

ATTACHMENT #31
INTERNATIONAL REGISTRATION PLAN
INFORMATION

(8 Pages)

OFFICIAL COMMENTARY

The International Registration Plan was initially developed in the 1960s and early 1970s by representatives of the American Association of Motor Vehicle Administrators, with important input from representatives of the interstate motor carrier and Truck rental and leasing industries. The Plan was conceived as a means of replacing the system of registration Reciprocity which then prevailed, and which was rapidly becoming inadequate to meet the needs of expanding interstate and international commerce.

With the related International Fuel Tax Agreement, the Plan is unique in that it is an interJurisdictional agreement administered and managed by the states and provinces that are its members without any significant federal involvement.

CONCERNING HISTORICAL NOTES

Historical Notes have been inserted for convenience only and are not part of the official text of the Plan.

FOREWORD

The International Registration Plan is an agreement providing for registration Reciprocity among Member Jurisdictions.

The unique feature of the Plan is that, even though Apportionable Fees are paid to the various Jurisdictions in which Vehicles of a Fleet are operated, the only Plate and Cab Card issued for each Fleet Vehicle are the Plate and Cab Card issued by the Base Jurisdiction. The Plan provides for payment of Apportionable Fees on the basis of the proportion of Total Distance operated in all Jurisdictions by the Fleet of which a Vehicle is part.

A Fleet Vehicle is called an Apportionable Vehicle in the Plan, and such a Vehicle, when registered under the Plan and so far as registration is concerned, may be operated both between Member Jurisdictions and within any single Jurisdiction for which it is so registered.

The Plan was initially developed by the American Association of Motor Vehicle Administrators and is recommended for adoption by all Jurisdictions.

International Registration Plan (IRP)

Introduction

The International Registration Plan (IRP) is a federally encouraged program to facilitate commercial vehicle registration and operation among states and Canadian jurisdictions. IRP member provinces collect registration fees from their "home based" interstate trucking companies on behalf of each member jurisdiction in which the companies operate and must register.

- California computes commercial vehicle weight fees based upon a Gross/Combined Gross Weight (G/CGW) of 10,001 pounds or more.
- All IRP trailer registration has been eliminated. A Permanent Trailer Identification (PTI) Program allows a carrier to receive a trailer identification card and PTI plate. The weight is combined into a new G/CGW of the power unit. Click on [forms](#) or call (916) 657-7971 for more information.

The Permanent Fleet Registration (PFR) is a renewal designed to allow qualified intrastate commercial fleets to display permanent indicia without submitting individual renewal notices. Click on [forms](#) or call (916) 657-7971 for more information.

What is Apportioned Registration?

Apportioned Registration, under the provisions of the International Registration Plan (IRP), is an optional method of registering commercial vehicles operating interstate.

The IRP was developed by the American Association of Motor Vehicles Administrators (AAMVA), to authorize commercial vehicle registration programs which recognize the unique needs of interstate vehicle operations and promote commerce.

The IRP licensing agreement provides for apportioned registration fee assessment and licensing on behalf of all participating member jurisdictions. Under this agreement, carriers select a single "BASE" jurisdiction. The base jurisdiction processes the registration application, collects the fees and issues the operating indicia.

Qualifying for Apportioned Registration

To register your vehicle(s) under the provision of the IRP, you must have: an established place of business in California, where mileage is accrued by the fleet, and where the operational records of the fleet are maintained or can be made available; and each fleet must consist of one or more commercial vehicles, operating interstate (travel in two or more jurisdictions). NOTE: Vehicles operating INTRASTATE only, do not qualify for Apportioned Registration under the IRP.

ARTICLE VI CREDENTIALS

600 CREDENTIALS FOR APPORTIONED REGISTRATION

(a) Upon the registration of an Apportionable Vehicle under the Plan, the Base Jurisdiction shall issue a Cab Card and a Plate for the Vehicle, and these shall be the sole registration Credentials issued for the Vehicle. The Plate shall be identified by having the word "apportioned," "APP," or "PRP" and the name of the Base Jurisdiction. The numbering system and color of the Plate shall be determined by the Base Jurisdiction.

(b) A Base Jurisdiction shall require that the Cab Card be carried in the Vehicle for which it is issued. A Base Jurisdiction may issue a Cab Card by electronic means and may permit Registrants to use photocopies of Cab Cards. Member Jurisdictions must accept a Cab Card that has been issued in accordance with the law of the Base Jurisdiction.

(c) The Base Jurisdiction shall provide a means by which law enforcement can verify the validity of its Cab Cards.

(d) The Base Jurisdiction may charge an additional fee for issuing a Cab Card and Plate.

(e) When the Base Jurisdiction renews the registration of an Apportioned Vehicle, the Base Jurisdiction may, in lieu of issuing a renewal Plate, issue a renewal decal to be affixed to the Plate already issued for the Vehicle, or may, if the Base Jurisdiction requires neither renewal Plates nor renewal decals, issue only a renewal Cab Card.

(f) The Base Jurisdiction shall not issue Credentials for an Apportioned Vehicle until the Registrant has paid all Apportionable Fees due or past due.

Official Commentary

Only the Base Jurisdiction may charge a fee for the issuance of a Plate that is in addition to the proportional registration fee, since only the Base Jurisdiction may issue such a Plate.

Only the Base Jurisdiction may issue a Cab Card.

Unless required by the Base Jurisdiction, the original Cab Card issued by the Base Jurisdiction is not required to be kept with the Apportioned Vehicle for which the Cab Card was issued.

This Section is not intended to require any Member Jurisdiction to issue a Plate or renewal decal on an annual basis.



- (vi) that the Applicant has paid real estate or personal property taxes to that Jurisdiction,**
- (vii) that the Applicant receives utility bills in that Jurisdiction in its name,**
- (viii) that the Applicant has a Vehicle titled in that Jurisdiction in its name, or**
- (ix) that other factors clearly evidence the Applicant's legal Residence in that Jurisdiction.**

Official Commentary

If more than one Member Jurisdiction could qualify as a Base Jurisdiction for an Applicant, the Applicant may choose which of them it will apply to for apportioned registration under the Plan. This serves to preserve the necessary but limited flexibility in the choice of a Base Jurisdiction.

It is not the intent of this section to permit a Registrant to manipulate the selection of a Base Jurisdiction in order to avoid the payment of Apportionable Fees on the basis of 100 percent of the distance traveled by its Fleet.

This section provides a three-part test under subsection (a) for the determination of Base Jurisdiction. All three parts must be met in order for a Member Jurisdiction to qualify as a Base Jurisdiction.

The Plan offers Residence as an alternative criterion to Established Place of Business only for those Applicants who cannot demonstrate that they meet the Established Place of Business requirement.

With respect to the accrual by a Fleet of distance in the Base Jurisdiction, the requirement is to be applied only to the Fleet as a whole; each individual Vehicle of a Fleet need not enter the Base Jurisdiction.

HISTORICAL NOTES

Adopted: Ballot FT-333, effective July 1, 2008. Amended:

310 REGISTRANT FROM NON-MEMBER JURISDICTION

(a) A Person whose only Established Place of Business is in a Jurisdiction that is not a Member Jurisdiction may, until such time as this Jurisdiction becomes a Member Jurisdiction, declare as its Base Jurisdiction the Member Jurisdiction in which it expects to operate the greatest distance in the first year of operation as a Registrant. A Member Jurisdiction that has received an application for registration under this subsection may reject it for cause. A Registrant may not continue maintaining a Base Jurisdiction under this Section once the Jurisdiction in which the Registrant has an Established Place of Business becomes a Member Jurisdiction.

ARTICLE III

APPLICATIONS FOR APPORTIONED REGISTRATION

300 APPORTIONED REGISTRATION EXCLUSIVE

Registration under the Plan shall be in lieu of registration under any other registration statute of any Member Jurisdiction.

Official Commentary

This Section relieves a Registrant of any obligation to apply for purposes of Plan registration to any Plan member except the Registrant's Base Jurisdiction.

HISTORICAL NOTES

Adopted: Ballot FT-333, effective July 1, 2008. **Amended:**

Related Provisions, 2006 Plan: Section 400.

305 SELECTION OF BASE JURISDICTION

(a) An Applicant may elect as its Base Jurisdiction any Member Jurisdiction (i) where the Applicant has an Established Place of Business, (ii) where the Fleet the Applicant seeks to register under the Plan accrues distance, and (iii) where Operational Records of the Fleet are maintained or can be made available.

(b) An Applicant that does not have an Established Place of Business in any Jurisdiction may designate as a Base Jurisdiction any Member Jurisdiction (i) where the Applicant can demonstrate Residence, (ii) where the Fleet the Applicant seeks to register under the Plan accrues distance, and (iii) where Operational Records of the Fleet are maintained or can be made available.

(c) To establish Residence in a Member Jurisdiction, an Applicant must demonstrate to the satisfaction of the Member Jurisdiction at least three of the following:

- (i) if the Applicant is an individual, that his or her driver's license is issued by that Jurisdiction,**
- (ii) if the Applicant is a corporation, that it is incorporated or registered to conduct business as a foreign corporation in that Jurisdiction,**
- (iii) if the Applicant is a corporation, that the principal owner is a resident of that Jurisdiction,**
- (iv) that the Applicant's federal income tax returns have been filed from an address in that Jurisdiction,**
- (v) that the Applicant has paid personal income taxes to that Jurisdiction,**

ARTICLE I

PURPOSE AND PRINCIPLES

Official Commentary

Although this Article serves in part as an introduction to the Plan, it is itself an integral part of the Plan and its provisions are substantive in nature. This Article sets out the guiding purposes and principles of the Plan, and the Plan should be construed throughout in accordance with them. The text of each part of the Plan should be read in the light of the purpose or principle of the provision in question, as well as those of the Plan as a whole, and the language should be construed narrowly or broadly, as the case may be, in conformity with the purposes and principles involved.

Throughout the Plan, Member Jurisdictions and their representatives are to be held to a standard of conduct that is reasonable for a Jurisdiction in light of the purpose, the principles, and the provisions of the Plan.

100 TITLE

This reciprocal agreement shall be known as the International Registration Plan and is referred to below as the Plan.

HISTORICAL NOTES

Adopted: Ballot FT-333, effective July 1, 2008. **Amended:**

Related Provisions, 2006 Plan: Section 100.

105 FUNDAMENTAL PRINCIPLE

The fundamental principle of the Plan is to promote and encourage the fullest possible use of the highway system by authorizing apportioned registration of Fleets of Apportionable Vehicles and the recognition by each Member Jurisdiction of the registration of Vehicles apportioned by other Member Jurisdictions, thus contributing to the economic and social development and growth of the Member Jurisdictions.

Official Commentary

Freedom of Vehicle movement is a fundamental principle of the Plan. This freedom is to be attained by authorizing apportioned registration of Fleets.

The apportioned registration system makes possible greater flexibility of commerce between and among the Member Jurisdictions. Such efficient use of the highway system is beneficial to the economic and social growth of the Member Jurisdictions. Freedom of Vehicle movement is achieved through official recognition of Apportioned Vehicles by all Member Jurisdictions.