



MOTORCARRIER

NEWSLETTER

A Quarterly Newsletter

January 2002



Welcome to the 4th Quarter Edition of the CED/Motor Carrier Newsletter. We hope you had a joyous and prosperous holiday season and we look forward to serving you from our new location in the East Wing in the coming years!

DMV Welcomes New Deputy Director



We are pleased to welcome the new Deputy Director of the DMV, Dana Mathiesen.

Ms. Mathiesen brings to the position over 26 years of experience in various areas of the Department. Ms. Mathiesen began her service with the DMV as a file clerk. This was before the Department was

separated into Divisions and before the technology of computers. This was a time when everything was done manually. "The DMV has really progressed over the years" stated Ms. Mathiesen. "The computer has expanded many customer service options, and now customers who want can conduct some of their financial and other transactions "on-line". Ms. Mathiesen's goal, like that of the Director, is to unburden the customer even more by creating new options where the DMV customer, if they choose, will not have to personally visit a DMV Branch Office. Ms. Mathiesen's additional DMV experience includes: Field Services Division, Management

Services Division, a position in Motor Carrier, and was the Administrator for Central Services Division before her recent promotion to Deputy Director.

Ms. Mathiesen strongly supports the DMV Director, Ginny Lewis, whose number one priority is the issue of upgrading customer service and the improvement of the work process for the staff of DMV.

With Ms. Mathiesen's vast knowledge and experience she is a welcome addition to both the DMV team and our customers. Ms. Mathiesen is committed to make the Nevada DMV the best in the nation.

Congratulations, Dana!

Fuel User Team

Each quarter many of our carriers request their fuel accounts to be closed when they send in their tax returns. Please remember your fuel account cannot be closed if you still have active equipment licensed with Motor Carrier. In accordance with NRS 366.380, you are required to file a tax return whether or not any miles have been driven.

If you have sold the equipment, gone out of business, or otherwise ceased operations in Nevada, you must turn in your plates and cab cards to close your account. Once the registration has been canceled, the fuel account will be closed accordingly. If you cancel your registration in the middle of a quarter, you will be required to file a tax return for that portion of the quarter in which your equipment was still licensed.

For any questions regarding this or other fuel tax issues, please call (775) 684-4711, ext. 2.

Fuel Industry Team

The Fuel Industry Team is busy preparing for the January 1, 2002 merger of Gasoline and Diesel reporting as a result of AB584. Bond letters were mailed to the current licensee's during the last week of November and new Fuel Supplier licenses will be mailed as the required bonds are received. A current list of licensed Suppliers will be available for distribution prior to December 31, 2001. Please contact the department at (775) 684-4711 if you have not already received the new list.

The Fuel Industry Team would like to welcome the new Fuel Dealers/Suppliers who have licensed in Nevada since July 2001.

New Dealers

Williams Energy Mktg
Dale's Texaco Inc
Town Square
A & C Texaco
Sahara Decatur Texaco
Morton's Flying J Travel Cntr
Paradise Texaco
Triangle Texaco
Windmill Station
Pinnacle CNG Company
Heritage Operating LP
Sahara RV Center Inc

New Suppliers

Pilot Travel Centers
Eagle Aviation Inc
Trafigura AG

Smith's Fuel Centers
Team Fuel Inc

As a reminder, NRS 366.207(3) *Collection of tax on special fuel which is not dyed; exceptions; records of certain sales; refunds. States, "A special fuel supplier shall **not collect the tax imposed pursuant to NRS 366.190 if the purchaser of the special fuel is:***

- (a) A special fuel supplier;*
- (b) A special fuel exporter;*
- (c) A special fuel dealer.*

Additionally, NRS 365.270 & 366.220 requires **all** persons selling (distributing) fuel within the State of Nevada to be licensed as a Fuel supplier. Fuel Exporters and Transporters are also required to register with the Department before engaging in business within this state. If you have any questions or need additional assistance, please contact the Fuel Industry Team at (775) 684-4634.

Special Fuel/Motor Fuel Consolidation (AB584)

CONTINUING NEWS:

Implementation of AB584 is on track for our start date of January 1, 2002. In our last newsletter, we told you about legislation affecting

allocation and distribution of taxes to counties. This time we will tell you about the last few things that are happening before implementation begins.

INDUSTRY TRAINING: Industry training will be held in Reno, Las Vegas and Elko. You will be notified by mail regarding specific dates and times. For more information, please contact Teri Baltisberger at (775) 684-4612.

NEW TAX FORMS: We sent the new combined Motor Fuel and Special Fuel Supplier and Dealer tax forms to the printer, and should have them back soon. But, if you would like to check them out, please visit our web site at: <http://www.dmvstat.com/mcforms.htm>. Click on Special Fuel Suppliers, then click on the words “See below” to take you to the new forms. Please remember, do not use these new forms until you file your January 2002 tax return. (P.S.: If you need to print these forms in the future, you can do it from the website.)

We’d love to hear from you! Your questions, suggestions and comments are always helpful to the Department.

Please contact Gary Flores at (775) 684-4639 for more info regarding Special Fuel and Motor Fuel consolidation.

“Spotlight on the Audit Team”



Edgar is the Supervising Auditor for both Audit Teams. The Auditors for the Carson City Office are Bob, John, Charlotte. Chandra is an Auditor for the Sparks Office. The Las Vegas Auditor’s are Jim, Mike, Chuck and Judith.

Northern Audit Team



From left to right: Bob, Edgar, Charlotte, Chandra, and John

Southern Audit Team



From Left to right.
Front row: Judith, Mike, Jim
Back row: Chuck, Richard

Regulations

On July 1, 2001 AB639 became effective. This assembly bill allowed “Special Mobile Equipment” to operate on public highways in Nevada (except for limited access highways). AB639 also allowed special mobile equipment and farm vehicles to operate on public highways using dyed (exempt) fuel. There are limitations to the above operations contained in the bill. However, where special mobile equipment is concerned, those limitations are to be spelled out by regulation. The Assembly Bill required the Department of Motor Vehicles to issue regulations defining “incidentally operated or moved upon a highway”. This term is part of the definition of special mobile

equipment contained in NRS 366.085

The proposed regulation (LCB File No. R139-01) interprets the term “incidentally operated or moved upon a highway” to include any travel by any special mobile equipment on a public highway other than a controlled access highway if:

(a) The transportation of persons or property is not the primary purpose of the travel; and

(b) The travel:

(1) Is required to complete a task for which the special mobile equipment is assigned;

(2) Is limited to a specific work site for a project; and

(3) Does not exceed 1 mile from the point at which the special mobile equipment entered the public highway.

The proposed regulation further limits the term by not including any travel on a public highway specified above that is conducted:

(a) To transport any special mobile

equipment from a specific work site for a project to an unrelated project or work site; or
(b) To avoid the imposition of the tax imposed pursuant to Chapter 366 of NRS.

The Department is scheduling workshops and public hearings in the near future to obtain information and comments on the above proposed regulations. We invite any interested parties to participate in the workshops and the public hearings. Upon request, a copy of the proposed regulation and a copy of AB639 will be provided.

If you have any questions please contact Robert Hagan (775) 684-4624.

CVISN

Background:

In the Transportation Equity Act for the 21st Century (TEA-21), Congress established a goal to complete Commercial Vehicle Information Systems and Networks (CVISN) deployment in a majority of states by September 30, 2003. Through the CVISN Deployment Program, Federal and State government agencies work together with

the Motor Carrier Industry to develop and deploy cost effective information systems and communication networks that provide electronic access to timely and accurate Motor Carrier information.

CVISN is not a new information system, but rather a collection of information systems and communication networks that together provide a framework for States, the Federal government, and private stakeholders to electronically collect, process and exchange Motor Carrier safety information and commercial vehicle and driver data.

As a result, State government agencies will be able to provide more efficient and responsive administrative processes for their Motor Carrier Industry customers. Safe and legal carriers will move freight more efficiently, as safety enforcement efforts will be focused on high-risk carriers, commercial vehicles, and drivers.

CVISN LEVEL 1 Deployment:

The CVISN Level 1 capabilities are:
*Support the electronic collection and processing of motor carrier and commercial vehicle safety

information to roadside enforcement officials;

*Automate the processes for interstate motor carriers to apply for, review, and pay registration fees and returns on fuel taxes with State agencies, and allows States to participate in the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) clearinghouses; and
*Allow transponder-equipped commercial vehicles to be electronically screened at one fixed or mobile roadside site, with the capability ready to be replicated at additional sites.

Benefits of Implementing CVISN Level 1 Capabilities:

The benefits of deploying technologies that support CVISN Level 1 capabilities are:

* Improved quality, timeliness, and access to safety information by commercial motor vehicle inspectors will improve commercial motor vehicle safety. The electronic exchange of more accurate and timely safety and related credentialing information will improve the effectiveness of Federal and State safety programs.

*More efficient and responsive administrative processes for motor carriers and government agencies.

Automated credentialing processes can potentially yield four times the benefit for every dollar invested for medium-sized carriers and twenty times for large-size carriers by saving time through more efficient credentialing.

*More efficient movement for safe and legal carriers on the nation's highways. State safety enforcement personnel have the safety and credentials information to focus its limited resources on high-risk operators. The amount of traffic congestion that surrounds a weigh or inspection station is reduced, as well as associated damages to the highway infrastructure. Safe and legal carriers save time by remaining on the road and money by reducing the amount of fuel their vehicles consume while traveling on the highways.

In sum, these activities will result in enhanced safety for drivers, trucks, and buses, and greater operating efficiencies for electronically linked government agencies and motor carriers. In turn, both the public and the private sectors will realize savings in time, resources, and the cost of doing business.

If you have any questions please contact Edgar Roberts (775) 684-4793.

Revenue Team

Recent world events have required the US Postal Service to make changes and modifications in the methods used to accept and transport both domestic and international mail. These changes have resulted in some mail service delays and delivery problems. The CED/Motor Carrier Section will continue to use the ENVELOPE POSTMARK when making a determination on the timeliness of a tax return and/or installment payment submission.

Occasionally, a situation will arise when a carrier states that a payment and/or tax return has been timely submitted, but Motor Carrier has no record of receipt and subsequently assessed an administrative fine. In such disputes, the carrier has the option of providing supporting documentation to support his claim (such as certified mail receipt), and/or requesting an Administrative Hearing to dispute the fine assessment. In both instances, several factors will be considered when reaching a determination, including but

not limited to; supporting documentation, proof of postal delivery, and prior carrier history. When mailing an installment payment, tax return or any other required document it is highly recommended that the carrier retain supporting documentation if the timeliness of submission is ever in dispute. The Motor Carrier section does not desire to assess administrative fines, if a carrier in good faith, submitted and installment payment and/or tax return in a timely manner.

The Motor Carrier Section has a policy of sending out notices of violations and delinquencies via regular and certified mail. Certified mailing of these letters are done for several reasons; certified mailing helps insure that the notification letter was sent and delivered to the responsible party at the listed address, and it provides the Motor Carrier Section with proof that the notification letter was either picked up or refused. It also provides documentation to confirm that an attempt was made to notify the carrier of a delinquency, in situations where this is in dispute. Lastly, Nevada Statute requires that any correspondence informing a

carrier of a scheduled revocation hearing be sent by certified mail. Carriers can also use certified mail service to confirm proof of compliance.

Pacific Oil Conference 2001

"Pacific Oil Conference 2001" was held at the Hilton Hotel & Casino in Reno, Nevada, September 18 - 20, 2001. Marty Smith from POC was wonderful in helping Nevada get registered and answering any questions.

In attendance were all four Teams of CED/ Motor Carrier: Licensing, Tax, Revenue and Audit, including our resident expert on AB584 - Gary Flores. Also joining us at this year's POC were members from Emissions and Motor Pool who had the Bio-Bug on display and pamphlets available regarding Bio-Diesel.

The Division proudly displayed posters created by each Team at our booth and offered visitors the opportunity to roll the dice for a chance to win a special Compliance Enforcement T-shirt; this was fun for both visitors and our team members. All visitors to our booth walked away winners. While the month of September was a trying time for all, and

there were several flight and booth cancellations, POC had a wonderful turnout of both booths and attendees. Motor Carrier was given the opportunity to introduce information on AB584, the Fuel Tracking System, and our theme this year, "Comply No Dye - Keep our Roadways Clear".

Nevada looks forward to participating in future POC events and planning has already begun to make next year's booth a success as well. We hope to see you there!

Personal notes from the Licensing Staff

Finally after two years of moving . . . losing stuff . . . we are in our permanent home. The bureau has it down to a science of moving quick. The construction company did a really nice job with the remodel and I think a lot of people's attitudes have improved due to it. **Kim**

I just want to thank you truck carriers for turning your 2002 renewals in quickly. Our jobs have been much easier and a little less stressful as a result. Always remember no question is silly, just call, we like to help. **Sam**

For those of you who've turned in your 2002 renewal, we'd like to thank you for your promptness. If you're having trouble understanding the renewal process, give us a call and we'll be happy to walk you through it. Don't forget your credentials expire December 31, 2001. **Keli**

Our move went rather smoothly and we are situated in our new offices. Renewals are being processed with only minor problems. Carriers are responding quickly to our calls for more information. Thank you for your cooperation. **Marian**

We recently had someone come talk to us regarding precautions and handling of suspicious mail/packages.

Here are some general precautions for those of you who handle large volumes of mail, that I thought we could share with you our carriers.

- Wash your hands with warm soap and water before and after handling mail.
- Do not eat, drink, or smoke around mail.
- If you have open cuts or lesions on your hands, disposable latex (or non-latex, if

allergic) gloves may be appropriate.

IF A LETTER/PACKAGE IS RECEIVED THAT CONTAINS POWDER OR CONTAINS A WRITTEN THREAT:

- Do not shake or empty the envelope/package. Place it in a zip-lock type plastic bag or garbage bag.
- Isolate the specific area of the workplace so that no one disturbs the item.
- Call the Emergency Operation Center's 24-hour contact number of 775-684-8303 and tell them what you received, and what you have done with it. If possible, describe the entire contents of the envelope/package as well as it's external condition, and if it contains any visible powder and whether that powder has been released into the air.
- Wash your hands with warm water and soap for one minute.
- Do not allow anyone to leave the office that might have touched the envelope/package.
- When emergency responders arrive, they will provide further instructions on what to do.

IMPORTANT

- Do not panic.
- Do not walk around with the letter or shake it.
- Do not merely discard the letter.

Marina

Recently the credo "We keep you Trucking" was adopted in Motor Carrier. And, that is our purpose, to supply you with the credentials and plates to run. But I want to shift the focus on you, the truckers, who work long hard hours to provide for your families, and to provide the goods that we need.

Since the September 11th attack on the World Trade Center I have come to recognize how much each of us are a part of the other. When one hurts, we all hurt. As I write, Thanksgiving is three days away, and I am thankful for much. For my sons, family, friends, security, right to worship as I choose and for living in a country where I am free.

I'm thankful for you, the Truckers, and the part you play in keeping our great United States of America functioning at peak performance. Thanks for "Keeping us Trucking"!

Maple