

# Revoked Carriers in CVIEW

(and other related information)

One of IFTA's strategic goals is to increase roadside enforcement, in part, through the use more and better information. The object of roadside enforcement is to help ensure that licensees file their tax returns in order to have an opportunity to pay correct taxes.

Many states are uploading their IFTA account status information to SAFER (Safety and Fitness Electronic Records.) SAFER is a Federal Motor Carrier Safety Administration application managed by the Volpe Center. SAFER summarizes and makes available roadside to authorized users motor carrier safety and credentials information. SAFER information can be used to prioritize and facilitate roadside screening through the use of plate and DOT # optical carrier readers, transponders, and visual identification.

The brains of any electronic screening system is the CVIEW – Commercial Vehicle Information Exchange Window. Several vendors offer CVIEW systems, and several states have built their own. Generally, the CVIEW will concatenate and display federal and state safety and credential information. A CVIEW may be searched a number of ways – by DOT#, EIN, name, or plate.

The more that accurate and timely information is made available roadside, the better roadside enforcement will be. I would like to discuss two projects that are underway; and make one pitch for improving the quality of IFTA information roadside.

First, several states using the Iteris CVIEW product have approached their vendor about uploading the IFTA revoked file for those jurisdictions not uploading demographic data to SAFER. This would be a daily refresh of the revoked file for those jurisdictions. The plan is for a single IFTA CH jurisdiction to provide the file daily to Iteris. Iteris, in turn, would make the information available to its clients.

This project is similar to one we have been doing in Maine where weekly we take the revoked/suspended file, clean it up a little, and make it available to any jurisdiction's law enforcement as an excel spreadsheet.

The second project is a related effort. Jason and I have been working with the Volpe Center staff and FMCSA on a project to allow non-CVISN jurisdictions to send their IFTA demographic information to SAFER via the IFTA Clearinghouse. The CH record would be matched up to the licensee's existing SAFER record, matching on EIN. This would be voluntary on the part of interested jurisdictions, and would allow states to receive credit for complying with that particular CVISN requirement. Based on an ITAC survey, about fifteen jurisdictions have expressed an interest, thus far.

The intent, again, is to get more demographic information to the roadside where it may be used for electronic screening, thereby facilitating vehicles through the screening process.

IFTA Inc has successfully sent test files to SAFER. Soon, we will be seeking out and working with interested jurisdictions to send live data. Beyond sending your demographic data to the Clearinghouse, there are minimal additional requirements. I know Lonette is working on the MOU language.

Lastly, I would like to make a request. This request really comes from our esteemed colleague, Mark Bell of Kentucky. These programs and activities only are as good as the data we as IFTA jurisdictions collect and disseminate. For SAFER and for our CVIEWS, the USDOT number is the primary search key. It is possible to search on EIN, plate, and even name.

We would encourage each jurisdiction (well, state anyway) to attempt to collect and transmit their licensees' correct USDOT number to the Clearinghouse. It is critical that the DOT number be the licensee's DOT number. There are plenty of examples in the CH of a licensee providing their carrier's DOT number. Certainly, with the abolition of the registrant-only DOT number, some IFTA licensees will not have their own DOT number, and therefore no number can be collected.

Again, the object here is to get better, more accurate and timely information to the roadside in order to facilitate screening.

Thank you for your consideration.