

OFFICE OF VEHICLE & MOTOR CARRIER SERVICES

NEWSLETTER

Dates to Remember



**International Fuel Tax Agreement (IFTA)
IFTA Second quarter 2018 tax return
filing and payment
deadline is Tuesday, July 31, 2018**

July 2018

July 1: the 2290 reporting period is **July 1, 2017 through June 30, 2018, OR July 1, 2018 through June 30, 2019.**

if the July renewal is **received prior to July 1, 2018, the July 1, 2017 - June 30, 2018 must be used.*

July 3: No movements of oversize loads will be permitted in Iowa from noon Tuesday, July 3, until 30 minutes prior to sunrise Thursday, July 5.

July 4: Iowa DOT offices closed.

July 31: Second quarter IFTA tax return filing and payment deadline.

July IRP renewal filing deadline. If you are deleting units with **permanent plates** from your fleet, the **plates must be returned/postmarked on or before the last day of your renewal expiration date.** If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.

August 2018

August 31: August IRP renewal filing deadline. If you are deleting units with **permanent plates** from your fleet, the **plates must be returned/postmarked on or before the last day of your renewal expiration date.** If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.

September 2018

September 1: The distance reporting period for renewals starting Sept. 2018 or after, is July 1, 2017 - June 30, 2018.

September 30: September IRP renewal filing deadline. If you are deleting units with **permanent plates** from your fleet, the **plates must be returned/postmarked on or before the last day of your renewal expiration date.** If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.

October 2018

October 31: Third quarter IFTA tax return filing and payment deadline.

October IRP renewal filing deadline. If you are deleting units with **permanent plates** from your fleet, the **plates must be returned/postmarked on or before the last day of your renewal expiration date.** If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.

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No movements of oversize loads will be permitted in Iowa from noon Friday, August 31, until 30 minutes prior to sunrise Tuesday, September 4.

Hot Topics

Electronic Logging Devices (ELDs) vs. IFTA and IRP requirements

Although ELDs can be great, not all are created equal, as with anything, you must ensure the ELD you choose will meet all of your record keeping and retention requirements for IRP and IFTA. ELDs are mandated by the FMCSA to log hours of service for drivers and retain records for six months. Below are some important points to consider when purchasing an ELD or other GPS system that you would like to use for IFTA and IRP reporting.

1. IFTA and IRP require data be collected for vehicles.
2. IFTA and IRP data must be retained for:
 - Four years plus current year for IRP.
 - Three years plus current year for IFTA.
3. IFTA and IRP require all miles be recorded and logged, even if exempt from ELD.
4. IFTA and IRP require miles to be recorded between signals (“pings”), and the reports to list routes, miles per state, and total miles.
5. Some ELDs may only ping once an hour, which may not be sufficient for IFTA and IRP reporting (depending on your operations).

For helpful information to assist you in purchasing a system that will be used for IFTA and IRP, and meet the IFTA and IRP requirements, you may want to call the MCS audit staff at 515-239-1030, prior to purchasing your ELD/GPS system.

For more information and a comparison chart between hours of service and IFTA/IRP requirements see the next page

FMCSA electronic logging device rule

The ELD rule is intended to help create a safer work environment for drivers, and make it easier, faster to accurately track, manage, and share records of duty status (RODS) data. This rule replaced AOBRDs (automatic on-board recording devices), with ELDs and is implemented over four years.

ELDs synchronize with vehicle engines to automatically record driving time, for more accurate recording of hours of service.

The rule applies to carriers and drivers who are required to maintain RODs.

Carriers and drivers who were using paper logs or logging software were required to transition by Dec. 18, 2017.

Carriers and drivers who use AOBRDs prior to the compliance date must transition no later than Dec. 16, 2019.

For more information, please visit: fmcsa.dot.gov/elds and irponline.org.

What's New?

Effective July 1, 2018, taxicab services operating in Iowa will need to have an intrastate motor carrier passenger certificate for “taxicab service” from the Iowa Department of Transportation before they can transport passengers for-hire within the state. **“Taxicab service” is defined as a person engaged in the for-hire transportation of passengers in a taxicab having a seating capacity of less than seven passengers and not operating on a regular route between specified points.**

Three steps are needed to obtain a certificate:

1. Obtain a USDOT number by going to <https://www.fmcsa.dot.gov/registration>
2. Apply for your passenger certificate from the Iowa DOT using form 441052 that can be obtained at <https://iowadot.gov/mvd/taxicab-service>
3. Submit the application, proof of liability insurance (Form E) and \$150 application fee to the Iowa DOT.

ELECTRONIC LOGGING DEVICE (ELD)

Helpful information to assist you in choosing a system right for your requirements

An Electronic Logging Device (ELD) is an electronic device designed to comply with FMCSA's criteria to accurately record a drivers driving time for Hours of Service compliance. The International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA) each allow the use of electronic devices to document vehicle distance by jurisdiction provided the required supporting data are maintained for audit purposes.

The purchase of an ELD does not necessarily mean it will be compliant for IFTA and IRP purposes or vice versa. Beware of vendors stating that their systems are IFTA or IRP certified. There is no such certification. See the chart below for some of the key differences and similarities between an ELD and a compliant IFTA/IRP electronic records device.

DISTANCE DATA Collection Elements	Electronic Logging Device (ELD) For Reporting Hours of Service	Electronic Logging Device (ELD) IFTA / IRP Compliant
Original GPS or other location data for the vehicle to which the records pertain	Required	Required
Frequency of GPS Readings, date & time stamps, and distance recording requirements.	Location readings: <ul style="list-style-type: none"> • Every 60 minutes • Every change of duty status • Engine on/Off at a precision of one mile when On-Duty and 10 miles when Off-Duty 	Date and time of each GPS or other system reading: At intervals sufficient to validate the total distance traveled in each jurisdiction. <i>This is dependent on the carrier operation and could mean a location reading every 15 minutes or less.</i>
Location of each GPS or other system reading	Not Required	Required
Calculated distance between each GPS or other system reading	Not Required	Required
Routes of Travel by Unit	Not Required	Required
Beginning and ending reading from the odometer, hubodometer, engine control module, or similar device	Required	Required
Engine Hours	Required	Not Required
Total Trip Distance by Unit	Not Required	Required
Distance By Unit Each 24 Hour Period	Required	Not Required
Distance by Jurisdiction by Unit	Not Required	Required
Unit Number (ID)	Power Unit and Trailer	Power Unit Only
Registrant's (Company) Name	Required	Required
Driver Name/ID	Required	Not Required
Carrier Responsibilities		
Retain all data for audit purposes	6 months	IFTA: 4 years – IRP: up to 6.5 years
Minimum Device Requirements		
Certification that the device meets the requirements.	Carrier must select self-certified devices from the FMCSA website.	Carrier responsibility to select a device that meets IFTA/IRP requirements. IFTA/IRP DO NOT certify devices/systems.
Reporting Requirements		
A monthly summary of the fleet's operations that includes distance traveled during a quarter, in total, by vehicle, and by jurisdiction	Not Required. <i>Reporting is by Driver, not unit or fleet</i>	Must be provided upon due notice
Differentiate distance recording accuracy between personal vehicle use and commercial use	Required	No distinction; <u>all travel</u> must be documented.
Report driver hours of service violations	Required	Not Required

Reminders

IRP credential information and reporting periods

1. **If you are deleting units with permanent plates from your fleet, the plates must be returned/postmarked on or before the last day of your renewal expiration date. If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.**
2. If you have annual plates, they do not need to be returned during renewal time unless you are storing your unit.
3. If you are deleting a unit anytime during the year other than your renewal month, you **must** return the annual and/or permanent plates, fill out a vehicle schedule deleting these units, and fill out a claim for refund form in order to apply for a refund of Iowa fees paid.
4. Display 2019 credentials on/before your current credentials expire. If the 2019 credentials are displayed prior to your current credentials expiring, both the 2018 and 2019 cab cards must be carried in the vehicle.
5. **Distance reporting period for renewals prior to Sept. 2018 is July 1, 2016 through June 30, 2017.**
6. **The distance reporting period for renewals starting Sept. 2018 or after, is July 1, 2017 - June 30, 2018.**
7. 2290 reporting period: **July 1, 2017 through June 30, 2018, OR July 1, 2018 through June 30, 2019.**

**if the July renewal is received prior to July 1, 2018, the July 1, 2017 - June 30, 2018 must be used.*

Form 2290 Filing requirements and information:

[IRS Trucking Tax Center](#)

Motor Carrier Responsible for Safety (MCRS)

All IRP commercial motor vehicles (CMVs) registered within a Performance and Registration Information Systems Management (PRISM) state must have a MCRS assigned to it.

If you indicated the MCRS is not going to change during the registration period, the MCRS information will be printed on the cab card.

If the MCRS changes during the registration period, the changes must be made with our office within 10 days, on the vehicle(s) affected, and a current lease agreement provided.

Updates are critical to keep information current to allow carriers to operate without interruption.

If you indicated the MCRS is going to change during the registration period, the MCRS information will not be placed on the cab card. This means the driver must have in his or her possession appropriate documentation (a current cab card, lease agreement and shipping document) to present if stopped at roadside.

If the MCRS changes are due to a federal out of service order, you must make the change with our office immediately, and provide a current lease agreement between you and the company with whom you are leasing, and receive your updated credentials before operating.

ePay the easy way!

ePay is here! The Iowa DOT is excited to announce that IFTA and IRP payments are now being accepted online using ePay. When you file an IRP transaction and/or IFTA transaction online, you can also pay online using ePay.

ePay is easy, quick and convenient. It is a way to pay online using a credit card, debit card or checking account with a minimal transaction fee of \$1.50 per transaction.

Let's Chat

The Office of Vehicle & Motor Carrier Services has live chat as a communication tool.

Got a question about motor carrier services?

Get the answer by chatting online with one of our customer service representatives.

To access the online chat, visit our website at:

<https://www.iowadot.gov/mvd/motorcarriers> **OR**

<https://iowadot.gov/mvd/motorcarriers/oversize-overweight-trip-permits>

Online processing for all IFTA quarterly tax returns

Supported Internet browsers are Microsoft Internet Explorer (IE), Google Chrome, or Mozilla Firefox - newer IE versions may need to run in the compatibility mode. you must allow pop-up windows for the online IFTA/IRP applications to work. Use the same Account ID (client ID) and password used to file IRP renewal and supplements online. Don't wait until the last minute to request a password - all you have to do is email omcs@iowadot.us and include your Client ID, and telephone number; a temporary password (good for 24 hours) will be sent to the email address on file.

Filing online: 1. go to iowadot.gov/iftairp; 2. the next window is the "hub" of the online application where you will sign in to the application and find the "IFTA online reference

guide." It is recommended going through the reference guide and FAQs for any questions you may have. Completing the IFTA tax return are detailed in this guide. Follow each step until all of the information is entered, once complete, proceed until you come to the payment collection screen, once you have reached this screen and after clicking on proceed your tax return has been successfully filed and a PDF file showing the payment details will be displayed.

If you are sending payment in by mail, you will select "quit" at the bottom of the screen and send in payment. If you are paying online with ePay, select "ePay" as your payment type. If paying with escrow, select "Escrow" as your payment type and enter all information needed.

To avoid penalty and interest, payments must be made in full and in a timely manner

Acceptable methods of payment:

ePay, using credit and debit cards or an electronic check will allow you to pay online (\$1.50 convenience fee).

Escrow account will allow you to pay online once you fund your escrow account.

Check, money order, or cashier check.

For the following payment options, you must call 515-237-3268 or email omcs@iowadot.us

VitalChek, using credit and debit cards (\$2.50 or 3.75 percent interest, transaction fee).

T-check, Comcheck, or electronic funds source (EFS) check number.

Record Retention Requirements

IFTA RECORD RETENTION REQUIREMENTS

Distance and fuel documents **MUST** be kept for four years from the tax return due date or filing date, whichever is later.

IRP RECORD RETENTION REQUIREMENTS

Distance documents **MUST** be kept for the distance reporting period of July 1 through June 30 that corresponds to the current registration year, plus the three previous registration years.

Truckers Against Trafficking (TAT)[®]



Why involve the trucking industry in the fight against human trafficking?

Ongoing sting operations by the FBI and other law enforcement personnel reveal that criminals and crime syndicates sell their wares at a number of locations frequented by truckers. Only in this case, their product isn't drugs, it's people – victims of human trafficking. Since 2004, these sting operations have rescued hundreds of children, recovered millions of dollars and arrested numerous perpetrators.

Whether at schools, malls, online sites, streets or neighborhoods, traffickers target our children – boys and girls, teens and young women – drugging, coercing, beating, threatening, and selling them for sex, as well as labor, and making millions. Some of these victims are as young as 11 years old ... some are even younger.

Traffickers targeting truckers as consumers continually move their "goods" along circuits that each cover multiple states.

But truckers, in the course of their daily work – and because they're continually on the move – can help stop this ... through observation, overhearing conversations, being trained in what to look for and by tools and instruction on what to do.

Truckers Against Trafficking (TAT)[®] began in March 2009 as an initiative of Chapter 61 Ministries to educate, equip, empower, and mobilize members of the trucking industry on the critical role they can play in fighting one of the most lucrative and destructive crimes in the United States and globally.

Today, TAT is a 501c3 organization with three main goals to accomplish our mission:

- Have our TAT materials made a regular part of training/orientation for members of the trucking industry, so when they suspect human trafficking, they'll call the National Human Trafficking Resource Center (NHTRC) at 888-373-7888 and report what they know.
- Partner with law enforcement to facilitate the investigation of human trafficking.
- Marshal the resources of the trucking industry to combat this crime.

We provide a website, truckersagainstrafficking.org; a trucking-industry-specific training DVD; webinars; human trafficking presentations; wallet cards truckers can carry with information to help them recognize trafficking and call the NHTRC number when it is suspected; posters and other materials the trucking industry can use for publicity and promotion; and the Freedom Drivers Project - a 48-foot mobile exhibit designed to educate audiences about the realities of domestic sex trafficking and how the trucking industry is combating it.

TAT also works to build coalitions between members of law enforcement, anti-trafficking organizations and key industry stakeholders, including general managers of truck stops and travel plazas, large carriers, and state trucking associations, to further the apprehension of traffickers and the recovery of victims. We interact with appropriate state and national agencies to have our materials used in all venues involving trucking and strategize with state and local law enforcement and government on additional ways the trucking industry can provide invaluable help. We continually strive to help the trucking industry develop its unique contribution and leadership in the fight against human trafficking.



Insider Exclusive: Why busing on the Lookout? Why Now?

Posted by Melanie Hinton on May 6, 2018

By Heather Larson

Earlier this year, professional driver Arian Taylor delivered a load to a Compton, Calif., business at 3:30 a.m. Before he could exit the parking lot, a 19-year-old woman knocked on his cab door. When he opened it, she told him an older male acquaintance had tried to force her into prostitution, and when she refused, he got mad and dumped her there. She didn't have any money or identification. This human trafficking victim just wanted to get home to Nevada, but she didn't know how.

Taylor gave the young woman water and promised to help her get home. When he held up his phone to dial the National Human Trafficking Hotline number, he noticed the two Truckers Against Trafficking (TAT) stickers on his window. She must have seen them and thought he could help her. The hotline people handled the rest, returning the woman home safely. Any bus driver could have found him or herself in a similar situation. That's why the ABA has decided to train its drivers on Busing on the Lookout (BOTL), which follows the same model as TAT.

Recruiters for human trafficking—another name for modern slavery—use physical force, fraud, and coercion to make an individual work or perform commercial sex acts. According to the Polaris Project, more than 10,600 victims of human trafficking were identified in 2017. There are thousands more who have not yet been identified.

"Given the clandestine nature of the crime, there's a dearth of empirical data on trafficking," said Kimberly Mehlman-Orozco, Ph.D., an expert on human trafficking.

This crime knows no geographic boundaries, and it has been reported in all 50 states and Canada. Chief Dave Lorenzen, head of the Iowa Department of Transportation Motor Vehicle Enforcement Agency and a proponent of BOTL, claims there are 21 million victims globally.

"We need more eyes out there who may see a transaction or notice something off," said Lorenzen. "Every bus company should take this on and get trained."

BOTL can provide extra eyes and ears for law enforcement. The training consists of watching a 30-minute video designed to alert drivers to the characteristics often shown by the victims. After viewing the video, drivers are given wallet cards to carry with them reminding them of what to look for and a number to call if they spot something unusual.

In the next several issues of The Insider, we'll dispel some of the myths surrounding human trafficking, talk about the characteristics victims have, and look at the hopes for BOTL from different perspectives, including law enforcement, schools, and public transit.

Heather Larson writes about a variety of business issues from her office in Tacoma, Wash.

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BUSING ON THE LOOKOUT (BOTL)

When building an army to fight a crime like human trafficking, members of the bus industry immediately come to mind as professionals with a key role to fill, primarily due to the actions of human traffickers themselves:

1. Human traffickers use bus terminals and bus stops as recruiting areas when they're looking for vulnerable people, primarily minors and young adults, to exploit.
2. Human traffickers use busing to transport their victims to locations where they'll be sold.
3. Human traffickers are counting on busing employees to be ignorant of the signs to look for and the questions to ask which would help to spot victims in transit.

Additionally, the diversity of the busing industry itself, from touring/travel buses to metro buses, rapid transit and public transportation to school buses and other private bus lines, including charters, provides multiple ways for human trafficking victims to travel, whether they're going cross country or just across town, whether they're still in school or a bit older, whether they're in a group, with a trafficker or traveling alone. At times, school-age victims are still riding school buses daily, even while under a trafficker's control, and just before they disappear from normal life completely ... unless someone is observant enough to aid in their recovery.

Bus drivers are already making a difference in fighting this crime. A number of them have already recognized things that didn't seem right with passengers they've been transporting. Their calls to law enforcement have resulted in successful victim recovery. **If every bus driver and bus station employee** could be trained to identify the signs of human trafficking and how to report it effectively, imagine how many victims could be recovered and, potentially, how many traffickers could be arrested!

Mission

Busing on the Lookout (BOTL) exists to educate and equip all members of the busing industry with the information necessary to enable them to fight human trafficking as part of their everyday jobs.

Goals

1. Train every bus driver, whether passenger or school, as well as all bus terminal employees, with BOTL materials.
2. Display BOTL materials in bus terminals in the hopes victims will see them and self-report.
3. Partner with law enforcement and government agencies to facilitate the investigation of human trafficking cases discovered through the bus industry and disseminate that information to our partners in the bus industry.

In addition to on-site training by Iowa Motor Vehicle Enforcement (MVE), currently available for BOTL training are:

1. An industry-specific training video
2. A BOTL wallet card
3. Posters for display at bus terminals

Contact Iowa Motor Vehicle Enforcement at:

Mailing address:

Iowa Motor Vehicle Enforcement
Human Trafficking Training Team
6310 SE Convenience Blvd
Ankeny, Iowa 50021

Email:

Sgt. Mike Radar:
michael.rader@iowadot.us
Stg. Darren Reed:
Darren.Reed@iowadot.us



Freedom Drivers Project at the Iowa State Fair

Iowa Motor Vehicle Enforcement
 Thursday, August 9th & Friday, August 10th
 8:00 a.m. to 8:00 p.m.
 (Fair grounds opens at 7:00 a.m.)

The Freedom Drivers Project (FDP) is a first-of-its-kind mobile exhibit that is a premiere tool in educating members of the trucking industry and general public about the realities of domestic sex trafficking and how the trucking industry is combating it. From its outside wrap, to the climate controlled interior, which includes a theatre station, actual artifacts from trafficking cases that connect people to the back stories of so many who end up enslaved in our country, to portraits of the real Truckers Against Trafficking and how each is working to end human trafficking, this trailer provides many with their first glimpse into human trafficking, as well as simple action steps anyone can take immediately walking out of it.

Officers from Iowa Motor Vehicle Enforcement Human Trafficking team and representatives from Truckers Against Trafficking will be hosting the exhibit. The exhibit will be on the east side of the Administration Building on Rock Island Avenue.





Vehicle & Motor Carrier Services Contact Information

Mailing Address:

P.O. Box 10382, Des Moines, Iowa 50306-0382

Physical Address:

6310 SE Convenience Blvd., Ankeny, Iowa 50021 (exit 89 on Interstate 35)

Counter Hours: 8 a.m. - 4:30 p.m.

New registrant and reinstatement customers must arrive by 2p.m. with completed paperwork for same day service. However, we recommend submitting all paperwork by fax or email for review and processing prior to coming into the counter.

Email: omcs@iowadot.us

Website: <https://www.iowadot.gov/mvd/motorcarriers>

Motor Carrier Audits..... 515-239-1030
 515-239-1874 Fax

For questions regarding oversize/overweight, fuel and trip permits, IFTA, IRP, UCR, travel authority, and commercial vehicle titles, visit our website at iowadot.gov. If your questions are not answered you may chat with us on live chat at

<https://www.iowadot.gov/mvd/motorcarriers> or <https://iowadot.gov/mvd/motorcarriers/oversize-overweight-trip-permits>.

Call:515-237-3268

Fuel and trip permits, and oversize/overweight permits.....515-237-3257 Fax

IFTA fuel tax, IRP registration, UCR, TNC'S, travel authority, and commercial vehicle titles515-237-3225 Fax