do:
  – Leadership
  – Transparency
  – Inclusiveness
  – Collaboration
IRP, Inc. Strategic Plan

• Our Strategic Goals:
  – **Goal A:** IRP, Inc. will be the leader for advancing the effective and efficient registration of commercial motor vehicles
  – **Goal B:** IRP, Inc. will be its members’ indispensable resource for knowledge sharing, education and full Plan compliance
IRP, Inc. Strategic Plan

• Our Strategic Goals:
  – **Goal C**: IRP, Inc. will continue to be good financial stewards
  – **Goal D**: IRP, Inc. will be a proactive organization that is responsive to change by enhancing its programs and services
IRP Clearinghouse

• New Clearinghouse platform went live in July 2015
• Very little impact on jurisdictions as we tested and roll out the new platform
• Thanks to Celtic Systems and Robin Murphy from IRP staff for all the hard work behind the scenes to make this happen
IRP Clearinghouse

- Total funds transmitted through the Clearinghouse in 2014: $746,491,350.00
- Total Canadian dollars in 2014: $55,138,807.00
- Continues to grow annually
- April 2015 (largest amount to date) total was: $151,553,892.00
- April 2015 Canadian: $22,441,596.00
FRP is a new concept voted in by the IRP membership to change the way estimated distance is handled for new and expanded operations.

With FRP renewal accounts report only the actual distance operated.

The IRP credentials (cab card) shows all jurisdictions and provide registration authority to operate in all jurisdictions.

Fees are paid at the next renewal time for all jurisdictions the fleet operated during the distance reporting period.
For first time registrants, the fees are based on the jurisdictions Average Per Vehicle Distance chart which is based on averages of the jurisdictional registrants.

Fees for all jurisdictions are paid and all jurisdictions show on the IRP cab card (credential).
• Implementation of FRP has gone well
• Very few issues reported
• For additional information on FRP, visit the IRP website.
Charter Bus Exemption – What Changed?

• Apportionable Vehicle Definition:
  • As of January 1, 2016, the exemption for charter buses will be removed from the definition:
    • A Recreational Vehicle, a Vehicle displaying Restricted Plates, a bus used in the transportation of chartered parties or a government-owned Vehicle, is not an Apportionable Vehicle; except that a Truck or Truck Tractor, or the Power Unit in a Combination of Vehicles having a gross Vehicle weight of 26,000 pounds (11,793.401 kilograms), or less, and a bus used in the transportation of chartered parties, nevertheless may be registered under the Plan at the option of the Registrant.
Charter Bus Change – Why the change?

- Charter buses use the same roads and services as other commercial motor vehicles
- Only the jurisdiction the registrant is registered in receives registration fees
- Charter buses are not exempt from other commercial vehicle regulation
- Current process allows for base state shopping
Concerns voiced by Industry

• Additional administrative requirement
  – Most charter bus operations have IFTA licenses, which already requires distance and fuel tracking

• Additional Financial burden
  – Some registration fees may increase as a result of this change
  – Some may actually go down from what we have learned
Advantages Brought by Change

• Better Safety tracking
• Improve credentials oversight
• Fair and Equitable
  – Fees based on operations
  – All jurisdictions the registrant operates into will receive their share of the registration fees
  – In line with what other commercial motor vehicle operations are required to do
• Question: Can existing charter bus operations use actual distance as reported on their IFTA returns, for first time IRP registration?
  – The DRC ruling: *The DRC ruled to confirm that a first time IRP registrant, including bus registrants, shall use accrued actual distance operated during the required reporting period.*
Recent IRP Dispute Resolution (DRC) Interpretations

• Interpretation related to private use buses and school buses given the changes to the apportionable vehicle definition on charter buses.
  – The DRC ruling: *The DRC ruled if a bus is plated with a restricted plate and being operated within the provisions of the restriction, IRP registration is not required. However, if the bus is being used in charter operations anytime during the registration period, the bus would be subject to IRP or trip permit requirements.*
Joint task force established to work on strategies to move towards electronic or alternative credentials for commercial motor vehicles

- Including:
  - IRP cab card?
  - IFTA license?
  - IFTA decal?
  - CVSA inspection decal?
  - CDL?
  - What about the plate?
One question we are beginning with is:
- What do we mean by electronic?
  - Is it total electronic with no paper?
  - Is it a pdf on a smart phone or other personal device?

The goal is to evaluate what credentials, what information, how to improve access for roadside screening by LE which will help to improve safety and improve compliance which should help to improve collections.
A benefit from moving to electronic credentials will be reducing the amount of paper required to be carried in the vehicle.

Carriers will not have to run down vehicles to ensure the proper credentials are in the vehicle, they will be updated electronically.

Cost savings for the issuing jurisdictions and to the motor carriers.
Electronic Credentials Task Force

• Task Force just beginning its work
• This is a joint effort with representatives from:

  Jurisdictions  IFTA, Inc.
  AAMVA         CVSA
  CCMTA         Industry
  IRP, Inc.

• Watch for updates and information on the IRP website.
There are other motor carrier services initiatives and topics that need to be addressed, HVUT, better education and training for motor carriers and jurisdictional staff, PRISM, CVISN, etc….Just to name a few….

- Our related organizations need to continue to partner to provide forums for discussion and efforts on all these topics
- We can’t do it alone, but collaborating together (like the Electronic Credentials Task Force) we can make a difference

Partnership is a vital part of our Strategic Plan, as we feel together we can make a difference!
International Non-Apportioned Vehicle Agreement “INCVA”

- INCVA is a new reciprocity agreement for non-apportion vehicles that operate inter-state
- Open for jurisdictions to sign into the agreement now
- As of today, there are no members signed into the agreement
- Information on the agreement is available on the IRP website
Where to learn more about IRP

• To learn more about IRP, visit the IRP, Inc. website at www.irponline.org
  – Available on the website:
    • Jurisdictional directory
    • Information on the Plan
    • Misc. information on various aspects of IRP
    • Training and educational information
    • FAQ
    • Fee estimator
    • Event information
    • Etc.
IRP Record Keeping Video

IRP Training Video

Available on the IRP, Inc. website at www.irponline.org under the Education and Training tab. The video is available in English, Spanish and French.
Upcoming Events

• Please plan to join us or send some of your staff to upcoming IRP events:
  – 2016 IRP Board of Directors Winter Meeting, Site and January 2016 dates TBD
  – 2016 IRP Annual Meeting, Oklahoma City, Oklahoma – May 2 – 4, 2016
IRP Contact Information

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