

## IFTA CAC MEETING -11/19/2009

Participants: Garry Hinkley, Lonette Turner, Pat Platt, Scott Greenawalt, Jason DeGraf, Debora Meise, Debra Stuart, Chris Nelson, Gary Frohlick, Randy Boone, Nikki Bachelder

Bill Kron and Scott Miller did not participate.

Last conference call – November 19, 2009.

OCTOBER MINUTES – October CAC minutes were accepted with one change adopted. On page 2, under Access Agreements, Saskatchewan has been replaced with Nova Scotia.

ITAC UPDATE – Since Scott M. was not present, Garry H. gave a report. The webinar on GPS was held. Garry H. thought it was very interesting and the company has a nice system that will keep trucks on schedule and tracks where the trucks are. There were also some nice reports to be used for IFTA tax returns and IRP. It will be nice technology for the future. Garry H. had questions, but the audio wouldn't work. Lonette also had problems with audio and has questions. Lonette has concerns some reports were showing negative numbers. She thinks the system is nice but wants more detail on how it actually works and how many satellites they are using. Lonette noticed that a couple times a truck moved and the system showed N/A for mileage. The webinar ended abruptly after only one hour, when it had been scheduled for two. The system seemed to work more for the audit side of things, not the ITAC technical side that was hoped to be seen. Scott G. agreed. Scott G. said that it looks like a good product, just not what ITAC wanted to happen. Garry H. said maybe they should have a presentation at the Audit Committee workshop since the topic will be "Industry Breakout" and "Record Keeping in the 21<sup>st</sup> Century". The product was able to tell when a truck left state lines and had a good fence concept. Screen shots were not left up long enough. Everyone will forward questions they had about the presentation to Pat, who will then forward them all along.

FUNDS NETTING BANKING TEST UPDATE- As of 11/19/09, there are 46 jurisdictions out of 49 that have completed the test. The three that have not completed it are North Carolina, Pennsylvania and West Virginia.

Pennsylvania was contacted on 11/19/09.

North Carolina was not ready because the person doing the test has had a death in their family.

West Virginia will not be a participating member until February 2010.

ACH credits transferred to Canadian accounts. A penny test has been done and should be in the account 11/20/09 if it was successful.

Once North Carolina and Pennsylvania complete testing next week, Lonette will finalize the report and send it out to everyone. Gary F. asked if ACH needs to be tested going back to the account. Lonette said the bank said they will send a wire if money needs to be sent back. Tests were done to make sure the wires came through. In the future, if we need to use ACH instead of

a wire, Lonette will test it. New Brunswick is ready to do their testing. Every transfer that has been tested was successful. The process just took longer than expected.

FUNDS NETTING DATA UPLOAD UPDATE- Excel spreadsheet have been sent. RPC was late but as of 11/1/09, should be on time. Jason needs to follow up with Idaho. Deb S. said should get the RPC's 11/20 or 11/21. New Hampshire will not be in the RPC until 1/1/2010. South Carolina is looking into fully joining in May. Oklahoma is in the process of working on their IRP system and shouldn't be far behind in IFTA.

Jason created a new demographics report, which he completed a couple days ago. It shows active carriers and defines any others that have been cancelled or revoked. Now there is the Clearinghouse report and Funds Netting implemented, enhancement requests will need to be worked on. A global announcement can be done when the requests are completed. The announcement could pop up at the login to the Clearinghouse.

CLEARINGHOUSE ACCESS AGREEMENTS UPDATE – There are six jurisdictions left to sign the agreement. Lonette has been sending out reminders every three weeks. The reminders are progressive and usually bring in several signed agreements when they are sent out. British Columbia and Nova Scotia need follow ups done.

Jason already received an enhancement request from Ontario. Until Funds Netting is done we do not want to have many changes. The enhancement would take a lot of programming. Jason said he believes it is a requirement from Gentac. Since the enhancement is bigger than Funds Netting, Jason is not sure how long it may take him. Lonette said what with all the reports out there, they can transfer the data into excel and then create their own reports. Basically, we would be doing the work because they don't want to. There isn't any reason to create a separate report just for them. The report generator was built for that reason. Jason told Ontario that the report generator is out there but he would talk with the committee. The committee thinks that Gentac could create such a report on their end. Jason believes that they want the report so they can check each jurisdiction to see if Funds Netting is right. This request is similar to what several RPC states do. They take all the data and re-key it into their systems. The lady who Jason spoke with is new to her position and isn't really sure why the enhancement was requested. The committee agreed to table for now. It will be 6 months to a year before we even look into doing enhancements like this. Nothing is stopping anyone from taking the data and going over it on their own.

USDOT#'S AND OWNER-OPERATORS – Garry H. reported that the SAFER Architecture Change Control Board (ACCB) sets the standards for CVIEW data. Garry alerted the ACCB to issues with DOT numbers and owner-operators. Owner-operators are getting IFTA accounts in their name, but providing their carrier's DOT number. If the owner-operator has a suspension, then it appears that the carrier has a suspension, when they really don't. There also can be false hits on bad IFTA credentials. Garry noted that for Maine's CVIEW, the EIN for IFTA and the USDOT# must match for definitive identification. Also, some states are using suffixes on the EINs to indicate a fleet and some are using the state's abbreviation as part of the EIN when entering in the information for an IFTA account. Maine's system separates the state from the EIN. Some carriers are coming up as having 20+ IFTA accounts (by DOT#), when in reality,

they have none. The accounts are really the owner-operators getting accounts. This leads to carriers having false suspensions. Some states use the EIN as the IFTA license number. A fleet identification number is allowed but not required. The EIN has to be nine digits and can contain a two digit suffix. Some owner-operators do not have an EIN and use their social security number. Some states are putting SS behind the social security numbers, which is permitted. It would partially solve problems if all prefixes and suffixes are taken off EINs and only permit the first nine digits and then have more detail elsewhere.

The rules surrounding the usage of DOT numbers will only worsen when the Feds change PRISM requirements in the future. Currently, registrants (owner-operators) must have their own (registrant-only) DOT #. In the future, only the motor carrier is responsible for safety will have DOT #. The carrier that the owner-operator leases onto will have a DOT number, but the owner-operator will not. For owner-operators licensing in their own name, either they will not have DOT #, or they may incorrectly provide their carrier's number.

Jurisdictions should be advised to confirm that the USDOT# actually belongs to the IFTA licensee. Incorrect DOT #'s are worse than no DOT#.

Garry will continue to work with the ACCB.

NEW BUSINESS - None

NEXT CONFERENCE CALL – Next call will be December 17, 2009 at 11:00 a.m. EDT