

IRP Full Reciprocity Plan Q & A

Disclaimer: The following information is provided to assist registrants with the implementation of the full reciprocity plan under IRP. It is not intended to be a legal opinion. If it is determined the information contained herein conflicts with law, the law supersedes the information below. Any official interpretations of IRP Plan language should be handled as prescribed in Plan Section 1400, Board Action – Raising of Issues.

What is the Full Reciprocity Plan?	<p>The Full Reciprocity Plan, or FRP, is a change to the International Registration Plan (Plan) that grants full reciprocity for all apportioned vehicles in all member IRP jurisdictions, making the Plan more efficient to administer, more equitable and more flexible for its member jurisdictions and registrants.</p> <p>The FRP provides that once fees are paid to Oklahoma, the registrant's cab card will reflect all member jurisdictions at the proper registered weight. The registrant's apportioned vehicles will then be authorized to travel in any IRP jurisdiction during the license year. The FRP will eliminate estimated distance for renewing fleets; however, new fleets will be required to utilize the base jurisdiction's estimated distance chart as a sole means of determining first year operations.</p>
<i>Implementation Dates & Timing</i>	
What is the effective date of the FRP?	The Full Reciprocity Plan is effective with registration years beginning January 1, 2015.
If a registrant's renewal date is April 1, 2015, at what point will they come under full reciprocity?	Any registrant whose registration year begins on or after January 1, 2015, will be subject to FRP provisions. A registrant with paid April 1, 2015 renewal will be registered under Full Reciprocity on April 1, 2015.
How are early renewals to be handled? For example, does a January 1, 2015 renewal that is processed prior to January 1 come under full reciprocity?	Yes. Any registrant whose registration begins on or after January 1, 2015, will be subject to FRP provisions, regardless of when the renewal application is processed. Registrants are advised to carry their old IRP credentials until they expire as required in Plan Article VI Section 605.

<p>For a renewal date of June 1, 2015, how would the addition of a vehicle or addition of a jurisdiction be handled if such addition occurred between January 1, 2015 and June 1, 2015?</p>	<p>All transactions for any registrant whose registration year begins on or after January 1, 2015, will be subject to FRP provisions This includes any supplemental transactions. Registrants whose registration year begins prior to January 1, 2015 are subject to provisions of the previous Plan until they renew.</p>
<p>What brought about the change to FRP?</p>	<p>The idea of Full Reciprocity has been studied and evaluated for over thirty years. The process supports the fundamental principle of the Plan by promoting and encouraging interstate travel and more efficient and effective administration. The distance reporting practice and calculation of apportionable fees under FRP is deemed to be a fair and just approach based on the factual operation of apportionable vehicles. Oklahoma has long supported the concept and was a key participant in promoting the idea and implementing the FRP.</p>
<p><i>Reporting of Distance</i></p>	
<p>Are all existing IRP carriers going to be subject to the average per vehicle distance chart calculations for all member jurisdictions the first year under full reciprocity?</p>	<p>No. Existing carriers renewing their fleets for registrant year beginning on or after January 1, 2015, will report actual distance accumulated during the distance reporting period.</p>
<p>When should fees be based on the jurisdictional average per vehicle distance chart?</p>	<p>When a registrant's fleet is considered new under Section 420 of the Plan, or when the fleet did not accumulate any actual distance during the distance reporting period, fees will be calculated using the base jurisdiction's average per vehicle distance chart.</p>
<p>When is actual distance to be used?</p>	<p>Under FRP, actual distance <u>must</u> be used when the registrant's fleet accumulates any actual distance during the distance reporting period.</p>
<p>For a new fleet can a combination of actual and average per vehicle distance be used?</p>	<p>No, a new fleet has no actual distance. Under FRP, the jurisdiction's average per vehicle distance chart must be used to determine fees for all IRP jurisdictions. A combination of actual distance and average per vehicle distance will never be used under FRP.</p>

<p>How is the average per vehicle distance chart established?</p>	<p>The average per vehicle distance chart is to be established in accordance with Section 320 (d) of the Plan. The FRP does not change the mathematical formula used to calculate the distance chart.</p>
<p>Does the 90 days of actual distance operations in the distance reporting period apply under full reciprocity?</p>	<p>No. The 90 day rule was removed by the FRP ballot.</p>
<p>When a carrier has only actual operations during the distance reporting period in their base jurisdiction, how is that handled? Does the carrier pay 100 % base jurisdiction fees?</p>	<p>Yes. Under FRP the registrant <u>must</u> report the actual distance accumulated during the distance reporting period and pay fees accordingly. The official commentary under the "apportionable vehicle" definition provides guidance regarding a registrant's eligibility for IRP registration (aka 18 month rule).</p>
<p>When using the jurisdiction's average per vehicle distance chart, why is the distance amount not multiplied by the number of vehicles?</p>	<p>No need. Since the average per vehicle distance chart establishes each jurisdiction's "apportionment percentage" for the registration year, there is no longer a need to multiply the distance times the number of vehicles.</p>
<p><i>IRP Cab Card and Weights</i></p>	
<p>Under full reciprocity what weight should be displayed on the IRP cab card?</p>	<p>Under FRP, the gross vehicle weight should be displayed on the cab card for every IRP jurisdiction. The base declared gross weight plus the comparable weight for each member jurisdiction should be reflected.</p>
<p>What weight should be reflected for jurisdictions where there is no actual distance and no fee collected?</p>	<p>Under FRP, the gross vehicle weight should be displayed on the cab card for every IRP jurisdiction. The base declared gross weight plus the comparable weight for each member jurisdiction should be reflected. You not allowed to display 80,000 pounds for Oklahoma and Texas, for example, and 15,000 for New Mexico.</p>
<p>Can new fleet registrants indicate less weight in some jurisdictions?</p>	<p>There is a 10% variance of registered weights rule in the Plan. Refer to Plan Section 325 regarding this and related registration weight matters.</p>