

MODULE 4 REFERENCES

ITS/CVO Program Areas:
Credentials Administration



US Dept of Transportation

Electronic Credentials and Paperless Vehicle

The concept of a paperless vehicle may be realized once a state has equipped roadside personnel with computers and network hook-ups sufficient to access safety and credentials data stored electronically in the infrastructure. Likewise, the state must make available to the roadside the information necessary to verify credentials status. Decals, bingo cards and stamps, registration papers, tax documentation, and special permits will be stored electronically off the vehicle in the infrastructure. If a vehicle is equipped with a transponder, the roadside system can read the identifiers from the tag and look up those IDs in the infrastructure to check safety and credentials status. If a vehicle does not have a tag, or the tag has malfunctioned, the same linkage can be made if the driver is able to provide the IDs to the roadside personnel.

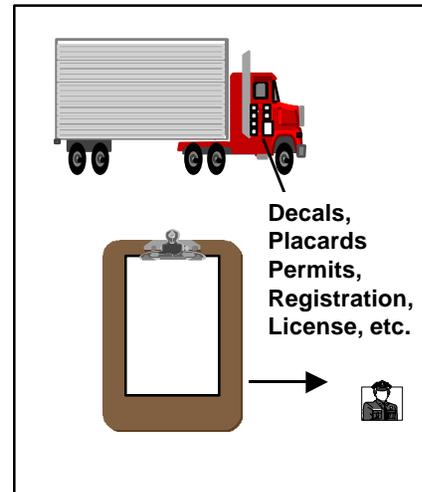
Paper copies representing the credentials may be carried on the truck as back-up material, rather than the primary indication of proper credentialing.

For this concept to become reality, legislative actions must be taken in many states. Electronic signatures must be accepted. Infrastructure data must be considered valid, and access to that data must be reliable. Additionally, all enforcement personnel must be equipped with reader devices to access the IDs on the tag and data from the infrastructure.

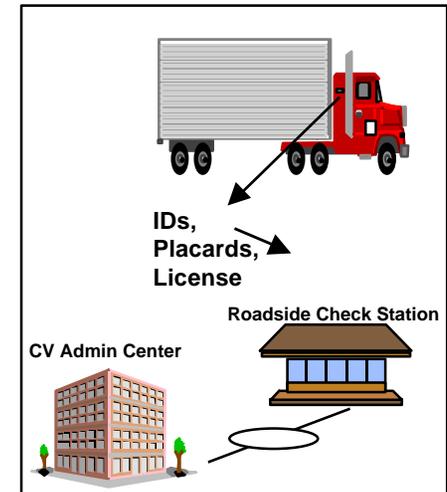
Electronic Credentials and Paperless Vehicle

As more and more states embrace information systems and electronic data exchange, the reliance on paper documents on-board the vehicle can be reduced. Some credential evidence on the vehicle is expected to continue to be present to aid in safety and enforcement actions. A license plate, HazMat placard, and the transponder itself each represent on-board credential evidence that is likely to remain on the vehicle for some time to come. But a paper registration, paper permit, and other paper forms of credentials should be unnecessary except as back-up to the electronic systems.

A paperless vehicle may be several years in the future, but the implementation of improved information systems and access methods should make it a possibility.



With "Paper" On the Vehicle



"Paperless" Vehicle

Ubiquitous (but secure) Electronic Data Access

Data used in Commercial Vehicle Operations must be accurate and properly protected. The responsibilities for making sure that data are accurate and protected are divided among data providers (authoritative and indirect sources) and data users.

A data provider ensures the integrity of data being provided to users. The source checks information against other sources when possible and feasible. The data provider maintains current records and archives out-of-date data.

Data users see to it that only the latest data are used in making critical decisions. The data user checks with the authoritative source before making critical decisions such as issuing a citation.

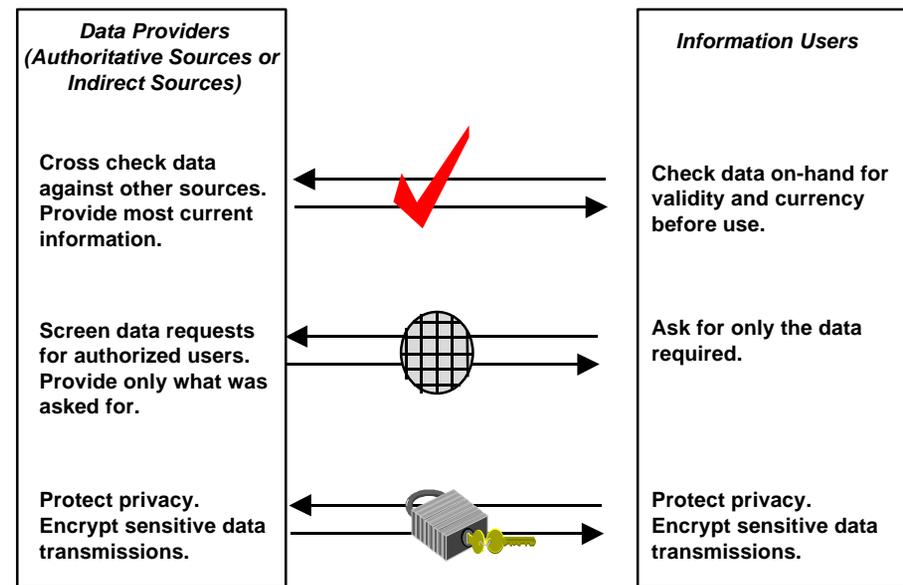
When asking for information, the data user asks only for the data required for the particular activity being handled. Minimizing data requests reduces the burden on the information systems and makes it easier for the data provider to meet the user's needs.

When a data user asks for information, the data provider screens the request to make sure that the requester is authorized to have the information. The provider retrieves the latest records available, and provides only data pertinent to the user's request.

Ubiquitous (but secure) Electronic Data Access (cont.)

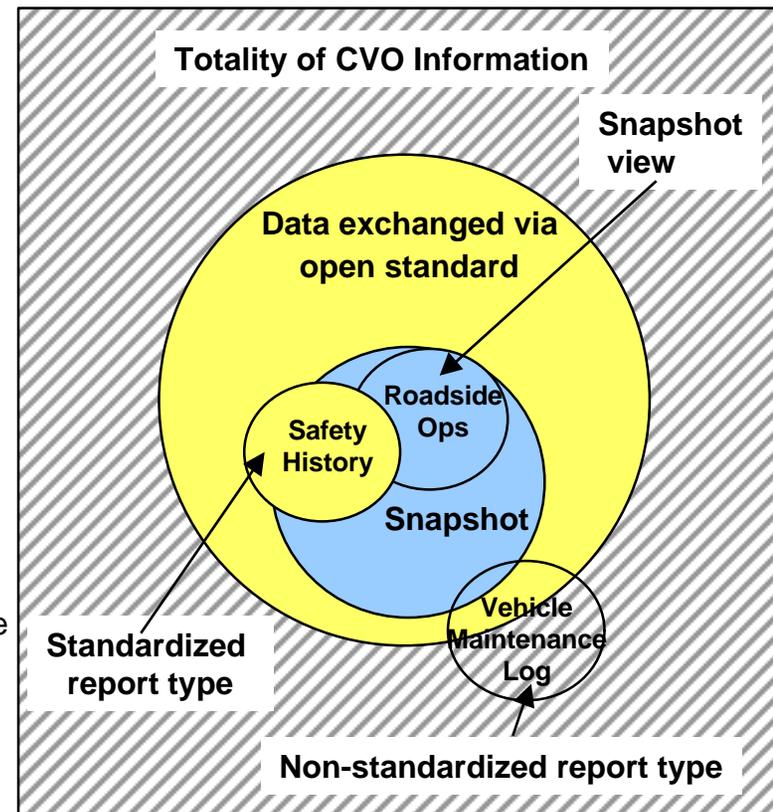
Both the **data user** and the **data provider** protect the privacy of the data they handle in accordance with prevailing laws and good business practices. Sensitive data transmissions are encrypted or protected via other technological means.

Data are controlled by authoritative sources. An authoritative source may also provide data to indirect sources in the CVISN Core Infrastructure either by copying them, or by including a reference pointer in the indirect source.



Snapshots and Reports Provide the Standard Information from Multiple Authoritative Sources that Systems and People Need

- SAFER/CVIEW Snapshots for Carrier, Vehicle, and Driver
 - Transmitted via EDI ASC X12 transaction set 285
 - Contain identifier/census data, limited safety and credential information
 - Used primarily by systems to support making quick decisions
 - Different views support different system users
 - Assembled from proactive inputs from multiple sources
 - Snapshot data are stored by SAFER/CVIEW
- Standardized Carrier, Vehicle, and Driver Reports
 - Transmitted via EDI ASC X12 transaction set 284
 - Contain more details than snapshot, but not necessarily the complete set of information available
 - Used when timeliness of query response is less critical
 - Used primarily by people when snapshot does not provide all the needed information
 - Different views support different people/functions
 - Assembled from interactive inputs from multiple sources by SAFER/CVIEW
 - Generally not stored by SAFER/CVIEW



Flexible Implementation/Deployment Options for Credentials Administration

The “givens:”

- Electronic applications & responses
- Open Electronic Data Interchange (EDI) standards
- Clearinghouses to administer base state agreements
- Electronic fee payment
- Supplying information to snapshots

Options *for the state*:

- Where to incorporate EDI
- What modifications to make to existing (legacy) systems
- Which electronic fee payment options to offer

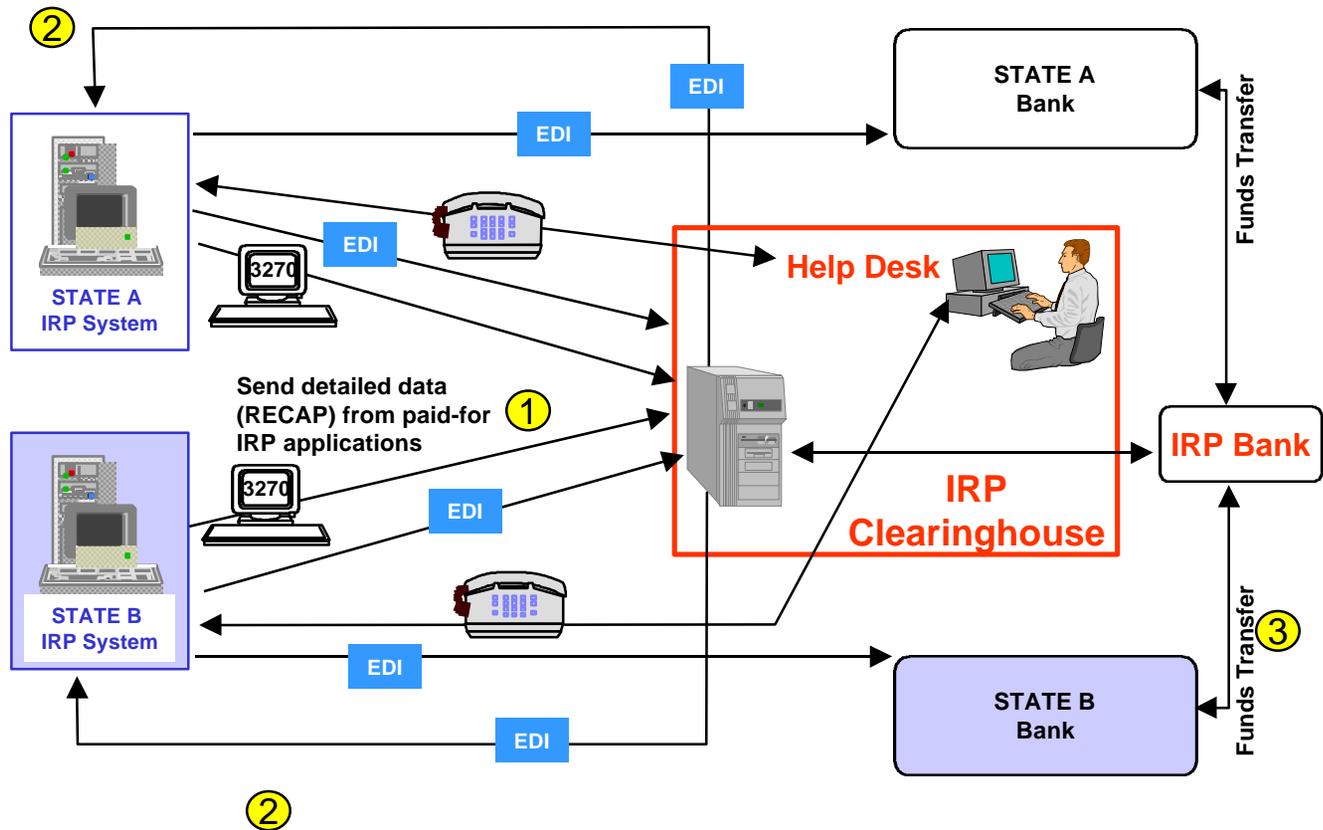
- Which systems connect to the public
- Which systems interface with the core infrastructure
- Where snapshots are used
- How snapshots are built
- Internet or not

Options *for the carrier*:

- What mechanism to use for filing applications
- What modifications to make to existing (legacy) systems
- Which electronic fee payment options to use

The IRP Clearinghouse will Perform All the Basic Clearinghouse Functions, and Provide a Help Desk for System Users

- List RECAPS available (Pre-Netting Transmittals);
- Summarize vehicle & fee info from RECAPS (Post-Netting Transmittals)
- List balance due/owed (Remittance Netting Reports)

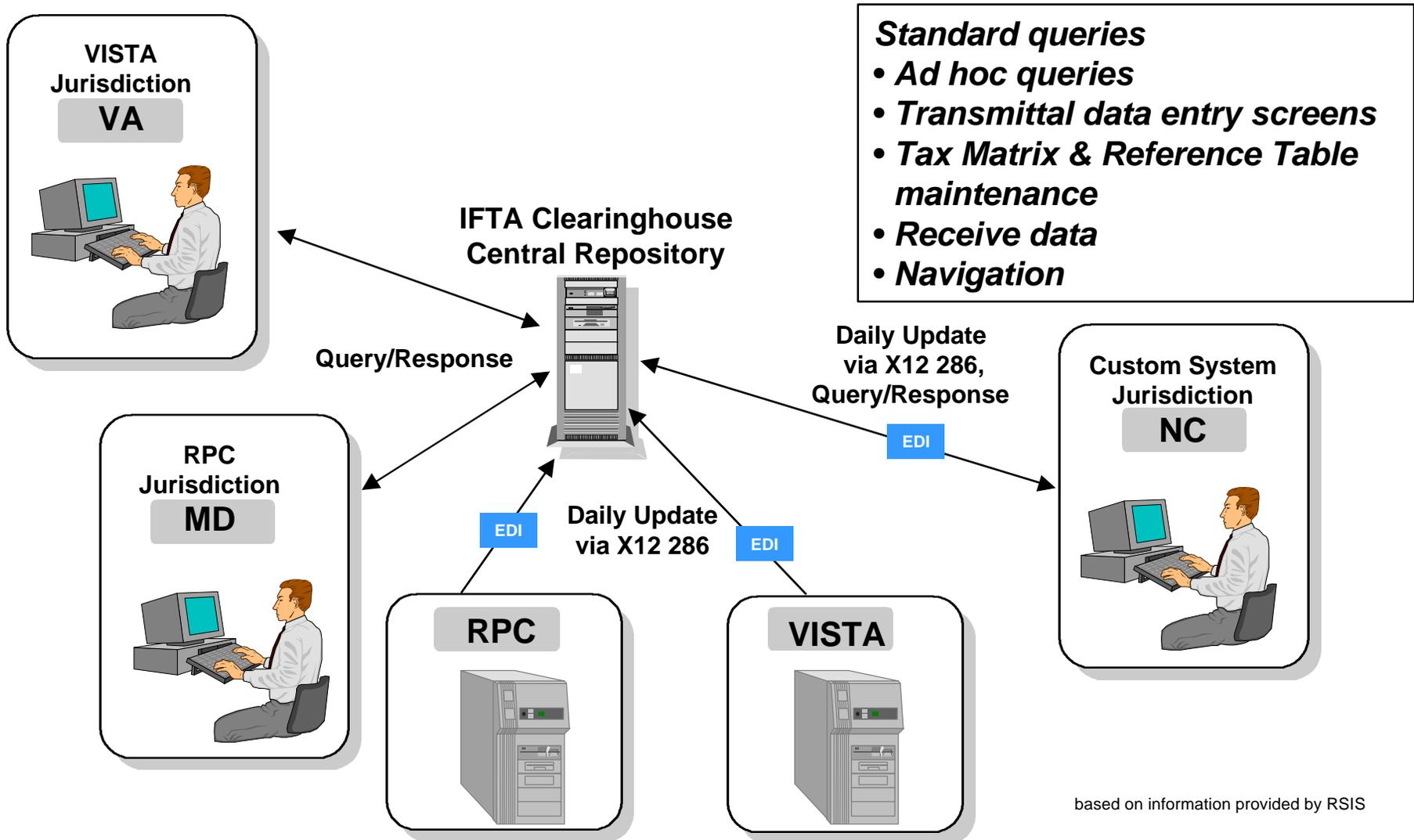


The IRP Clearinghouse performs these major functions:

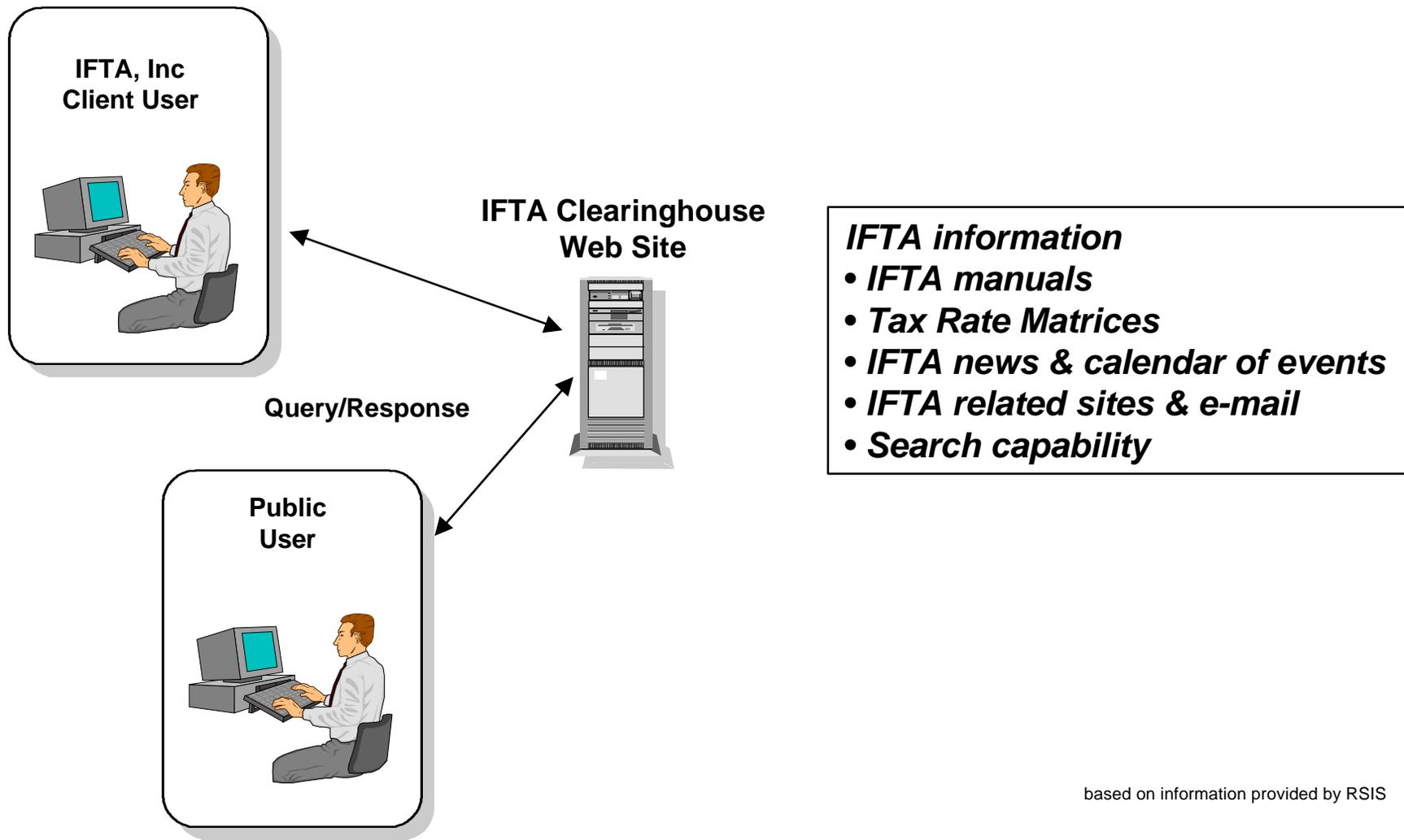
- ① Acceptance of RECAPS input from jurisdictions,
- ② Remittance Netting,
- ③ Facilitate monthly funds transfer, supporting EFT

based on information provided by IRP, Inc.

The IFTA Clearinghouse Central Repository Will Provide Access to Confidential Tax Information for IFTA, Inc. Clients



The IFTA Clearinghouse Web Site Will Provide Public Access to Non-Confidential Tax Information



based on information provided by RSIS