



An INCVA agreement will provide **clarity, certainty and simplicity** for **commercial vehicle owners**, for **jurisdictions**, and for **law enforcement**.

IRP encourages reciprocity be granted to those Vehicles that are
-not eligible for apportioned registration under the Plan, or
-for which registration under the Plan is optional.

The challenge is, the Plan doesn't actually provide for reciprocity for those non-IRP vehicles.
- The IRP refers to as "**applicable agreements, understandings, or declarations**", but these are next to impossible for carriers, law enforcement and even for jurisdictions to find. If you do find proof these exist, the agreements don't fit with the IRP as most were written before jurisdictions joined IRP.

Like the IRP is designed to be the only prorate license agreement in Canada and US,
INCVA is designed to be the only free reciprocity agreement for non-IRP commercial vehicles.

INCVA will succeed where other agreements have not because INCVA is designed and intended to be a companion agreement to the IRP and focuses on commercial use vehicles.



Currently the jurisdiction with the most reciprocity is the jurisdiction with the best filing cabinet.

There are quite a few reciprocity agreements still out there and in force today.

- some predated the IRP
- some were put in place after IRP.
- None, with the exception of a Canadian Agreement called the Canadian Agreement on Vehicle Reciprocity, are very effective today.

Many jurisdictions are unaware they are still a party to these old agreements. Industry can't count on them and law enforcement can't find them.



INCVA is based in large part on the very successful Canadian Agreement on Vehicle Registration.

CAVR provides consistent agreement for whole country.

- Prior to 2001, CAVR was both a prorate agreement and a free reciprocity plan. After 2001, all the Canadians had joined IRP and when all the provinces joined, the CAVR agreement was reworked to be exclusively a free reciprocity agreement.
- In 2001, the free reciprocity in CAVR was bumped up from 12,000 lbs to 26,000 lbs to align with the thresholds in the IRP Agreement.
- One weakness of CAVR is that it isn't clear where intra is allowed, or where it is allowed, what are the parameters (e.g., timeframe) -- (we've got a fix for this in INCVA).
- We'll get into some of the terminology around inter-provincial and intra-provincial later in the presentation.
- Note: Can view CAVR agreement and other materials from this presentation on the IRP website after presentation

Working Group - Activities

- Completed a draft agreement for review and comment
- Initiated communications and consultations
- Presentations, workshops and webinars for IRP community, industry and other key stakeholders
- Surveys of industry and jurisdictions
- Initiated legal reviews

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INCVA Key Principles

- Applies to optionally apportionable vehicles:
 - Charter buses
 - Vehicles having a GVW of 26,000 lbs / 11,794 kg or less
- Applies to vehicles the IRP Agreement doesn't:
 - Vehicles displaying restricted plates (e.g., farm plates, motor dealer industry plates, historic/vintage plates)
- Supersedes all other reciprocity agreements for commercial vehicles (with the exception of the Plan)
- Companion agreement to the IRP
- Goal of participation by all states and provinces

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Accomplishments/Activities

Webinars and presentations

We've presented to and sought feedback from AAMVA & IRP

We've presented and sought feedback directly from

**North American Transportation Services Association, and
and Truck Rental and Leasing Association**

We hosted a webinar through IRP targeted for Industry (81 Participants from both Jurisdictions and Industry).

We've surveyed IRP jurisdictions and Industry

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This draft Agreement that incorporates concepts from

- the Canadian Agreement on Vehicle Registration,
- AAMVA's 1988 Registration Reciprocity Agreement

but follows the language and structure of the IRP.

We've learned from the challenges older agreements had, both in language and administration.

INCVA would be **the** Single free reciprocity agreement that supersedes all other reciprocity agreements

- a sister agreement to the IRP... all the principles of the Plan, but and deals exclusively with vehicles that the IRP doesn't
- It would have a supremacy clause so you once you sign on, no mystery agreements come out of the woodwork.
- The administration of the agreement would be similar to IRP,
 - the same change mechanisms (ballots for change)
 - IRP Repository is the host for the agreement and does the minor admin work to provide mechanism for jurisdictions to join and keep appendix up to date.

While it would be nice if all 59 states and provinces all had exactly the same rules

... they don't and they likely never will...

... the agreement as drafted recognizes this reality -- it is a voluntary agreement so flexibility is required.

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– this flexibility comes at a cost... we want to here from you, does the agreement need to have this flexibility?



Key features of the title:

International: it would allow inter-state, inter-provincial and international operation (subject, of course to federal requirements)

Non-AppORTioned: it deals only with vehicles which are not apportionable or for which apportioned registration is optional under the IRP Agreement

Commercial: it isn't for motorcycles, RV's or passenger cars. It is for vehicles used commercially

Vehicle: yes, we define that too... And the agreement will only apply to vehicles with wheels touching a highway.

You'll also see the IRP logo on the cover page. IRP is working on this agreement because members of the IRP community are members of the Motor Carrier Services community and, in most all cases, are also the same folks who also are charged with the administration of these non-apportioned commercial vehicles.

ARTICLE I	
TITLE AND INTRODUCTION	
100	TITLE
110	PURPOSE
120	COOPERATIVE AGREEMENT
130	EFFECT OF AGREEMENT ON OTHER AGREEMENTS

INCVA follows the language, style and overall approach of the IRP. Complete with the *Official Commentary*.

For example, like the IRP, it is a cooperative agreement. Each signatory shall administer the registration of Vehicles covered by this agreement in such a way no other jurisdiction is disadvantaged.

The supremacy clause of INCVA will appear very familiar... it is modeled nearly identically to the IRP language (which appears to work well... any of you members of a prorate agreement you're not aware of?)

As INCVA is a companion agreement to IRP, it also makes sure that in the (unlikely) event of a conflict between INCVA and IRP, IRP shall prevail.

ARTICLE II	
DEFINITIONS	
Most are identical to the IRP definitions:	
<ul style="list-style-type: none"> • Bus, Charter bus, Chartered Parties • Inter & Intra jurisdictional movement • Trailer, Semi-trailer, & Vehicle • Repository 	

Most are terms that are taken from the IRP agreement. e.g.,
 BUS, CHARTER BUS, CHARTERED PARTY,
 INTER-JURISDICTIONAL MOVEMENT; INTRA-JURISDICTIONAL MOVEMENT
 SEMI-TRAILER, TRAILER
 VEHICLE

Similar Definitions

Some are similar but put in context of INCVA

- Base & Host Jurisdiction
- Reciprocity
- Registrant
- Restricted Plate
- Registration Fee (similar to Apportionable Fee)
- Jurisdiction (Canada & US only)

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A few are put into the context of INCVA, but mean the same things as you are already familiar with like

- Host jurisdiction
- Base Jurisdiction
- Registrant
- Signatory = Member Jurisdiction
- Registration Fee (similar to Apportionable Fee)

The definition of Jurisdiction is similar to IRP, but this agreement does not extend into Mexico.

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Key Definitions

Interjurisdictional movement

“Interjurisdictional Movement” means Vehicle movement between or through two or more Jurisdictions.

Intrajurisdictional Movement

“Intrajurisdictional Movement” means Vehicle movement from one point within a Jurisdiction to another point within the same Jurisdiction.

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To be able to better understand how free reciprocity works, it is important to understand the definitions of inter/intra.

Where it doesn't really matter in IRP, it matters for free reciprocity – some jurisdictions have no concerns with allowing unlimited inter... they are a lot tighter on intra.

These definitions are closely related to those in the IRP agreement.

In essence, inter- means you can travel into or through a jurisdiction with no pick-up and drop off between two points in the same jurisdiction

e.g., can bring a box of books in from AB and drop it off in BC, pick up some books in BC and drop off in AB.

intra-means the pick-up and drop off of loads between two points in the same jurisdiction or operation back and forth between two points in the same jurisdiction.

e.g., picking up a load in one city in a state and dropping off a part of that load in the same state.

Many jurisdictions are OK with “inter”, but disallow or limit “intra”

Many will have limited intra for immediate neighbours (e.g., city in Alberta that part of the city is in AB and the other part is within SK.)

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New Definitions ...

- **“Full and Free Registration Reciprocity”**

Mutual recognition of the registration of a vehicle under this agreement including the waiver of registration fees of the base jurisdiction.

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New definition. Since IRP doesn't provide Free registration reciprocity (trailers pulled by apportioned unit being the exception), this term is introduced in INCVA. Similar to those in AAMVA RRA, Multistate, & CAVR. Nothing really new here.

“Registration Fee” means any fee or tax, whether one-time or recurring, imposed for registering, licensing, or titling a Vehicle.

Doesn't include ownership taxes.

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The concepts of apportionable vehicle in the IRP and Non-apportioned vehicle are related.

It is this recognition and balance between the two that has INCVA being a companion agreement to the IRP.

This definition of apportionable vehicle is familiar to those in IRP, so too is the definition of non-apportioned vehicle under INCVA

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Apportionable Vehicle (IRP)



APPORTIONABLE VEHICLE

“Apportionable Vehicle” means (except as provided below) any Power Unit that is used or intended for use in two or more Member Jurisdictions and that is used for the transportation of persons for hire or designed, used, or maintained primarily for the transportation of property, and:

- (i) has two Axles and a gross Vehicle weight or registered gross Vehicle weight in excess of 26,000 pounds (11,793.401 kilograms), or
- (ii) has three or more Axles, regardless of weight, or
- (iii) is used in combination, when the gross Vehicle weight of such combination exceeds 26,000 pounds (11,793.401 kilograms).

This term Apportionable Vehicle from the IRP agreement will be familiar:

In essence:

- Commercial vehicles with 3 or more axles
- Commercial vehicles with a registered weight over 26,000 lbs (11,793.401 kg)

Apportionable Vehicle (IRP)

Non apportionable vehicles under IRP:

- Vehicles displaying Restricted Plates,
- A government-owned Vehicle
- *Recreational Vehicles*



Registered at the option of the Registrant in IRP:

- Trucks and combination of commercial vehicles less than 26,000 pounds (11,793.401 kilograms) GVW,
- Chartered buses



These are the vehicles that under IRP are either

- Not allowed to be apportioned
- Apportion registration at the option of the registrant.
- Note that INCVA doesn't deal with recreational vehicles or vehicles used for a recreational (non-commercial) purpose.

“Non-AppORTioned Vehicle” (INCVA)

- Two axle motor vehicle used for commercial purposes with
 - a) GVW **less** than 26,000 lbs (11,794 kg) or
 - b) when used with a trailer/ semi-trailer has a combined GVW of less than 26,000 lbs (11,794 kg)
- Restricted plated motor vehicle
- Charter Bus



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So, which vehicles would INCVA apply to?

“Non-appORTioned Vehicle” means a motor Vehicle used for commercial purposes for which registration under the International Registration Plan is optional or which is ineligible for registration under the International Registration Plan.

Restricted plate:

“Restricted Plate” – demo/transporter plates, farm plates, in-transit permits, government plates, mass transit plates...

-Rules of the host jurisdiction apply to vehicles displaying restricted plates

If a vehicle is prorated licensed for some jurisdictions, it can still operate under free reciprocity under INCVA.

INCVA doesn't apply to..

A “Non-AppORTioned Vehicle” does not include:

- non-commercial vehicles (e.g., pick-up used for personal purposes, recreational vehicles)
- passenger cars or a motorcycles
- a one-way rental vehicles

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INCVA would not apply to non-commercial vehicles

It also wouldn't include passenger vehicles or motorcycles... these vehicles are already effectively provided for through state statute... if they weren't, it would make a trip on Route 66 quite the bureaucratic challenge stopping at all the DVM's from Chicago to LA.

It would also not apply to one-way rental vehicles since the IRP already provides a couple of methods that recognize the uniqueness of one-way rentals and provides a means for jurisdictions to be paid fees for use of their infrastructure.

ARTICLE III	
RECIPROCITY	
300	INTERJURISDICTIONAL RECIPROCITY
310	INTRAJURISDICTIONAL RECIPROCITY
330	EXCLUSIONS, LIMITS, CONDITIONS AND ALLOWANCES

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Reciprocity is what INCVA is all about.

Two key elements to this agreement

Inter- and intra.

Inter Reciprocity
<ul style="list-style-type: none">• Full and Free Registration Reciprocity for Interjurisdictional Movement:<ul style="list-style-type: none">– can be exclusions for some types of vehicles (e.g., charter buses, differing jurisdictional definitions of commercial vehicle)• license plate accepted without additional requirements or registration fees in host jurisdiction.

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The essence of the agreement is the free reciprocity provided under INCVA.

There are different provisions for inter and for intra. We have assumed that not all jurisdictions will accept intra (although there is good reason to allow for both)

The goal is unlimited inter-jurisdictional movements. No additional limits or conditions. INCVA does, however, recognize that some vehicle types may need to be excluded (e.g., Charter buses for some jurisdictions).

Intra Reciprocity

Temporary intra Full and Free Registration Reciprocity:

- Jurisdiction can opt out
- Agreement will provide clarity and certainty for what intra is/isn't allowed
- Jurisdiction can define "temporary":
 - INCVA default time limit 30 days a year
 - No default time limit for trailing equipment
- Any limit to intra outlined in appendix

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The other element of the agreement is intra. It's intra that will be the more complex.

Intrajurisdictional movements provided through this Agreement for motor Vehicles, where permitted, are intended to be limited, recognizing a balance between a jurisdiction collecting Registration Fees for the extended use of their highway infrastructure and the practicality of a Vehicle Registrant having to register in more than one jurisdiction during a registration period.

- In Canada, all the provinces provide temporary intra via CAVR (what temporary is, is however undefined and uncertain).
- Some jurisdictions may be reluctant to provide much, if any, intra
- Intra is very difficult to control or put time limits on (challenging to enforce)
- Intra has revenue implications
- The Canadian experience demonstrates a positive experience with allowing temporary intra.
- Some jurisdictions will adopt intra to address bilateral agreements between immediate neighbours

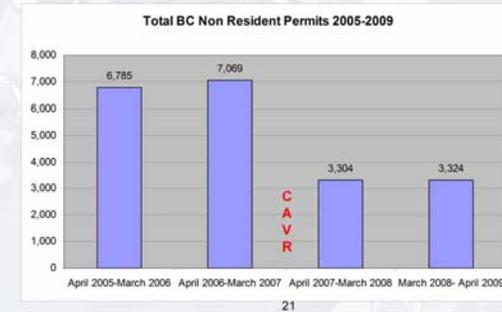
- For those that do opt to allow intra, the default is 30 days unless otherwise specified

- Jurisdictions can opt for a shorter or longer time (e.g., BC allows for 90 days for most non-IRP vehicles and unlimited # of days for farm vehicles)

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Effects of CAVR for Intra

- Number of BC Non-Resident Quarterly Permits issued decreases by nearly half....

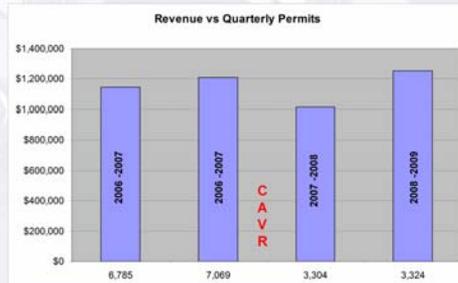


- BC Case study:
 - BC believed that providing Intra-jurisdictional operation would be costly and lead to widespread misuse.
 - All the other provinces in Canada had adopted full and free intra-reciprocity for the very same vehicles INCVA does, without any issue.
 - BC in 2007 required because of other trade agreements to adopt full and free intra.
- For both carriers and the province, providing full and free reciprocity was one of the better decisions we made.
 - In 5 years, no abuse reported, minimal revenue loss, simplicity for light commercial vehicles
 - Our # of permits when down by over ½
 - Next slide shows revenue loss.

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Effects of CAVR

- ...but permit revenue is unaffected.



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- BC trip permit revenue took a small dip and climbed in the following year.
- Most of our time was spent issuing low-value permits (the big money's in the larger vehicles).
- Less costly to issue permits, better allocation of staff time to safety.
- Not a single complaint from enforcement about mis-use.
- No BC companies reported to have licensed out of Alberta as a result
- Intra has sufficient restrictions built in to prevent mis-use.
- No concerns about intra raised by the other 9 provinces. They also allow temporary operation (it is such a non-issue, many haven't had to define clear parameters about what is "temporary").
- It helps jurisdictions, it helps vehicle owners, and in the end it balances out. Granted it's tough to determine if there is revenue leakage, but it has never been raised as a problem that anyone has bothered to check.

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- One thing that adopting intra- with CAVR was that BC was able to provide certainty and clarity for farm vehicles and eliminate a complex and unnecessarily limiting agreement that dated back to 1959

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Exclusions, Conditions and Limits

- Allowing exclusions provides for 59 jurisdictions to be able to sign onto INCVA
- Recognizes reality of different allowances in different jurisdictions
- Goal: everything in one place (Appendix) and binding
 - Exclusions may, however, serve to complicate and reduce certainty
 - Ideally, no exclusions and limited limits, but...

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Exclusions, Conditions and Limits

- **Unlimited inter**
 - unless exclusion of a motor vehicle type is specified in the appendix
- **Temporary intra**
 - time limit can be limited or expanded to other than 30 days
 - exclusions, limits, conditions must be specified
- **Restricted Plates**
 - all accepted unless otherwise provided
 - exclusions must be specified

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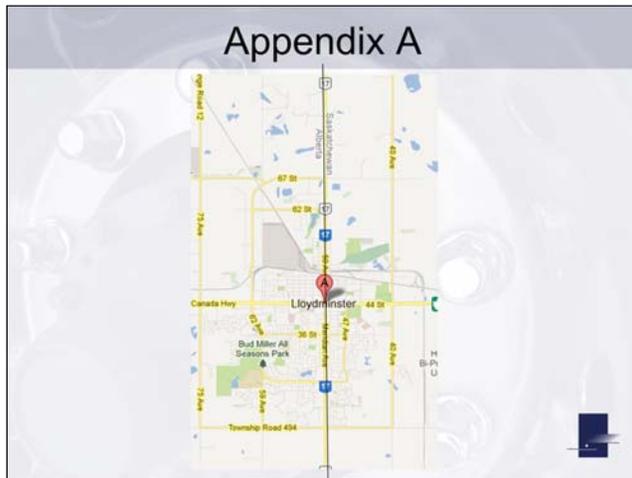
Two of the elements of INCVA are **flexibility** for the jurisdictions and **clarity** for industry and enforcement

Attached to the agreement is an appendix which outlines all the exclusions, conditions and limits

For example, some jurisdictions allow charter buses to operate freely, some do not... INCVA must provide for this.

Some jurisdictions limit intra to little or no intra... INCVA must also provide for this.

This is the big question... is the goal full participation? – unless jurisdictions had the ability to have their own unique rules reflected in INCVA, they likely wouldn't join (it took an Act of Congress 1992 to get all the US states to join IRP).



One of the strengths of INCVA is in the Appendix. It recognizes the reality that almost every jurisdiction provides differently for reciprocity. Put another way, its highly unlikely that in my lifetime all the states and provinces will agree on a single set of rules for free reciprocity... the appendix acknowledges this.

The agreement outlines some general provisions for reciprocity to provide a common set of rules unless otherwise provided in the Appendix.

Other Strengths...

- Provides opportunity to clarify requirements
- Allows for bi-lateral agreements to be reflected in INCVA (for those jurisdictions with cities that span a couple (or more) states/provinces.

This slide shows the town of Lloydminster which is a town that the provincial border runs down main street. For AB and SK, they may want to provide a different set of rules for Lloydminster then they do for the rest of the province... INCVA provides that flexibility.

APPENDIX A MEMBERSHIP, EXCLUSIONS, CONDITIONS AND ALLOWANCES					
EXCLUSIONS, LIMITS, CONDITIONS AND ALLOWANCES					
Jurisdiction	Date Joined (date of amendment or Appendix A)	Intra-jurisdictional Movement (time limits) *all except unless otherwise provided	Excluded Non- appertained Vehicles (license conditions) *all except unless otherwise provided	Restricted Plans (specified limits, conditions, prohibitions) *all except unless otherwise provided	Additional limits, conditions and allowances
British Columbia	n/a	90 days in a calendar year (except farmplated + vehicles) (185 days a year for farm plates + vehicles)	Charter Buses are excluded from INCVA.		
jurisdiction	04/18/2013	I			

The appendix will provide clarity and certainty for jurisdictions, law enforcement and industry.

The appendix outlines the limits and conditions to reciprocity unique to each jurisdiction under INCVA.

The advantage to the appendix is that all of the requirements, limits and conditions will all be in one place... and unlike the guidebook which becomes out of date by the time it is published, if it's in the Appendix... it's binding. If the appendix gets changed, notice must be provided and the current language will be available on the IRP website. Put another way, unlike a guide book or helpful website, the obligation to keep it current rests with the host jurisdiction, not the publisher.

Other:

- Provides opportunity to clarify requirements
- Place to document existing agreement
- Allows for bi-lateral agreements to be reflected in the agreement (for those jurisdictions with cities that span a couple (or more) states/provinces.



These are examples of the kinds of restricted plates that INCVA would apply to.

The key elements to INCVA's acceptance of restricted plates

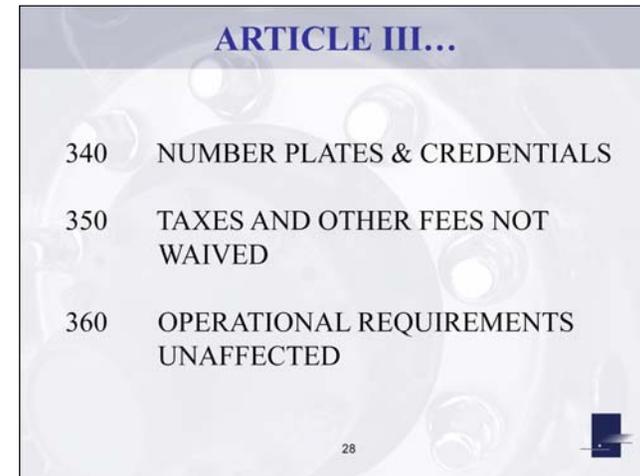
1. The rules of the host jurisdiction apply to hosted vehicles with equivalent plates (e.g., BC rules would apply to vehicles displaying SK farm plates)

EG. BC only allows farmers to haul their own goods. Law enforcement doesn't need to know what the other 58 jurisdiction's requirements. Just their own jurisdiction's requirements.

2. Jurisdictions may choose to

- specify which restricted plates they will accept, or
- specify those that they prohibit
- (or specify nothing and accept all restricted plates as defined in

INCVA)



340 : Number plates

- default is that vehicles must display valid and current number plates and have a current license
- temporary credentials accepted (but only for non-IRP vehicles)
- recognizes that if the base jurisdiction only issues one plate, there is no expectation that a second plate be issued.

Allows for jurisdiction to allow vehicles without plates (e.g., trailers or industrial equipment) – must specify in the appendix what, if any vehicles accepted without plates)

Dual Plates:

Some carriers that operate frequently in two jurisdictions sometimes find it problematic to meet the IRP record keeping requirements and would happily dual plate, but some jurisdictions prohibit this.

This draft does not provide for dual plating in INCVA. Should it?

Would it impact a jurisdiction's ability to enter into an agreement without statute changes is typically limited to reciprocity agreements (a concept in which dual plating doesn't fit)?

However, not being able to dual plate causes challenges for carriers that keeping records to IRP levels is difficult or expensive.

350: Taxes and other fees.

- the agreement only waives fees directly related to registration (e.g. plate fee, initial registration fee, annual license)... but does not waive vehicle ownership taxes and the like.

360: Other requirements such as maximum height, weight, length, or any other non-registration laws.

ARTICLE IV	
ADMINISTRATION	
400	REPOSITORY
410	AMENDMENTS
420	JOINING THE AGREEMENT
430	WITHDRAWING

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400: IRP Inc. Shall host the agreement.

410: Any changes to the agreement are done by ballot... using the same mechanisms that IRP uses
 75% affirmative votes from all of those that cast a ballot
 - voting member will be confirmed by IRP Inc. in advance of a ballot
 - the timing for introducing and submitting ballots is the same as IRP
 - like the IRP, only a signatory can put forward a ballot

This is one of the strengths of INCVA, it will likely require few changes, but if it needs to be changed, there is a clear and predictable mechanism to do so.

- Unlike IRP, if there is a change to the agreement that a jurisdiction firmly doesn't support but the ballot passes anyway, they can provide an exclusion or place a limit or condition in the Appendix.

420: Joining INCVA

- US or Canadian jurisdictions can join by agreeing to be bound by the terms of the agreement (no review or vote required by other jurisdictions)
 - when joining, or after joining, any exclusion, limit or condition will be recorded in the Agreement.

430: Withdrawing,

- notification will be effective after 90 days (to provide adequate time for notification and carriers to find alternative licensing arrangements).

 Absent from INCVA is a dispute resolution mechanism.

- if a jurisdiction needs clarity because of an issue that arises, they are able clarify in the Appendix.
- unlikely a dispute will arise that can't be resolved. History has shown there to be few to no disputes with free reciprocity agreements (CAVR, Multistate, RRA) that required intervention.
- thought to be problematic early on with INCVA because the DRC may be made up of members that are not members of INCVA.

Pros of INCVA
• Would likely not require significant changes from current practices (at least for inter)
• May serve to reduce administrative burden and costs for industry
• Accessible for industry and enforcement
• Aligns with IRP goals
• Administered by IRP community

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- There are many benefits that would come from developing an agreement for Non-AppORTioned Commercial vehicles.

Key: Most states already offer free inter-jurisdictional operations for under 26,000 lb trucks so this would not be too big of a change from current practices.

Some Industry Thoughts...

- Could decrease administrative costs and delays
- Increase certainty for registering non-apportioned commercial vehicles

“Carriers don't mind complying with permit requirements; however, when the actual requirements are not clear, it is frustrating and costly.”



•We've had some constructive comments from industry, but we need to learn more. This is a difficult vehicle category to consult with. Not generally represented by trucking associations or trade groups.

•Positive feedback from survey in Light and Medium truck regarding whether this agreement will be useful.

•sophisticated carriers that need to operate on reciprocity frequently do know the rules now, and will not be interested in seeing states use signing on to INCVA as an occasion for restricting the reciprocity they have traditionally granted - THIS IS A BIG ISSUE for industry.

industry, for purposes of the meeting especially, means service bureaus as well as carriers, and some of them may be afraid of losing permit business because of added free reciprocity

Industry has responded only feebly so far, and we can not with certainty conclude anything from what we've heard

Cons of INCVA (for Jurisdictions)

- Concern regarding decrease in permit and apportioned fees (**note, joining INCVA doesn't result in revenue loss**)
- Reduced ability to track, audit and collect taxes on vehicles and goods from out-of-state/province
- Would initially require resources to implement and communicate

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- Real or imagined... (BC Example found that the revenue loss didn't materialize)
- While there are many pros that support development of the INCVA agreement, many jurisdictions first concerns about reciprocity will be lost revenues from decreased registrations... especially considering the current economic climate.
- Would be decrease in revenue from registration and taxes
- Reduced ability to track vehicles that don't purchase permits.

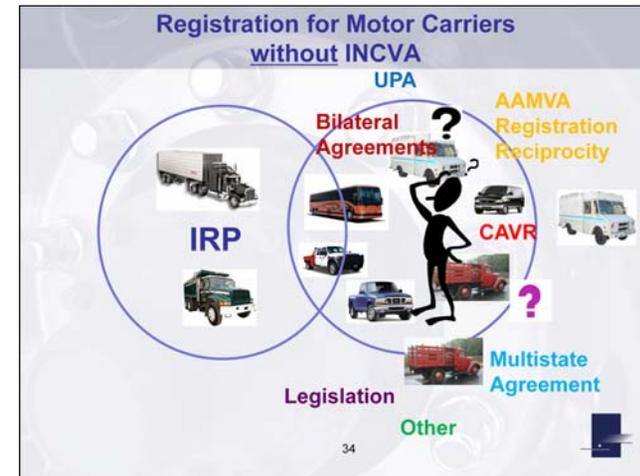
Next steps

Jurisdictions:

- Review the agreement
- Determine authority to enter into INCVA
- Clarify the requirements for non-apportioned commercial vehicles in your jurisdiction
- Identify if exclusions, conditions or limits required
- Determine your requirements for the appendix
- Sign Appendix B of INCVA

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Action items



This slide summarizes the current landscape.

IRP provides the single source agreement for prorating of vehicles

For non-IRP vehicles (those for which apportioning under IRP is optional, or those for which IRP is not available), the landscape is very different with a confusing mix of agreements and policies.



This slide summarizes what we are trying to achieve

- A companion agreement for IRP
- One agreement to deal with all the commercial vehicles that are not apportionable under IRP for which apportioning under IRP is optional

A new agreement can provide **clarity, certainty and simplicity for commercial vehicle owners, for jurisdictions, and for law enforcement.**

INCVA can succeed where other agreements have not because INCVA is designed and intended to be a companion agreement to the IRP.

To make a new agreement a reality, it requires jurisdictions to take action.

- Review the agreement...
- Ask questions of your industry partners back home.
- Start taking steps for your jurisdiction to consider joining INCVA.



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