



IRP Commercial Trailer Data Feasibility Study

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College of Engineering, University of Kentucky, Lexington, Kentucky

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Research Report

KTC-26-11

IRP Commercial Trailer Data Feasibility Study

Brian Howell, P.E., PMP
Program Manager

and

Jennifer Walton, P.E., MSCE
Associate Director

Kentucky Transportation Center
College of Engineering
University of Kentucky
Lexington, Kentucky

In Cooperation With
International Registration Plan, Inc.

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16. Abstract This study evaluates the feasibility for developing and maintaining a comprehensive tractor truck trailer database. The commercial motor vehicle (CMV) community currently lacks a cross-jurisdictional, centralized repository for commercial trailers registered in United States and Canadian jurisdictions. Existing federal databases provide information on interstate commercial motor carriers, vehicles, and drivers but exclude trailers. Similarly, IRP and IFTA do not collect trailer-level data, and trailer data is displayed inconsistently across its customer base. Approximately one fifth of violations in Kentucky during inspections from 2020 to 2022 were attributed to trailers, including worn tires, inadequate brakes or improper registration. The rise of organized theft affecting rail and trucking operations requires countermeasures such as incorporating better data on trailers and improving federal coordination. Law enforcement, auditors, and safety administrators experience fragmented processes and data limitations. This study examined the operational, safety, and administrative implications of such a database while also assessing technical feasibility, stakeholder perspectives, and policy considerations. Researchers circulated two surveys to law enforcement officials and jurisdictional registration agencies. Law enforcement emphasized the importance of license plate numbers, VINS, make and year, jurisdiction and expiration data. Jurisdiction agencies indicated they obtain trailer data through registrant submissions or through third party agents such as county offices. The surveys illustrated the need for a centralized commercial trailer database, standardized across different existing IT systems. The findings support a centralized CMV trailer repository to potentially yield measurable safety and credentialing benefits, allow for more consistent fee collection and improve identification of unsafe or stolen trailers.				
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Executive Summary

The IRP Commercial Trailer Data Feasibility Study was conducted to evaluate the practicality and benefits of creating a centralized database of trailer registration information across U.S. states and Canadian provinces. The project's research efforts were led by the Kentucky Transportation Center (KTC) at the University of Kentucky and conducted in partnership with the International Registration Plan (IRP), Inc., Commercial Vehicle Safety Alliance (CVSA), American Association of Motor Vehicle Administrators (AAMVA), and other stakeholders. The commercial motor vehicle community currently lacks a comprehensive, cross-jurisdictional centralized repository for commercial trailer information. This capability gap leads to fragmented and inconsistent visibility on trailer data across its customer base and can cause difficulties for law enforcement efforts. This study examined the operational, safety, and administrative implications of such a database while also assessing technical feasibility, stakeholder perspectives, and policy considerations.

The study began by defining its scope and objectives. The primary intent was to identify potential safety and credentialing benefits of a comprehensive trailer database, evaluate the requirements from jurisdictions and enforcement personnel, and determine whether additional research and investment were warranted. Existing federal databases such as FMCSA's SAFER and MCMIS provide significant information on interstate commercial motor carriers, vehicles, and drivers but exclude trailers. Similarly, IRP and IFTA do not collect trailer-level data, which has resulted in fragmented processes and data limitations for roadside officers, auditors, and safety administrators. The absence of such information hampers safety oversight, makes it more difficult to detect expired or fraudulent registrations, and complicates enforcement when unsafe or stolen trailers are encountered.

Analysis of trailer operations and the issues that emerged provided context for the study. FMCSA's mission emphasizes crash reduction and compliance oversight, supported by systems such as SAFER and CDLIS. Despite advances, approximately one-fifth of violations during Kentucky CMV inspections from 2020–2022 were attributed to trailers, underscoring their role in safety performance. Violations included worn tires, inadequate brakes, or improper registrations. Enforcement officers often face challenges when trailers are owned by third parties, leased, or registered outside their home jurisdiction, making it difficult to confirm validity of ownership at roadside. Because trailer plates are often the most visible or only identifier in traffic incidents, their absence from existing IT systems represents a significant enforcement gap. Cargo theft and supply chain crime further highlight the value of trailer data. A U.S. House of Representatives roundtable in 2025 identified the rise of organized theft affecting rail and trucking operations, with annual losses estimated in the tens of billions. Consensus emerged that better data sharing, stronger penalties, and improved federal coordination are needed. A comprehensive trailer database could directly support such countermeasures.

The project was carried out in collaboration with a dedicated Trailer Working Group (WG) comprising representatives from IRP, CVSA, AAMVA, KTC, and law enforcement. This group of ten officials met monthly from December 2024 onward to discuss trailer issues, design surveys, identify key trailer data elements, and evaluate safety and credentialing benefits. Early work focused on defining the types of trailer registration data needed, such as license plate numbers, VINs, makes, model years, registered jurisdictions, expiration dates, and owner information. The WG also emphasized the connection between such data and potential safety outcomes, including more effective roadside enforcement, reduced crash risk, and better oversight of motor carriers. Credentialing benefits were also identified, with emphasis on verifying ownership, combating fraud, and ensuring that fees and taxes are accurately collected across jurisdictions.

To obtain broad input, two complementary surveys were developed and distributed in the spring of 2025. CVSA circulated the first survey version to law enforcement officials, while AAMVA shared the second survey version with jurisdictional registration agencies. The CVSA survey targeted roadside officers and supervisors, with most respondents having over ten years of experience. Results showed that officers heavily rely on IT systems such as NLETS, NCIC, CVIEW, and IPRES to access trailer data, though these systems vary in coverage and reliability. NCIC and NLETS were most frequently used and offered the broadest cross-border reach, but respondents noted recurring challenges with missing or outdated information. Officers consistently emphasized the importance of license plate numbers, VINs, make, year, jurisdiction, and expiration data, with nearly all identifying these elements as essential for enforcement. Respondents also highlighted trailer theft detection, recovery of stolen units, and identification of chameleon carriers as high-priority benefits of a centralized database.

The AAMVA survey gathered responses primarily from supervisors, managers, and administrators across U.S. states and a smaller sample of Canadian provinces. Most agencies indicated that they obtain trailer data either directly through registrant submissions or indirectly via third-party agents such as tag agents or county offices. Manual data entry processes remain dominant, though some agencies also use online portals or interconnected IT systems. Respondents reported wide variation in IT architectures, vendor reliance, and data validation practices, with many citing challenges such as inconsistent standards, incomplete records, and limited sharing across jurisdictions. Despite these challenges, most agencies acknowledged the potential benefits of centralized trailer data, particularly for streamlining administrative functions, supporting enforcement, and facilitating cross-border cooperation. The survey also revealed a willingness from many jurisdictions to explore data sharing with IRP contingent upon gaining approvals from their agency leaders and legal authorities.

Collectively, the WG questionnaire, CVSA survey, and AAMVA survey illustrated both the need for and the challenges of developing a centralized commercial trailer database. Stakeholders uniformly recognized that trailers account for a significant share of CMV safety issues and that better visibility into trailer registration could enhance enforcement and credentialing. At the same time, jurisdictions vary widely in their IT processes, levels of automation, and data governance, which complicates efforts to create a standardized, interoperable system. Technical feasibility will therefore depend on addressing these gaps, harmonizing data standards, and building reliable linkages with existing systems such as SAFER, NLETS, and CVIEW.

The study's findings reflect three sets of perspectives: those of the Trailer Working Group, CVSA respondents, and AAMVA respondents. Collectively, the findings affirm that numerous trailer registration data fields are required across different existing IT systems and would need to be included within a single-source trailer repository. This fragmented IT network architecture composed of different IT systems often held overlapping, inconsistent, or incomplete data leading to data quality and time resource inefficiencies for law enforcement. Both officers and administrators stressed that license plate numbers, VINs, makes, model years, registered jurisdictions, expiration dates, and owner information form the core set of required data. The findings also emphasized the reliance on manual entry and jurisdiction-specific systems and the lack of uniform data validation standards. A centralized commercial trailer repository could yield measurable safety and credentialing benefits, including better identification of unsafe or stolen trailers, improved enforcement of registration requirements, more accurate fee collection, and enhanced cross-jurisdictional data sharing.

Based on these findings, the report recommends that IRP and its partners continue to pursue the development of a centralized trailer database within the IRP Data Repository framework. Recommended next steps include identifying all relevant commercial trailer registration agencies, identifying and evaluating their corresponding trailer IT systems to support this process, and evaluating and understanding the legal authorities and constraints underpinning each

jurisdiction's role with respect to commercial trailer data. Additional efforts will be needed to conduct a technical feasibility analysis of the IRP Data Repository's ability to successfully integrate with existing networks and systems to collect, store, and disseminate commercial trailer data. Lastly, IRP, Inc. and its partners will develop a roadmap that outlines a time phased strategy for successfully developing and implementing this repository. The roadmap will include strategies to ensure interoperability and broad-based coverage among IRP members.

In conclusion, the study demonstrates strong support across stakeholder groups for advancing trailer data collection and management. A centralized database would directly enhance safety enforcement, credentialing, and supply chain security. While challenges remain in harmonizing processes and addressing technical barriers, the findings and recommendations of this report provide a roadmap for further action. Building upon the groundwork laid by the Trailer Working Group and informed by law enforcement and registration agency perspectives, IRP, Inc. and its partners are well positioned to pursue the next phase of research, development, and implementation of a national trailer database system.

Chapter 1 Project Scope

1.1 Project Intent

KTC conducted a commercial trailer data study with IRP, Inc. and its organizational partners within the motor carrier community to assess the overall feasibility for developing and maintaining a comprehensive tractor-truck trailer database. A trailer database is currently lacking for commercial motor vehicles based within the United States and/or Canada. The Federal Motor Carrier Safety Administration (FMCSA) does not include trailer plate data in its SAFER database, nor is interjurisdictional plate data currently collected by commercial motor vehicle (CMV) organizations such as the International Registration Plan (IRP) or the International Fuel Tax Agreement (IFTA). Jurisdiction administrators and transportation safety experts would like to explore the feasibility of collecting this data through a centralized source. One potential option for this single source could be the IRP Data Repository. This project would meet FMCSA national priorities because it provides identification and early-stage development of a technology that could improve CMV safety through enforcement.

1.2 Project Objectives

The objectives for this project are as follows:

- Assess potential safety benefits of collecting comprehensive trailer data
- Assess potential credentialing benefits of comprehensive trailer data
- Survey IRP jurisdictions to solicit required data elements, opportunities and challenges related to trailer plate data collection and utilization
- Determine whether further research and investigation of trailer plate data collection is needed

Chapter 2 Trailer Operations & Emerging Issues

2.1 Background

FMCSA's mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. The primary mechanism by which FMCSA pursues this mission is through collaborative partnerships with commercial vehicle enforcement agencies across U.S. states. These enforcement agencies receive Motor Carrier Safety Assistance Program (MCSAP) funds to conduct roadside inspections on commercial motor vehicles (CMVs), with a focus on both vehicle and driver safety. FMCSA has invested substantial resources into the development and maintenance of numerous databases (e.g., SAFER, MCMIS, CDLIS, SAFETYNET, etc.) that track safety and credentialing information for interstate carriers, vehicles (or power units) and drivers.

Despite these advances in collecting CMV safety data, a comprehensive source of commercial trailer plate data for U.S. state or Canadian provinces does not exist. This data gap means law enforcement officers, highway safety administrators, auditors, and state/provincial agencies lack readily available information on trailer ownership outside their own jurisdiction. As a result, commercial trailers could impose increased safety risks due to worn tires, ineffective brakes, and improperly secured loads. Trailers could also be operating with expired or absent registrations, be non-compliant for reporting audits and/or taxes, become associated with unsafe motor carriers responsible for safety (MCRS) or even operate under stolen trailer status. All these factors can contribute to decreased safety within CMV operations.

The historical inspections shown in Table 1 display violations by unit type as reported by Kentucky State Police (KSP) Commercial Vehicle Enforcement (CVE) officers and inspectors in 2020-2022. Although most violations were associated with the truck (power unit) or driver, approximately 20 percent of violations corresponded to the trailer. These violations included both safety and credentialing issues, although most credentialing problems are often annotated to the driver or power unit and not the trailer. Although Kentucky is a single jurisdiction among many, inspection data in other states and Canadian provinces is likely to show a similar distribution of violations.

Table 2.1 Kentucky CMV Inspection Violations by Unit Type, 2020 – 2021

Year	Violations — Count				Violations — Percentage			
	Truck	Trailer	Driver	Total	Truck	Trailer	Driver	Total
2020	27,324	12,837	21,948	62,109	43.99	21.00	35.00	100
2021	32,708	13,940	26,433	73,081	44.76	19.00	36.00	100
2022	42,068	20,124	36,300	98,492	42.71	20.43	36.86	100
Total	102,100	46,901	84,681	233,682	43.69	20.07	36.24	100

Obtaining comprehensive trailer data is often difficult, especially for trailers not registered in an officer's base jurisdiction. Trailer registration data lacks standardized requirements that all jurisdictions are required to follow. Sometimes the motor carrier operating the power unit also owns the trailer, but in other instances, it may be leased to another carrier or even owned by a company that is not a motor carrier at all. The Commercial Vehicle Safety Alliance (CVSA) issues trailer stickers for recently inspected trucks and trailers; however, FMCSA's SafeSpect application does not require officers or inspectors to enter the trailer's serial number so that it can be associated back to a specific inspection. In most cases, the trailer's sticker data is not recorded which could lead to gaps in

identifying registration expirations or other serious issues. Lacking a comprehensive data source, violations related to trailers remain difficult to locate among existing data sources and can be easily missed by roadside officers.

Trailer plates retain high value from an enforcement standpoint. In some scenarios, the trailer plate might be the only identifiable information available to an officer or inspector. For example, an officer or a passenger car motorist following a CMV tractor-trailer may only see the trailer plate—and not the truck plate—when witnessing a hit-and-run crash, safety deficiency, or other violation. Furthermore, stolen cargo and trailers also present serious problems for both safety and commerce. A recent Transport Topics reportⁱ noted that the transportation sector reported 20% more cargo theft in 2022 compared with 2021, with losses estimated at \$223 million. Along with increasing costs for businesses and consumers through these cargo losses, most individuals or organizations who steal cargo are less likely to heed safety compliance requirements for drivers, trucks, or trailers.

2.2 Trailer Inspections

Roadside Inspection Levels

Law enforcement officers based in North America must inspect and collect relevant data on commercial motor vehicle trailers in the course of their duties. They rely on inspection standards promulgated by CVSA for all inspections, both on commercial motor vehicles and any trailers.

CVSA has developed eight distinct inspection levels for law enforcement officers' use in commercial motor vehicle and trailer inspections. These inspection levels range from the most comprehensive and largest time commitment - Level I - to less detailed and expedient - Level VIII. A brief summary of all eight inspection levels is described below.

Level I – North American Standard Inspection

Comprehensive, covering driver credentials, hours-of-service, vehicle mechanical condition, cargo securement, and hazardous materials (if applicable).

Level II – Walk-Around Driver/Vehicle Inspection

Similar to Level I but without inspection underneath the vehicle.

Level III – Driver/Credential/Administrative Inspection

Focuses on driver documentation (CDL, medical card, hours-of-service, etc.) without checking the vehicle's mechanical condition.

Level IV – Special Inspections

Targeted, one-time inspections often conducted for data collection or research purposes.

Level V – Vehicle-Only Inspection

Full mechanical inspection of the vehicle (similar to Level I but without the driver present).

Level VI – Enhanced NAS Inspection for Radioactive Shipments

Applies to vehicles transporting Highway Route Controlled Quantities (HRCQ) of radioactive materials. Stricter criteria with mandatory out-of-service conditions.

Level VII – Jurisdictional Mandated Inspection

Inspections conducted under specific jurisdictional rules but not part of the traditional NAS (e.g., school buses, taxis, or government-owned vehicles).

Level VIII – Electronic Inspection

Conducted wirelessly without direct interaction with an inspector, using electronic data transfer (e.g., ELD, carrier databases).ⁱⁱ

The distinctions between trailer inspection types and their underlying data requirements represented key components for the project team’s focus and conducted survey efforts. Among the eight inspection levels, an officer is typically required to physically inspect a commercial trailer (if present) for five of the eight levels (e.g., Level I, II, IV, V, VI). Furthermore, the still-in-development Level VIII electronic screening inspection will eventually incorporate commercial trailer criteria and evaluation into its roadside logic and requirements thereby further validating the need for locating relevant trailer data.ⁱⁱⁱ

2.3 Supply Chain Crime

U.S. House of Representatives Roundtable

The U.S. House Committee on Transportation and Infrastructure convened a bipartisan roundtable in April 2025 to address the growing crisis of organized cargo theft and its impact on the national supply chain. Lawmakers, law enforcement officials, industry leaders, and advocacy representatives gathered to discuss rising trends in supply chain crime, including theft from railroads, commercial motor vehicle operations, and retail networks. Participants emphasized the need for federal leadership, improved data sharing, and stronger prosecutorial mechanisms. This collaborative and cross-jurisdictional forum identified multiple key issues that are challenging both law enforcement and retailers within the supply chain, including shipments by truck and rail. Four themes emerged as the primary discussion points during the hearing.

Escalating Scope and Sophistication of Cargo Theft

- Cargo theft, including from railroads and trucks, has escalated to epidemic proportions, with some sectors experiencing up to a 40% increase each year.
- Strategic cargo theft—involving cyber-based deception and impersonation—has risen over 1,400% since 2021, often executed by transnational criminal organizations.
- Theft tactics now include sabotaging brake lines, exploiting regulatory loopholes, spoofing GPS tracking, and infiltrating logistics systems.

Insufficient Prosecution and Law Enforcement Coordination

- Multiple stakeholders described weak or nonexistent prosecution as a key enabler of continued theft. Repeat offenders are often released without charges, encouraging recidivism.
- Cargo theft frequently crosses state lines, creating jurisdictional confusion and limiting local law enforcement effectiveness.
- Despite some regional task forces, there is an absence of a coordinated federal response or prosecutorial strategy.

Impact on Industry and Workers

- Economic losses from cargo theft are estimated between \$15 to \$35 billion annually, affecting every link in the supply chain.

- Rail workers reported incidents of vandalism, arson, and physical danger, with railroads unable to keep pace due to reduced staffing and longer trains under Precision Scheduled Railroading (PSR).
- Trucking associations noted that companies are investing heavily in security merely to avoid becoming victims, a cost that is passed along the supply chain.

Policy and Legislative Landscape

- Several pieces of legislation were discussed, notably the Combating Organized Retail Crime Act (CORCA), which would facilitate federal task forces, aggregate cargo theft incidents across jurisdictions, and improve investigative resources.
- Stakeholders urged Congress to require standardized, mandatory reporting of cargo thefts to avoid underreporting and data fragmentation.
- The Household Goods Protection Act was highlighted as a measure to close registration loopholes in the FMCSA system, which are exploited by fraudulent operators.

Multiple industry and security officials proposed solutions that could counter these sophisticated and emboldened criminal organizations. The solutions ranged from increasing coordination among and between jurisdictional government agencies and the private sector to enforcing more punitive actions against those found guilty of criminal supply chain activity. These general themes and their underlying individual specified tasks primarily focused on expanded jurisdictional authorities, shared reporting, technology, and enforcement actions.

Federal Task Forces and Prosecutorial Tools

- Establish a dedicated federal task force with cross-jurisdictional authority to combat organized cargo theft.
- Amend Title 18 to allow for aggregation of theft incidents, enabling federal prosecution of criminal rings involved in multiple related thefts.

Data Sharing and Standardized Reporting

- Mandate uniform cargo theft reporting across states and law enforcement agencies.
- Support creation of centralized intelligence platforms involving public and private sector participants.

Technology and Infrastructure Investments

- Support deployment of telematics, RFID tracking, and covert monitoring systems in railcars and trucks.
- Ensure that investments are accompanied by training and enforcement measures to prevent circumvention by sophisticated criminals.

Stronger Penalties and Enforcement Support

- Encourage stricter penalties and more aggressive enforcement against organized theft groups.
- Incentivize prosecutorial focus at both federal and state levels by documenting economic and public safety consequences of inaction.

The roundtable underscored the urgent need for coordinated federal action to address the growing threat of supply chain crime. Witnesses unanimously affirmed that the criminal activity is no longer opportunistic but systematic, well-funded, and increasingly violent. Consensus emerged around the need for better prosecution, cross-agency coordination, enhanced data practices, and technological countermeasures. As cargo theft spreads from traditional high-crime zones to new geographic areas, stakeholders called on Congress to lead a national response to secure America's supply chain.^{iv} The development of a comprehensive, cross-jurisdictional commercial trailer database

could assist officials in overcoming these cargo theft challenges by supporting both *Data Sharing and Standardized Reporting* and *Technology and infrastructure Investments* based solutions.

Chapter 3 Safety and Credentialing Benefits

3.1 Working Group

The University of Kentucky Transportation Center (KTC) partnered with experts from across the CMV community to conduct this research. The FMCSA grant awardee and primary project manager was the International Registration Plan (IRP), Inc., with its CEO and Programs Director serving primary oversight roles. In addition, key representatives from critical CMV-related organizations were needed to identify and problem solve key issues. Representation included the Commercial Vehicle Safety Alliance (CVSA), American Association of Motor Vehicle Administrators (AAMVA), and law enforcement officials from various jurisdictions. Collectively, this group comprised the Trailer Study Working Group (WG). The WG body comprised a total of 10 officials. The group included two KTC researchers, two IRP officials, two CVSA officials, one AAMVA official, and three officers from law enforcement agencies. Each organization is described briefly below.

The International Registration Plan, Inc. (IRP) has successfully enabled licensing and registration compliance and apportioned fee payments across U.S. state and Canadian provincial boundaries for participating jurisdictions within the United States and Canada. This agreement allows base jurisdictions to register motor carriers stationed within their domicile, maintain their vehicle registration licensing and credentialing requirements, and collect and distribute apportioned fees to other jurisdictions whenever registered motor carriers travel within those jurisdictions. IRP, Inc. serves as the administrator for the “Plan” and utilizes the recently developed IRP Data Repository in these efforts.^v The Commercial Vehicle Safety Alliance (CVSA) is a non-profit organization comprised of both U.S. and Canadian-based industry officials and safety representatives from the local, state, and federal levels. Similar to FMCSA, this alliance has a stated goal to “prevent commercial motor vehicle crashes, injuries and fatalities” and promotes “collaboration between government and industry” for enhancing safety. The CVSA’s mission is to “improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America”.^{vi} In serving and assisting roadside enforcement, this organization has many retired law enforcement officers within its ranks and possesses great expertise in roadside enforcement operations.

The American Association of Motor Vehicle Administrators (AAMVA) is a non-profit organization comprised of U.S. and Canadian-based officials from states, provinces, and associated territories. This organization focuses on developing and implementing programs related to motor vehicle administration, highway safety, and law enforcement. Originally formed in 1933, AAMVA has helped lay the groundwork for common standards and practices for its members within the motor vehicle community. AAMVA’s ongoing mission is to “serve North American motor vehicle and law enforcement agencies to accomplish their missions” and can provide significant expertise across five functional domains: drivers, identify, vehicles, operations, and law enforcement.^{vii}

The law enforcement group comprised three actively serving officials based in two U.S. state agencies. This group brought invaluable insights to the WG with their first-hand knowledge on laws, regulations, and prevailing enforcement best practices for conducting daily roadside inspections on commercial trailers.

3.2 Project Schedule

The WG met on a monthly basis through virtual meetings to formulate strategy, identify action items, and conduct the research into commercial trailers. Following the group’s formation in December 2024, the WG established an aggressive but ultimately successful project timeline to execute the project.

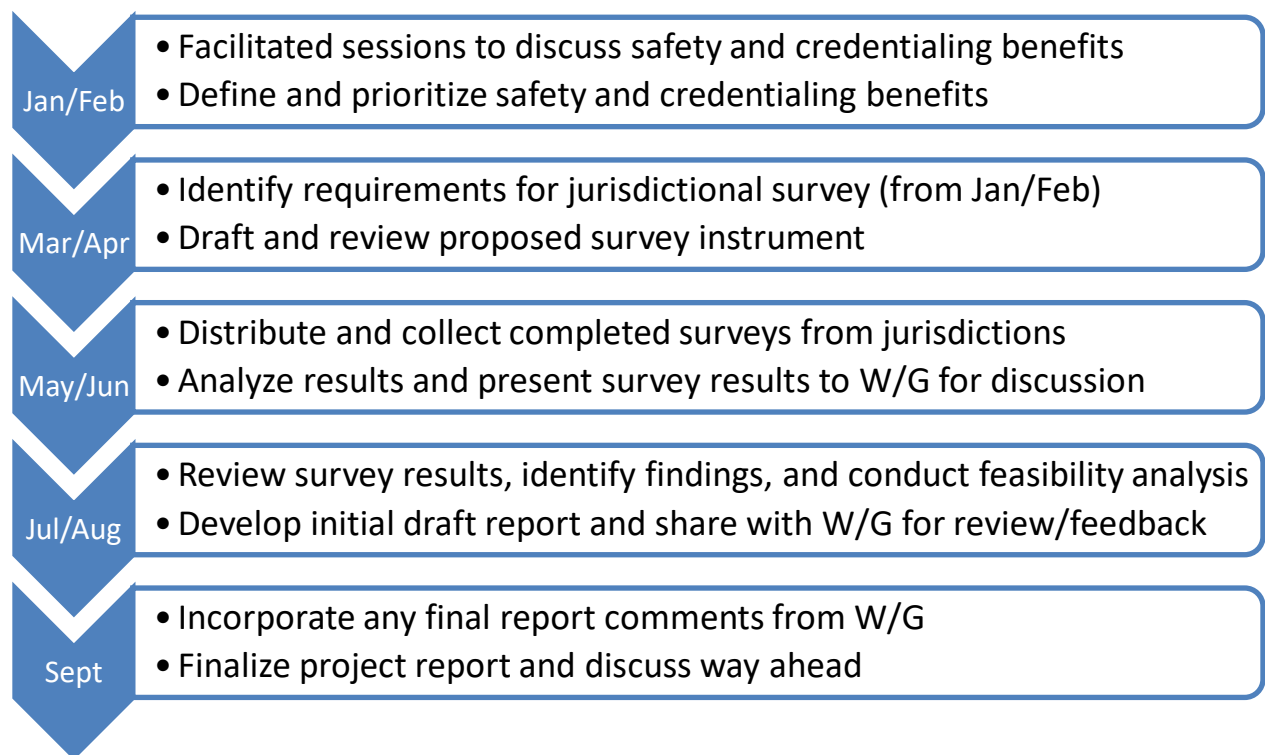


Figure 3.1 Working Group Schedule

In January/February of 2025, the WG collaborated and identify required trailer data elements, potential safety benefits, and potential credentialing benefits associated with comprehensive commercial trailer registration database. The WG then pivoted toward the formation of two complementary, yet distinct, survey instruments for representatives from the law enforcement community vis-à-vis CVSA and jurisdictional agency licensing and registration officials vis-à-vis AAMVA. The WG met and devised survey questions, created an online survey instrument, distributed the distinct surveys to CVSA and AAMVA members, and ultimately, compiled and analyzed the results from both survey efforts. These surveys provided visibility on key facts and details, challenges, gaps, and opportunities surrounding commercial trailers within the U.S. and Canada. To close out the project, KTC compiled, analyzed, and summarized results from these efforts into a final report along with discussing the feasibility of moving toward a commercial trailer registration database in the future.

3.3 Commercial Trailer Questionnaire

Questionnaire Intent

The first research phase for the project involved identifying the trailer registration data required for developing a commercial trailer database along with documenting its anticipated safety and credentialing benefits. To complete this task, KTC researchers drafted a questionnaire for WG members to complete. This questionnaire solicited members' input on identifying trailer registration information necessary for a viable commercial trailer database and obtaining their thoughts on associated safety and credentialing benefits. The WG questionnaire and received non-attributional responses are displayed in Appendix A. This questionnaire lists all original questions in black font and non-attributional responses in blue font. Additional context into the questionnaire's purpose and background of safety and credentialing benefits is described further below.

Safety and credentialing benefits represent the positive impacts that can result from compiling comprehensive, timely, and accurate trailer registration data to inform procedures and monitor results. Safety benefits are those

benefits derived from reducing crashes, injuries, and fatalities from commercial motor vehicle and their trailers. Safety is the primary focus for the Federal Motor Carrier Safety Administration (FMCSA) and represents its core mission. Similarly, state agencies and law enforcement officials support the safety mission through their respective roles in monitoring and enforcing CMV compliance mechanisms and safety actions across all jurisdictions. Credentialing constitutes the regulatory and compliance framework for promoting the safety mission and its associated benefits. In this case, credentials focus on evidentiary items predicated on legal procedures and/or guidelines to verify the authenticity of a truck or trailer's chain of custody in relation to established norms. For example, the International Registration Plan (IRP) credentials are associated with the licensing and registration process, resulting in a license plate and cab card issued to the registrant. Other common motor carrier credentials may include, but are not limited to, the USDOT number, lease agreement (if applicable), International Fuel Tax Agreement (IFTA) license, and various permits and/or registrations. Credentials establish that appropriate vetting procedures have taken place from an oversight/regulatory agency and that CMV customers have adhered to required procedures necessary for the legal and safe movement of freight.

Questionnaire Scope & Results

The WG questionnaire began with identifying appropriate commercial trailer registration information needed for a centralized trailer registration database. This topic covered three related areas including (1) current IT systems of record in use, (2) trailer data elements required, and (3) existing data and/or capability gaps as identified by respondents. Law enforcement officers typically use several different IT systems to evaluate and validate CMVs and commercial trailers during their roadside duties. These systems frequently span from nationwide, common use systems such as the National Law Enforcement Telecommunications System (NLETS) to organic or vendor provided IT systems that only cover the jurisdictional area. Within each system, law enforcement officers rely on key data elements to verify a CMV and/or commercial trailer and its driver are following required protocols for licensing and registration. When completing the questionnaire, WG respondents were prompted to identify those key data elements they often use when inspecting commercial trailers and/or otherwise performing oversight activities. The format also guided respondents on identifying those IT systems and/or data gaps associated with commercial trailer operations, including roadside inspections. Upon completion, the KTC research team compiled the results obtained from the WG responses. These responses were aggregated and categorized into three categories: (1) trailer registration information, (2) safety benefits, and (3) credentialing benefits. The three subsequent figures below present the final tabulation for the questionnaire responses and are categorized by key themes. Appendix A contains a complete list of all individual responses.

Trailer Registration Information

IT System of Record

1. State Vendor Platforms: SmartCop, Law Enforcement Automated Data System (LEADS), State Police Online Terminal (SPOT)
2. Data sourced from NLETS, CVIEW, IDR, and/or state systems

System Data

1. Vehicle/Trailer Info: make, model, VIN, year, and type
2. Registration: license number, type, and year
3. Ownership: company, driver, etc.

Current Gaps

1. Systems of record may go down
2. Missing records (no return) or partial data in records
3. Inconsistent state entries can make queries difficult
4. Incorrect/fraudulent VIN plates to mask identity



Figure 3.2 Summary of Trailer Registration Responses

Safety Benefits

Safety Benefits (via Trailer Database)

1. Validate vehicle registration, VIN, and GVWR
2. Assist in identifying chameleon carriers
3. Assist in identifying and recovering stolen trailers
4. Improve the availability, accuracy, and consistency of trailer data

Current Safety Gaps

1. Existing data may be outdated or inaccurate
2. Existing data may be unavailable (missing records)
3. Existing data may be difficult to obtain (outside of state)



Figure 3.3 Summary of Proposed Safety Benefits

Credentialing Benefits

Credentialing Benefits (via Trailer Database)

1. Validate trailer registration at roadside (plate match to trailer, its owner and under correct jurisdiction)
2. Identify the correct MCRS for trailer (and violations)
3. Improve the ability to track motor carrier crashes (hit and runs)
4. Improve data availability for both FMCSA and Law Enforcement through a single data source

Current Credentialing Gaps

1. System of record may go down
2. Existing data may be outdated, inaccurate, or missing
3. Existing data may be difficult to obtain (outside of state)



Figure 3.4 Summary of Proposed Credentialing Benefits

Chapter 4 Jurisdiction Surveys

4.1 Trailer Surveys

Background

The investigation into a centralized trailer registration database continued with the development of two related, yet distinct, surveys to assess technical feasibility, stakeholder appeal, and required elements. During the monthly meeting in February 2025, the WG conducted a brainstorming session to design a survey about a prospective trailer registration database and its challenges and opportunities. From the outset, the group understood the need to better understand perspectives from the commercial trailer stakeholders most likely to encounter or need trailer registration data from different IT sources.

Law enforcement officers represent both the primary enforcement community and one of the largest consumers of trailer inspection data. In their daily duties, officers conduct roadside inspections through the CVSA level inspections. Roadside officers rely heavily on CMV IT systems to screen CMVs, identify those warranting physical inspection, and throughout the trailer inspection process for their required processes, decision-making logic and adjudicated outcomes. Several IT systems are used by law enforcement during these duties and were used as the basis for several trailer survey questions. The most commonly used and identified IT systems within this survey were NLETS, NCIC, CVIEW, and IPRES. Each system is described briefly below.

National Law Enforcement Telecommunications System (NLETS)

This National Law Enforcement Telecommunications System (NLETS) database is a nonprofit, computer-controlled message-switching network governed by state criminal justice officials. It enables secure, standardized exchange of criminal justice and public safety information among all U.S. states, several federal agencies, and Canadian partners.^{viii}

National Crime Information Center (NCIC)

The National Crime Information Center (NCIC) is the FBI-maintained centralized criminal justice database that provides 24/7 access to law enforcement agencies across federal, state, and local levels. It contains records such as criminal history, missing persons, stolen property, and fugitives, and facilitates rapid information exchange among agencies.^{ix}

Commercial Vehicle Information Exchange Window (CVIEW)

The Commercial Vehicle Information Exchange Window (CVIEW) is an internal electronic data exchange portal internally operated within each state that collects, stores, and distributes intrastate and interstate carrier, trailer registration data, and inspection reports. Each base state typically has its own independent CVIEW system with which it uses to support its commercial motor vehicle operations. CVIEW systems frequently connect with the FMCSA's SAFER system to facilitate real-time access to safety, credentialing, and inspection data for enforcement and regulatory use.^x

Interprovincial Record Exchange System (IPRES)

The Interprovincial Record Exchange System (IPRES), managed by the Canadian Council of Motor Transport Administrators (CCMTA), is a communications network used by Canadian jurisdictions to exchange driver-licensing and vehicle-registration data. It supports improved business efficiencies and road safety by providing data access services across provincial boundaries.^{xi}

Along with law enforcement, jurisdictional agency registration officials across the U.S. and Canada uphold safety requirements in their role to validate and issue licensing and registration requirements for CMVs and commercial trailers. These front-line officials employ processes and use IT systems that collect, store, and transmit commercial trailer data for internal agency use and other authorized users such as federal agencies and law enforcement officials. In most cases, these officials are assigned and perform their official work duties inside an IRP or similar section within an agency such as a Department of Transportation or Department of Revenue, for example.

Survey Audiences

Using input from the overall WG, the KTC research team developed two surveys targeting each of these law enforcement and registration official communities. The first survey sought responses from law enforcement officials and was disseminated through CVSA. This survey collected feedback on the roadside inspection process and data needs including IT systems used at roadside, capabilities and gaps associated with those IT systems, and key data elements for inspections by name and level of importance. The second survey solicited input from agency registration officials and was disseminated through AAMVA to its members in the U.S. and Canada. This survey gathered feedback on the front-end registration process and key needs including methods and agents used in collecting trailer registration data, reliance on vendors, data validation protocols, sharing of data, and challenges. The questions and responses to those two survey efforts are displayed in the following two sections on the CVSA Survey and AAMVA Survey, respectively.

4.2 CVSA Survey

Question #1 – Respondent Role by Category

Survey respondents were primarily law enforcement officers actively serving with roadside enforcement duties (44%) or in managerial roles with minimal roadside duties (40%). A small number identified as inspectors (4%), retired officers (2%), or other roles such as analysts and supervisors (10%). This indicates the survey captured perspectives mainly from active law enforcement professionals with direct or supervisory responsibility for CMV roadside enforcement.

Table 4.1 Respondent Role by Category (CS, Q1)

Q1 - How would you describe your role within the commercial motor vehicle community?	Count	Percent
Law Enforcement Officer (actively serving) with routine CMV roadside enforcement duties	23	44%
Law Enforcement Officer (actively serving) with minimal CMV roadside enforcement duties (e.g., managerial role)	21	40%
Law Enforcement Officer (retired) with previous CMV roadside enforcement duties but no longer serving	1	2%
Inspector (actively serving) with routine CMV roadside enforcement duties at weigh station	2	4%
Other	5	10%
MCSAP Commander, limited inspections, complete oversight over CMV enforcement for the state		
Supervisor in an administrative capacity		

Law Enforcement Officer (retired) with previous CMV roadside enforcement duties. Now Lead Agency MCSAP Manager
Missing category, special functions officer involved in both enforcement duties and inspector duties. In some states, inspectors only inspect, i.e. CA.
Analyst

* 52 responses

Question #2 – Respondent Role by Experience

Most respondents reported significant tenure in their roles, with 28 participants having more than ten years of experience and 15 having between five and ten years. Very few indicated less than five years of service, and none of the retired respondents provided length of service data. The results reflect a highly experienced respondent pool, suggesting that survey findings are shaped by long-standing professional perspectives in commercial motor vehicle enforcement.

Table 4.2 Respondent Role by Experience (CS, Q2)

Q2 - How many years have you served in the position indicated above?	Less than one year	Greater than one but less than three years	Greater than three but less than five years	Greater than five but less than ten years	Greater than ten years	Total
Law Enforcement Officer (actively serving) with routine CMV roadside enforcement duties	0	0	0	7	16	23
Law Enforcement Officer (actively serving) with minimal CMV roadside enforcement duties (e.g., managerial role)	2	1	2	6	10	21
Law Enforcement Officer (retired) with previous CMV roadside enforcement duties but no longer serving	0	0	0	0	0	0
Inspector (actively serving) with routine CMV roadside enforcement duties at weigh station	0	0	0	1	1	2

Q2 - How many years have you served in the position indicated above?	Less than one year	Greater than one but less than three years	Greater than three but less than five years	Greater than five but less than ten years	Greater than ten years	Total
Other (please list position below)	1	1	1	1	1	5
Total	3	2	3	15	28	51

* Law Enforcement Officer (retired) did not indicate years of service so could not generate a graph for that single response

* 51 responses

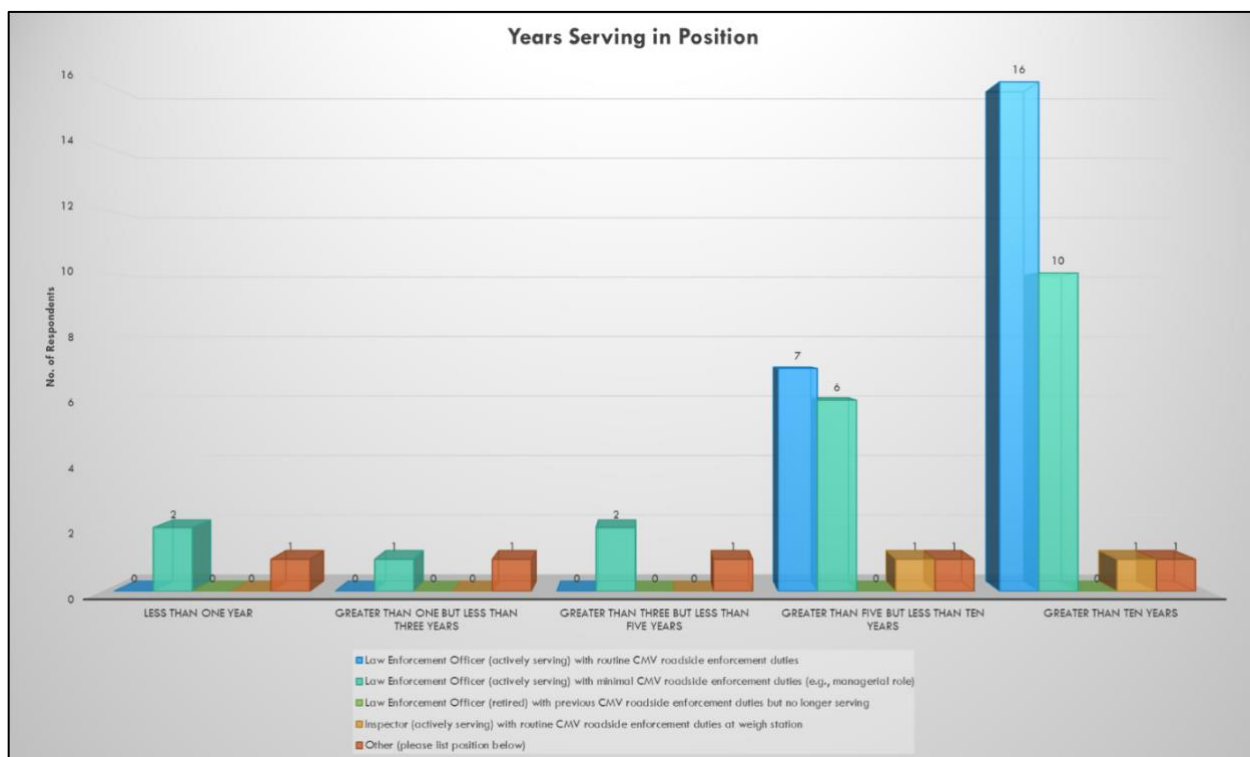


Figure 4.1 Respondent Role by Experience (CS, Q2)

Question #3 – Jurisdictional Representation

The majority of respondents (78%) represented U.S. jurisdictions, while 22% were from Canadian jurisdictions. This balance indicates stronger representation from the United States but still incorporates meaningful Canadian participation, reflecting cross-border perspectives on trailer registration issues.

Table 4.3 Jurisdictional Representation by Country (CS, Q3)

Q3 - Is the agency where you work (or previously worked if now retired) within the United States or Canada?	Count	Percent
United States	38	78%
Canada	11	22%

* 49 responses

Responses were distributed across 26 U.S. states, with Virginia (8%) having the largest single representation. Most states contributed only one or two respondents, demonstrating broad but thin state-level input. This distribution highlights geographic diversity but also suggests limited jurisdictional depth within individual states.

Table 4.4 Jurisdictional Representation by U.S. State (CS, Q3a)

Q3a - Which jurisdiction do you currently serve or previously served if now retired? (United States)					
State	Count	Percent	State	Count	Percent
Arizona	1	3%	Missouri	1	3%
Arkansas	1	3%	Nebraska	1	3%
California	1	3%	Nevada	1	3%
Colorado	2	5%	New Hampshire	1	3%
Florida	2	5%	New Jersey	2	5%
Georgia	1	3%	Ohio	1	3%
Idaho	1	3%	Pennsylvania	1	3%
Illinois	1	3%	South Carolina	1	3%
Indiana	1	3%	Tennessee	1	3%
Kansas	1	3%	Utah	2	5%
Kentucky	1	3%	Virginia	3	8%
Louisiana	1	3%	Washington	2	5%
Maine	1	3%	West Virginia	1	3%
Michigan	1	3%	Wisconsin	1	3%
Minnesota	1	3%	Wyoming	1	3%
Mississippi	1	3%	Total =	38	100%

* Two respondents did not list their state so reduced from 40 to 38

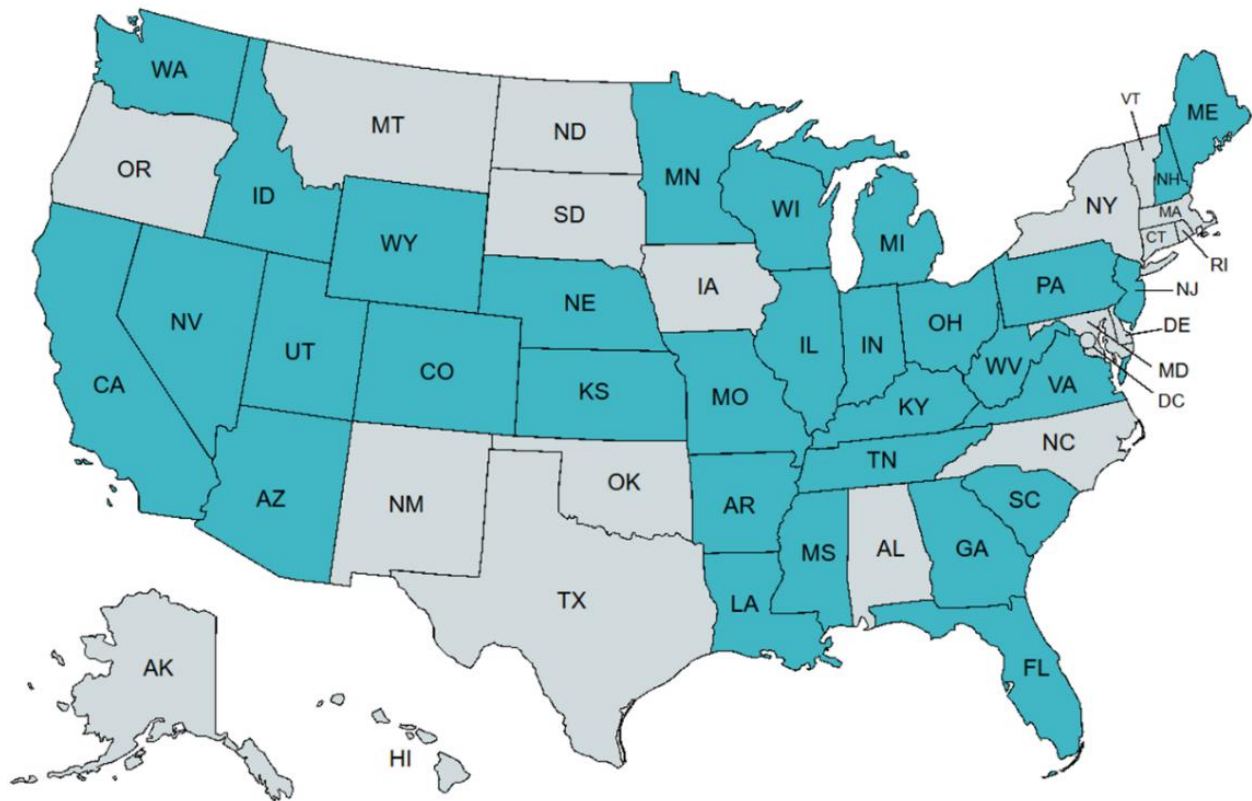


Figure 4.2 Jurisdictional Representation by U.S. State (CS, Q3a)

Canadian participation came from nine provinces, with Manitoba accounting for the largest share at 27%. Other provinces, such as Alberta, British Columbia, and Quebec, each represented about 9% of Canadian responses. While smaller in number than U.S. participants, Canadian representation was geographically diverse across the country.

Table 4.5 Jurisdictional Representation by Canadian Province (CS, Q3b)

Q3b - Which jurisdiction do you currently serve or previously served if now retired? (Canada)	Count	Percent
Alberta	1	9%
British Columbia	1	9%
Manitoba	3	27%
New Brunswick	1	9%
Newfoundland and Labrador	1	9%
Nova Scotia	1	9%
Ontario	1	9%
Quebec	1	9%
Saskatchewan	1	9%
Total =	11	100%

* One respondent did not list their province so reduced from 12 to 11



Figure 4.3 Jurisdictional Representation by Canadian Province (CS, Q3b)

Question #4 – Trailer Registration IT Systems

Respondents most frequently reported using NCIC (30%) and NLETS (29%) for trailer registration data at roadside, with CVIEW also playing a significant role (26%). IPRES accounted for 6% of responses, while 9% selected “Other,” naming a range of jurisdiction-specific systems such as provincial registries or state-level databases. One important item to note here is that none of the Canadian Provincial respondents had access to either NCIC or NLETS but rather relied on IPRES (5 of 7 responses) or “Other” type systems (2 of 7 responses). The findings suggest that while NCIC and NLETS dominate, there is substantial variation in system reliance based on jurisdiction and country of origin.

Table 4.6 Trailer Registration IT Systems (CS, Q4)

Q4: Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply	Count	Percent
National Law Enforcement Telecommunications System (NLETS)	32	29%
National Crime Information Center (NCIC)	33	30%

Q4: Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply	Count	Percent
Commercial Vehicle Information Exchange Window (CVIEW)	29	26%
Interprovincial Records Exchange System (IPRES)	7	6%
Other (please list name below)	10	9%
Other		
Saskatchewan Government Insurance		
Arkansas Crime Information Center (ACIC)		
MULES. Missouri's registration system		
NJLETS		
MVAD motor vehicle administration Department		
Our own system (YuDriv) or IRE		
MI SOS		
PROS, MVB, CPIC		
Query Central (if no return in NCIC)		

* One respondent did not provide the name of the "Other" IT system used

Question #5 – Country Origin by Trailer Registration IT System

NLETS and NCIC both provide access to U.S. and Canadian trailer data, though NCIC was more commonly used solely for U.S. trailers (47%). CVIEW was predominantly U.S.-focused (60%), with limited Canadian integration (4%). IPRES only provided visibility on Canadian trailers for its users meaning U.S. trailers were not visible for those Canadian Provinces that relied exclusively on IPRES as their authoritative trailer database. The remaining “Other” systems showed mixed results depending on state or provincial access. Overall, NCIC and NLETS offered the broadest cross-border coverage, while CVIEW and IPRES were more region-specific.

Table 4.7 Country Origin by Trailer Registration IT System (CS, Q5)

Q5: Which of the following trailer registration types are you able to view while conducting your roadside enforcement duties?	Count	Percent
<i>National Law Enforcement Telecommunications System (NLETS)</i>		
U.S. Trailers Only	10	34.5%
Canadian Trailers Only	1	3.4%
Both U.S. and Canadian Trailers	18	62.1%
<i>National Crime Information Center (NCIC)</i>		
U.S. Trailers Only	14	46.7%
Canadian Trailers Only	0	0.0%
Both U.S. and Canadian Trailers	16	53.3%
<i>Commercial Vehicle Information Exchange Window (CVIEW)</i>		
U.S. Trailers Only	15	60.0%
Canadian Trailers Only	1	4.0%
Both U.S. and Canadian Trailers	9	36.0%
<i>Interprovincial Records Exchange System (IPRES)</i>		

Q5: Which of the following trailer registration types are you able to view while conducting your roadside enforcement duties?	Count	Percent
U.S. Trailers Only	0	0.0%
Canadian Trailers Only	6	100.0%
Both U.S. and Canadian Trailers	0	0.0%
<i>Other</i>		
U.S. Trailers Only	3	33.3%
Canadian Trailers Only	2	22.2%
Both U.S. and Canadian Trailers	4	44.4%
Other (Listed Names)		
Saskatchewan Government Insurance		
Arkansas Crime Information Center (ACIC)		
MULES. Missouri's registration system		
NJLETS		
MVAD motor vehicle administration Department		
Our own system (YuDriv) or IRE		
MI SOS		
PROS, MVB, CPIC		
Query Central (if no return in NCIC)		

Question #6 – Usage Frequency by Trailer Registration IT System

This question focused on law enforcement's overall usage of the different IT systems used in their duties. These IT systems included NLETS, NCIC, CVIEW, IPRES, and others not listed. The responses for each system are shown in Tables 9 – 13.

NLETS was used with varying intensity, with 11 respondents using it daily and 8 weekly, indicating consistent integration into roadside enforcement. Performance challenges were reported occasionally, especially related to “query not found” or missing data, though most respondents indicated issues were infrequent. Overall, users saw NLETS as reliable, with only minor recurring data limitations.

NCIC showed the highest daily usage (15 respondents) and strong weekly reliance (6). Users did report moderate challenges, particularly with missing data or queries returning no results, sometimes occurring weekly or daily. Despite these limitations, NCIC remained one of the most consistently used systems.

CVIEW was heavily used daily (13) or weekly (6), though some noted system unavailability or incomplete query returns on a weekly basis. Data quality issues such as missing or outdated information appeared periodically, but most users rated inaccuracies as infrequent. The system remains an important enforcement tool despite occasional reliability gaps.

IPRES usage was more limited, with only a few respondents using it daily or weekly. Reported challenges included missing data and system unavailability, though inaccurate data was rarely an issue. Its role appears narrowly focused, primarily relevant to Canadian enforcement contexts.

Other jurisdiction-specific systems were used daily by five respondents, with varied performance challenges noted. These included unavailability, missing data, and inconsistent query returns, sometimes occurring multiple times per week. This reflects a patchwork of local systems, with reliability dependent on jurisdictional IT infrastructure.

Q6: For the listed system, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?

Table 4.8 Usage Frequency (CS, Q6a, NLETS)

Q6a: For the listed system, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	
National Law Enforcement Telecommunications System (NLETS)	
On average, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	Count
Significant Usage (at least daily)	11
Routine usage (at least weekly)	8
Slight Usage (at least monthly)	5
Rare Usage (at least yearly)	4
On average, how often do you experience performance challenges as it relates to unavailability (e.g., system offline)?	
Never	8
Once a week	9
2-3 times a week	1
4-6 times a week	1
Daily	0
On average, how often do you experience performance challenges as it relates to query not found (e.g., no return status)?	
Never	3
Once a week	8
2-3 times a week	7
4-6 times a week	0
Daily	1
On average, how often do you experience performance challenges as it relates to missing data (e.g., blank data fields)?	
Never	7
Once a week	8
2-3 times a week	3
4-6 times a week	0
Daily	1
On average, how often do you experience performance challenges as it relates to outdated data (e.g., expired in system but not correct)?	
Never	12
Once a week	6

2-3 times a week	1
4-6 times a week	0
Daily	0
On average, how often do you experience performance challenges as it relates to inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed)?	
Never	11
Once a week	7
2-3 times a week	1
4-6 times a week	0
Daily	0
Are there any other performance challenges that were not listed in the previous question?	
Yes	2
No	17

Table 4.9 Usage Frequency (CS, Q6b, NCIC)

Q6b: For the listed system, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	
National Crime Information Center (NCIC)	
On average, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	Count
Significant Usage (at least daily)	15
Routine usage (at least weekly)	6
Slight Usage (at least monthly)	4
Rare Usage (at least yearly)	3
On average, how often do you experience performance challenges as it relates to unavailability (e.g., system offline)?	
Never	11
Once a week	8
2-3 times a week	1
4-6 times a week	1
Daily	0
On average, how often do you experience performance challenges as it relates to query not found (e.g., no return status)?	
Never	5
Once a week	9
2-3 times a week	3
4-6 times a week	1
Daily	3
On average, how often do you experience performance challenges as it relates to missing data (e.g., blank data fields)?	
Never	9

Once a week	10
2-3 times a week	1
4-6 times a week	0
Daily	1
On average, how often do you experience performance challenges as it relates to outdated data (e.g., expired in system but not correct)?	
Never	10
Once a week	8
2-3 times a week	2
4-6 times a week	0
Daily	1
On average, how often do you experience performance challenges as it relates to inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed)?	
Never	12
Once a week	8
2-3 times a week	1
4-6 times a week	0
Daily	0
Are there any other performance challenges that were not listed in the previous question?	
Yes	0
No	21

Table 4.10 Usage Frequency (CS, Q6c, CVIEW)

Q6c: For the listed system, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	
Commercial Vehicle Information Exchange Window (CVIEW)	
On average, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	Count
Significant Usage (at least daily)	13
Routine usage (at least weekly)	6
Slight Usage (at least monthly)	3
Rare Usage (at least yearly)	3
On average, how often do you experience performance challenges as it relates to unavailability (e.g., system offline)?	
Never	5
Once a week	9
2-3 times a week	4
4-6 times a week	0
Daily	0
On average, how often do you experience performance challenges as it relates to query not found (e.g., no return status)?	

Never	6
Once a week	8
2-3 times a week	4
4-6 times a week	0
Daily	1
On average, how often do you experience performance challenges as it relates to missing data (e.g., blank data fields)?	
Never	9
Once a week	6
2-3 times a week	3
4-6 times a week	0
Daily	0
On average, how often do you experience performance challenges as it relates to outdated data (e.g., expired in system but not correct)?	
Never	7
Once a week	8
2-3 times a week	3
4-6 times a week	0
Daily	1
On average, how often do you experience performance challenges as it relates to inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed)?	
Never	12
Once a week	5
2-3 times a week	2
4-6 times a week	0
Daily	0
Are there any other performance challenges that were not listed in the previous question?	
Yes	0
No	19

Table 4.11 Usage Frequency (CS, Q6d, IPRES)

Q6d: For the listed system, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	
Interprovincial Records Exchange System (IPRES)	
On average, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	Count
Significant Usage (at least daily)	3
Routine usage (at least weekly)	1
Slight Usage (at least monthly)	0
Rare Usage (at least yearly)	1

On average, how often do you experience performance challenges as it relates to unavailability (e.g., system offline)?	
Never	3
Once a week	0
2-3 times a week	1
4-6 times a week	0
Daily	0
On average, how often do you experience performance challenges as it relates to query not found (e.g., no return status)?	
Never	2
Once a week	2
2-3 times a week	0
4-6 times a week	0
Daily	0
On average, how often do you experience performance challenges as it relates to missing data (e.g., blank data fields)?	
Never	1
Once a week	1
2-3 times a week	2
4-6 times a week	0
Daily	0
On average, how often do you experience performance challenges as it relates to outdated data (e.g., expired in system but not correct)?	
Never	2
Once a week	2
2-3 times a week	0
4-6 times a week	0
Daily	0
On average, how often do you experience performance challenges as it relates to inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed)?	
Never	4
Once a week	0
2-3 times a week	0
4-6 times a week	0
Daily	0
Are there any other performance challenges that were not listed in the previous question?	
Yes	1
No	3

Table 4.12 Usage Frequency (CS, Q6e, Other)

Q6e: For the listed system, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	
Other	
On average, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?	Count
Significant Usage (at least daily)	5
Routine usage (at least weekly)	2
Slight Usage (at least monthly)	1
Rare Usage (at least yearly)	1
On average, how often do you experience performance challenges as it relates to unavailability (e.g., system offline)?	
Never	2
Once a week	2
2-3 times a week	2
4-6 times a week	1
Daily	0
On average, how often do you experience performance challenges as it relates to query not found (e.g., no return status)?	
Never	3
Once a week	1
2-3 times a week	1
4-6 times a week	1
Daily	1
On average, how often do you experience performance challenges as it relates to missing data (e.g., blank data fields)?	
Never	4
Once a week	1
2-3 times a week	0
4-6 times a week	1
Daily	1
On average, how often do you experience performance challenges as it relates to outdated data (e.g., expired in system but not correct)?	
Never	6
Once a week	0
2-3 times a week	0
4-6 times a week	1
Daily	0
On average, how often do you experience performance challenges as it relates to inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed)?	
Never	6
Once a week	1

2-3 times a week	0
4-6 times a week	0
Daily	0
Are there any other performance challenges that were not listed in the previous question?	
Yes	1
No	6

Question #7 – Requirements by Trailer Data Category

Respondents overwhelmingly required license plate numbers (100%), VINs (95%), and vehicle make (95%) for roadside enforcement. Vehicle year (93%) and registered jurisdiction (79%) were also highly important, while registered owner name (77%) and registration expiration (74%) were slightly less universal. Unit numbers were the least required, with only 35% of respondents indicating need. The bullet list below provides additional context into each unique trailer data category.

- LPN data was strongly concentrated in NLETS (17) and NCIC (9), with smaller usage of CVIEW (6), IPRES (4), and other systems (7). This reinforces that license plate data is widely accessible, but with NLETS as the most prominent system of record.
- VINs were most often obtained through NLETS (13) and NCIC (10), though respondents also used CVIEW (6), IPRES (4), and other systems (7). This demonstrates that VIN data is accessible from multiple IT systems, with NLETS holding the primary role.
- Vehicle make was mostly accessed via NLETS (15) and NCIC (9), with CVIEW and IPRES used less frequently (6 and 4, respectively). Other IT systems, such as local registries, also played a role (6). Again, NLETS was the leading source.
- NLETS (15) and NCIC (8) were the top systems for vehicle year information, while CVIEW, IPRES, and other systems (6 each) were supplementary. The responses mirror those for vehicle make, emphasizing NLETS's central role.
- Registered jurisdiction data was obtained primarily from NLETS (14), followed by NCIC (7), CVIEW (6), and IPRES (4). No other systems were cited. This confirms that registered jurisdiction information is available from multiple sources, with NLETS again dominant.
- NLETS (12) and NCIC (8) were the primary sources, while CVIEW and IPRES each served 4 respondents. A smaller group (5) relied on other systems such as state-level BMV access. This suggests greater fragmentation of data sources compared to VIN and vehicle make.
- NLETS again led (12), with NCIC and CVIEW each cited by 6 respondents, and IPRES by 4. Three respondents identified other systems, though details were limited. Responses show that while expiration data is needed, availability is less consistent.
- CVIEW was the main source (8), with smaller contributions from NLETS (3) and "Other" systems (4). NCIC and IPRES were not used for this category. Unit numbers appear to be a lower-priority data element and are less consistently captured across IT systems.

Table 4.13 Requirements by Trailer Data Category (CS, Q7)

Q7: Which of the data categories below do you require and access for your roadside enforcement duties with respect to trailer registration information? Select all that apply. Please note the items below only apply to the trailer itself and not the vehicle/power unit.	Count	Percent
License Plate Number	43	100%
Vehicle Identification Number (VIN)	41	95%
Vehicle Make	41	95%
Vehicle Year	40	93%
Registered Jurisdiction	34	79%
Registered Owner Name	33	77%
Registration Expiration	32	74%
Unit Number / ID	15	35%

* 43 responses

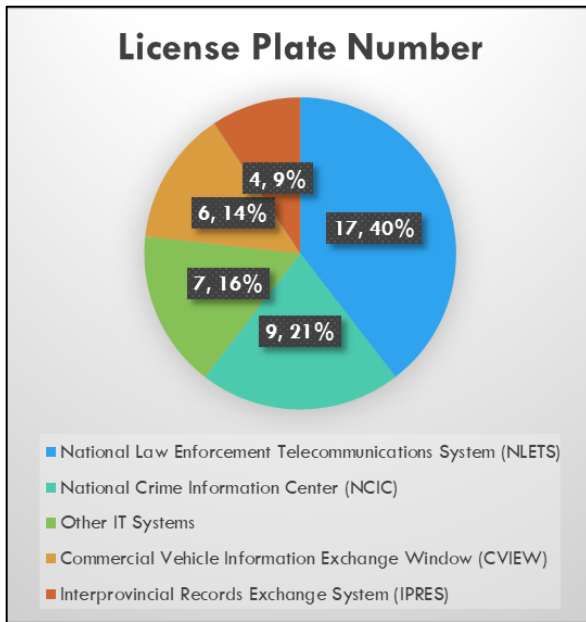


Figure 4.4 LPN by IT System (CS, Q7a)

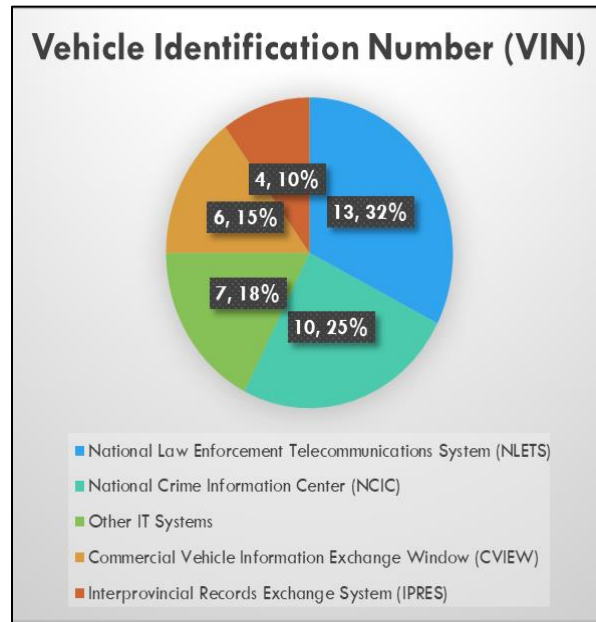


Figure 4.5 VIN by IT System (CS, Q7b)

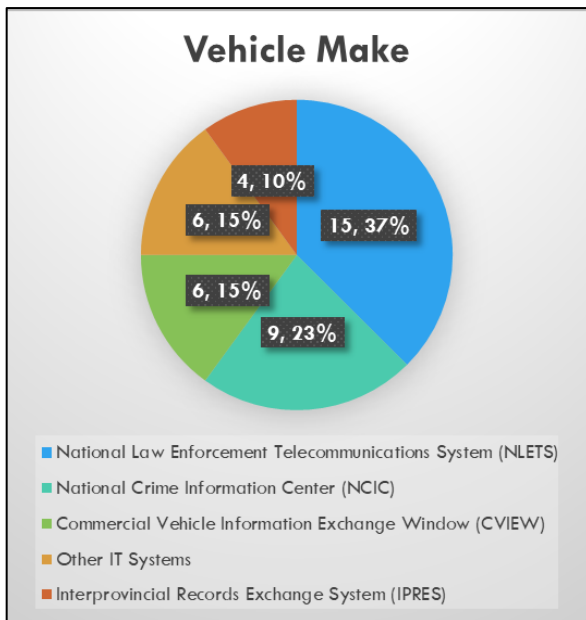


Figure 4.6 Vehicle Make by IT System (CS, Q7c)

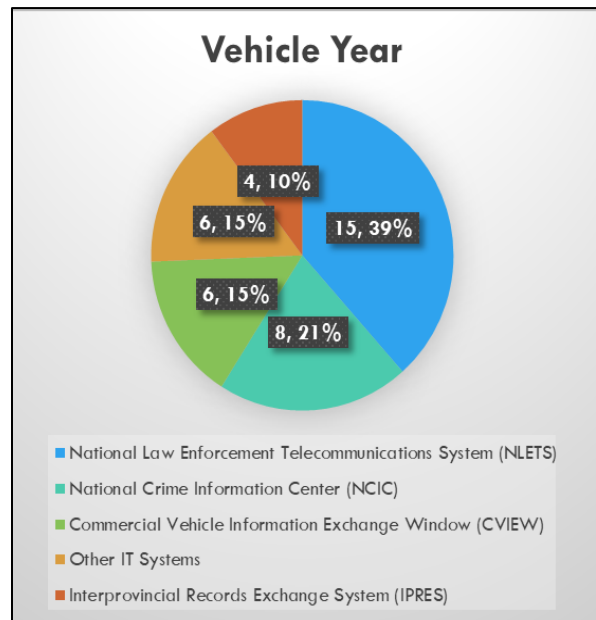


Figure 4.7 Vehicle Year by IT System (CS, Q7d)

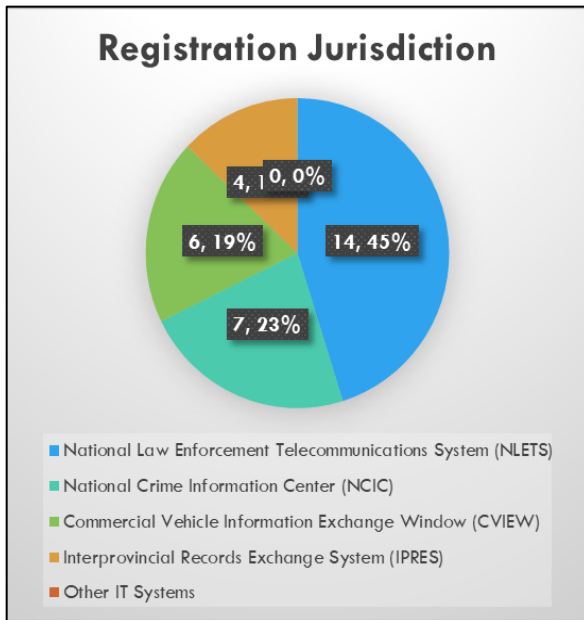


Figure 4.8 Reg. Juris. by IT System (CS, Q7e)

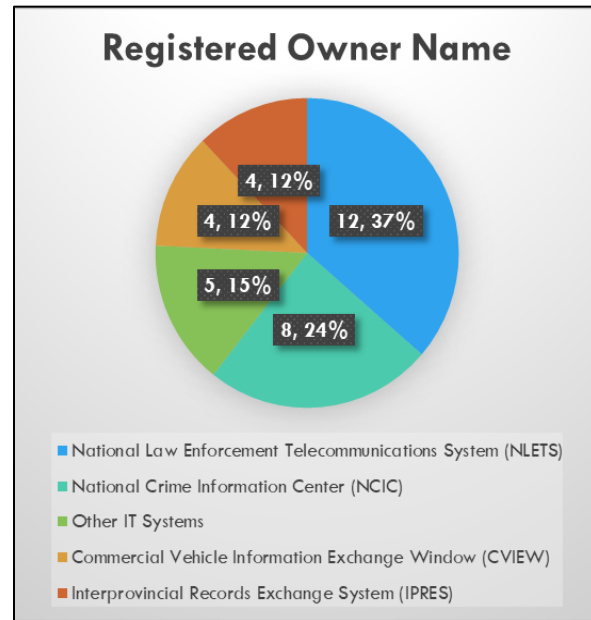


Figure 4.9 Reg. Owner Name by IT System (CS, Q7f)

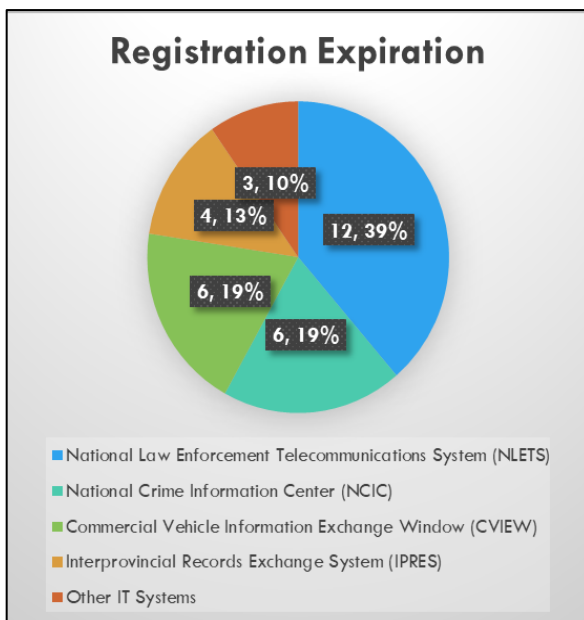


Figure 4.10 Reg. Expiration by IT System (CS, Q7g)

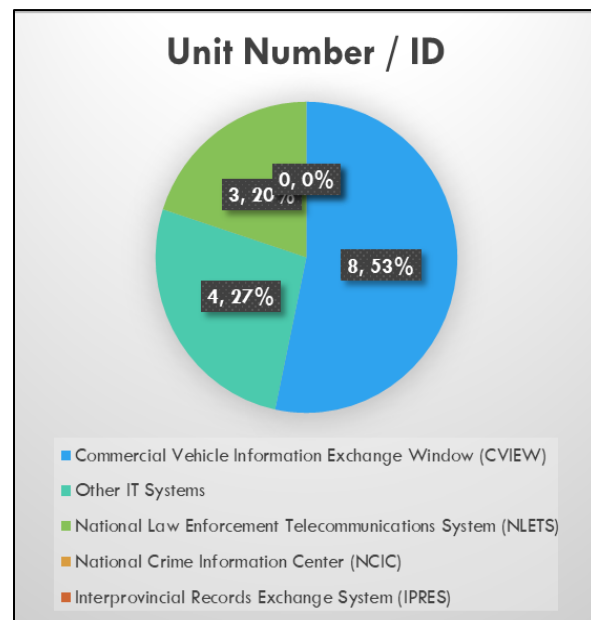


Figure 4.11 Unit Number by IT System (CS, Q7h)

Data categories not specifically listed within the previous eight categories were annotated as “other”. Only six respondents requested additional trailer data categories, while 37 said none were needed. Suggested additions included gross vehicle weight rating (GVWR), previous owners or registrants, and standardized expiration dates. These indicate a desire for more comprehensive and uniform trailer data to support enforcement.

Table 4.14 Other Data Categories by IT System (CS, Q7i)

Q7i - In addition to these trailer registration data categories, is there another data category (or more) not currently available that you would find useful in conducting your roadside enforcement duties with respect to trailer registration information?	Count
Yes	6
No	37
Responses:	
Previous owners/registrants based on DOT/NSC Number.	
Expiration dates are not always available. Making this more uniform across jurisdictions would benefit inspectors.	
GVWR is not available. This would be beneficial for inspectors determining if a combination needs a CDL as GVWR is not always visible on the VIN plate for various reasons.	
Gross Vehicle Weight Rating (GVWR)	

Question #8 – Level of Importance by Trailer Registration Data Category

Respondents ranked “returning vehicle registration” (4.68), “identifying stolen trailers” (4.65), and “returning VIN information” (4.58) as the most important trailer data categories. Closely following were “returning trailer registration” (4.55) and “identifying chameleon/reincarnated carriers” (4.45). Elements such as improving uniformity and consistency (4.33), returning owner information (4.00), and identifying the motor carrier responsible for safety (3.97) were valued but scored slightly lower. These results indicate that enforcement priorities are centered on trailer identification and theft prevention, with administrative and compliance elements viewed as secondary.

Q8: A trailer registration database could potentially provide a one-stop shop for obtaining trailer information associated with certain safety and credentialing benefits. For the trailer registration items listed below, please indicate their relative importance in conducting roadside enforcement duties with 5 representing "extremely important" and 1 representing "not at all important". Please note the term "return" below indicates the resulting output associated with entering a license plate number and jurisdiction name into an IT system of record (i.e., query and results).

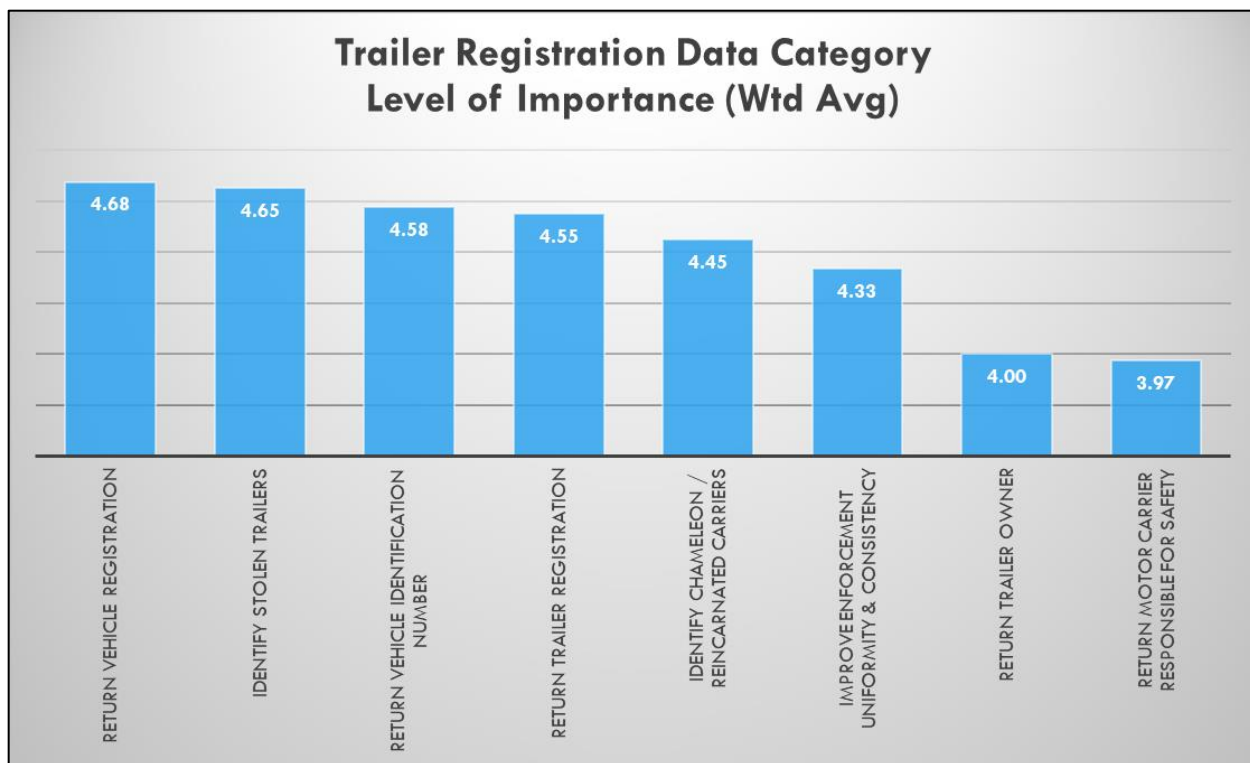


Figure 4.12 Level of Importance by Trailer Registration Data Category (CS, Q8)

Question #9 – Other Benefits from Trailer Registration Database

Table 4.15 Other Benefits from Trailer Registration Database (CS, Q9)

Q9: Are you aware of any other potential benefits from a proposed trailer registration database?
Easier to keep track of intermodal
Yes, sometimes state require registration expiration listed to search. With non-expiring plates this sometimes causes issues when they are run and information may not be coming back.
A trailer registration database would greatly increase safety and more thorough inspections.

4.3 AAMVA Survey

Question #1 – Respondent Role by Category

Most respondents identified themselves as supervisors or managers (51%), followed by administrators (25%). Title and licensing specialists and “other” roles each accounted for 8%, while compliance-related positions and technicians represented small portions. This distribution reflects that the survey primarily captured insights from individuals in leadership or management roles.

Table 4.16 Respondent Role by Category (AS, Q1)

Q1 - As a motor vehicle official, how would you characterize your role within your jurisdictional agency? - Selected Choice	Count	Percent
Title & Licensing Specialist	5	8%
Representative or Technician	1	2%
Supervisor or Manager	33	51%
Compliance Analyst (e.g., auditor)	2	3%
Compliance Supervisor or Manager	3	5%
Administrator	16	25%
Other	5	8%
Law Enforcement		
Program Manager		
Advisor		
Advisor		
Senior Vehicle Policy Analyst		

* 65 responses

Question #2 – Respondent Role by Experience

Experience levels were well distributed, with nearly equal representation between those serving more than 10 years (23 respondents) and those in mid-level tenure of 5–10 years (22 respondents). Supervisors and managers made up the bulk of long-tenured respondents, while administrators showed a broader range of experience levels. Few participants had less than one year in their role, suggesting most input came from seasoned professionals.

Table 4.17 Respondent Role by Experience (AS, Q2)

Q2 - How many years have you served in this position?	Less than one year	Greater than one but less than three years	Greater than three but less than five years	Greater than five but less than ten years	Greater than ten years	Total
Title & Licensing Specialist	0	0	0	1	4	5
Representative or Technician	1	0	0	0	0	1
Supervisor or Manager	2	4	4	14	9	33
Compliance Analyst (e.g., auditor)	0	0	2	0	0	2
Compliance Supervisor or Manager	0	0	0	3	0	3
Administrator	1	1	4	2	8	16
Other (please describe):	0	0	1	2	2	5
Total	4	5	11	22	23	65

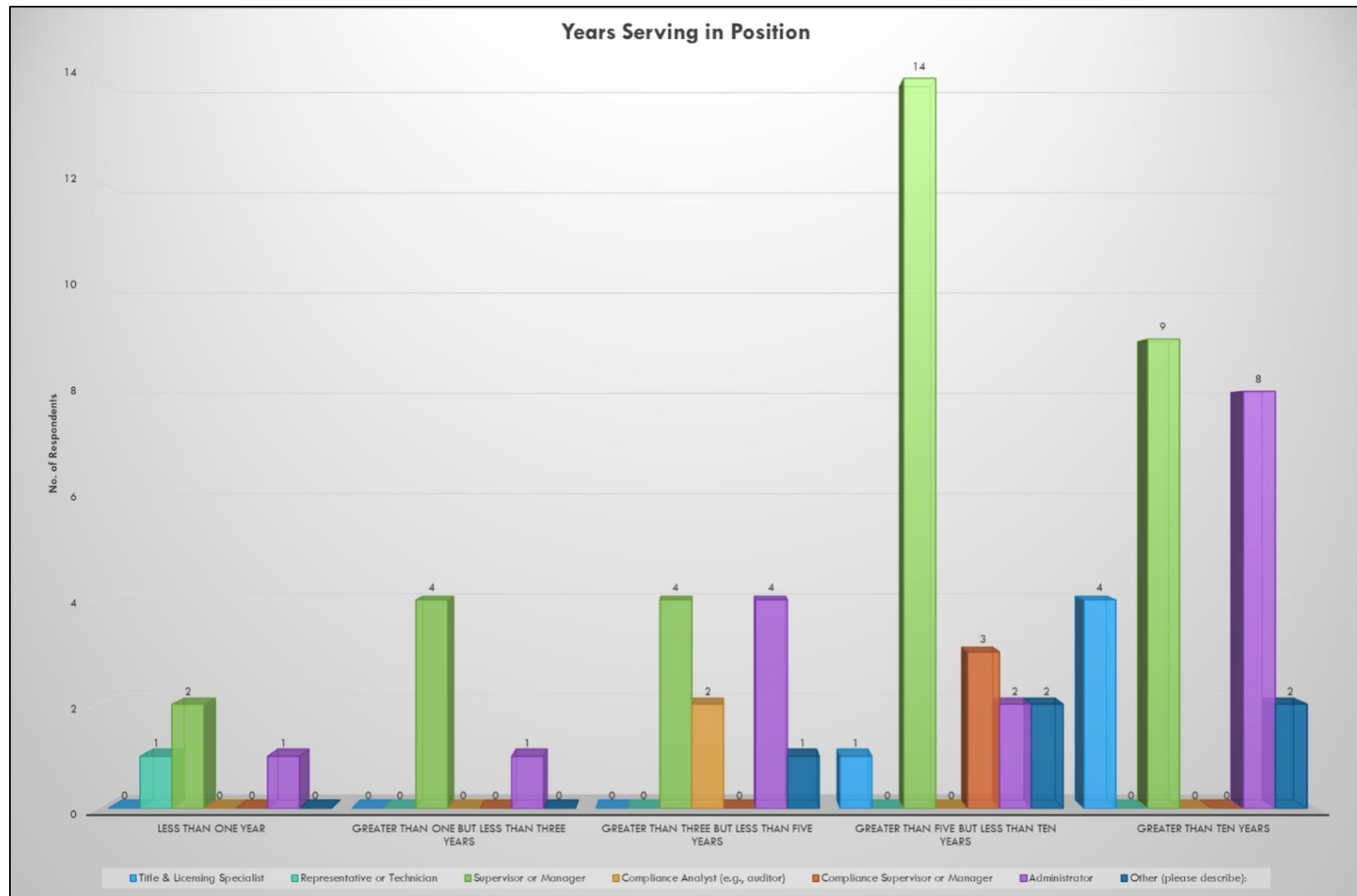


Figure 4.13 Respondent Role by Experience (AS, Q2)

Question #3 – Jurisdictional Representation

Nearly all respondents (94%) were from U.S. states, with only a small share from territories (2%) and Canadian provinces (5%). This indicates a predominantly U.S.-centered dataset with modest Canadian participation.

Table 4.18 Jurisdictional Representation by Country (AS, Q3)

Q3 - Is the agency where you work within the United States or Canada?	Count	Percent
United States (State)	61	94%
United States (Territory)	1	2%
Canada (Province)	3	5%

* 65 responses

Responses were broadly distributed across 35 states, though certain states such as New Jersey, Ohio, and Maryland had higher representation. Most states only contributed one or two participants, indicating wide but uneven coverage. The geographic breadth suggests the findings are broadly reflective of national practices.

Table 4.19 Jurisdictional Representation by U.S. State (AS, Q3b1)

Q3b1 - Which jurisdiction do you currently serve in? (United States)					
State	Count	Percent	State	Count	Percent
Alaska	1	2%	Missouri	1	2%
Arizona	1	2%	Montana	1	2%
Arkansas	1	2%	Nebraska	1	2%
California	1	2%	New Hampshire	2	3%
Colorado	1	2%	New Jersey	5	8%
Connecticut	1	2%	New York	2	3%
Delaware	1	2%	North Dakota	1	2%
District of Columbia	1	2%	Ohio	5	8%
Florida	2	3%	Oregon	1	2%
Georgia	1	2%	Pennsylvania	2	3%
Indiana	2	3%	Rhode Island	2	3%
Iowa	1	2%	South Carolina	1	2%
Kentucky	1	2%	South Dakota	3	5%
Louisiana	1	2%	Tennessee	2	3%
Maine	1	2%	Texas	1	2%
Maryland	4	7%	Utah	2	3%
Massachusetts	1	2%	Virginia	1	2%
Michigan	2	3%	West Virginia	1	2%
Minnesota	1	2%	Wyoming	1	2%
Mississippi	1	2%	* 61 responses		

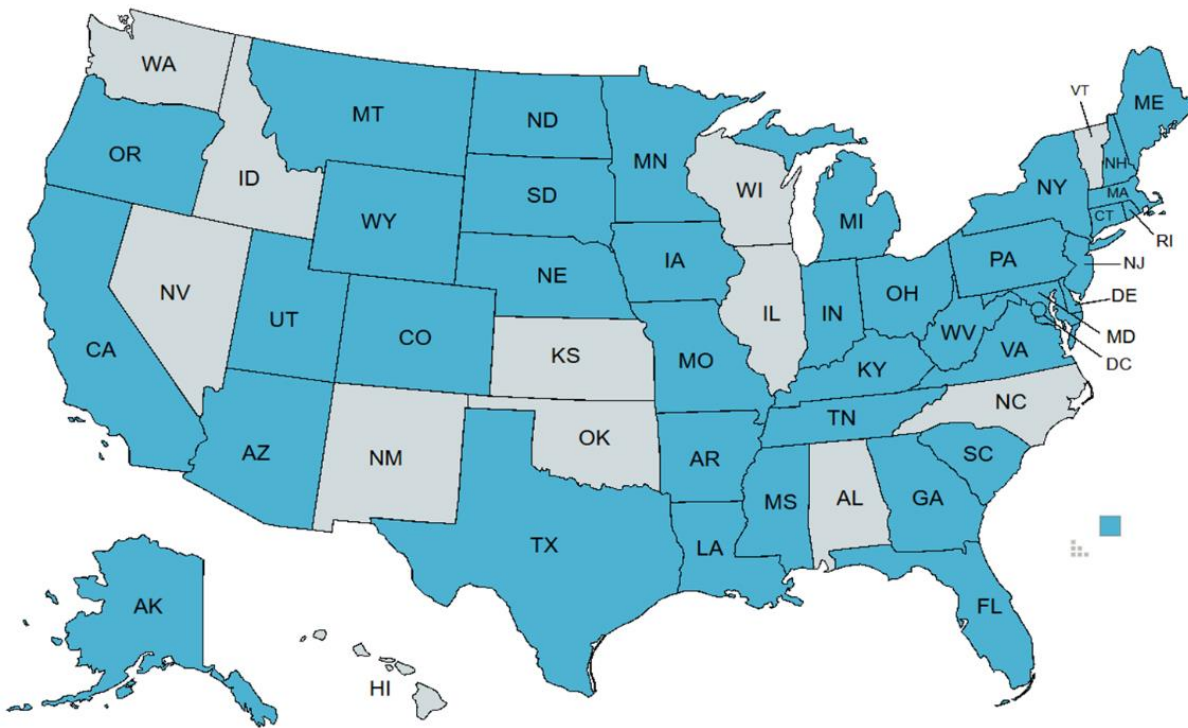


Figure 4.14 Jurisdictional Representation by U.S. State (AS, Q3b1)

Only three Canadian provinces were represented, with Quebec comprising two-thirds of Canadian responses. This limited sample underscores the largely U.S.-dominated scope of the survey.

Table 4.20 Jurisdictional Representation by Canadian Province (AS, Q3b2)

Q3b2 - Which jurisdiction do you currently serve in? (Canada)	Count	Percent
New Brunswick	1	33%
Quebec	2	67%

* 3 responses



Figure 4.15 Jurisdictional Representation by Canadian Province (AS, Q3b2)

Question #4 – Type of Jurisdictional Agency

Most agencies were identified as Departments of Transportation (19%), Departments of Motor Vehicles (17%), or Departments of Revenue (14%). Other common types included Departments of Public Safety (11%) and Motor Vehicle Commissions (8%). The range reflects the variation in how states structure motor vehicle oversight.

Table 4.21 Type of Jurisdictional Agency (AS, Q4)

Q4 - Please provide the name of your jurisdictional agency (e.g., Department of Transportation, Department of Revenue, etc.).	Count	Percent
Bureau of Motor Vehicles	2	3%
Department of Administration	2	3%
Department of Finance and Administration	1	2%
Department of Highway Safety and Motor Vehicles	1	2%
Department of Justice and Public Safety	1	2%
Department of Motor Vehicles	11	17%
Department of Public Safety	7	11%

Q4 - Please provide the name of your jurisdictional agency (e.g., Department of Transportation, Department of Revenue, etc.).	Count	Percent
Department of Revenue	9	14%
Department of Safety	3	5%
Department of State	2	3%
Department of Transportation	12	19%
Driver and Motor Vehicle Services	1	2%
Motor Vehicle Administration	2	3%
Motor Vehicle Commission	5	8%
Motor Vehicle Division	1	2%
Société de l'assurance automobile du Québec SAAQ	2	3%
State Police	1	2%
State Tax Commission	1	2%

* 64 responses

Question #5 – Type of Jurisdictional Section

The most frequent departmental sections reported were Motor Vehicle Divisions (9%) and Vehicle Services (8%), with Bureau of Motor Vehicles (8%) also significant. Other responses were widely dispersed across many unique units, reflecting diverse organizational structures for handling trailer-related activities. This diversity suggests differing levels of specialization and segmentation among jurisdictions.

Table 4.22 Type of Jurisdictional Section (AS, Q5)

Q5 - Please provide the name of your corresponding department or division, as applicable, where you work within your agency.	Count	Percent
Agency Central Operations-Management Operations Services	1	2%
Agency Operations	1	2%
Bureau of Issuance Oversight	2	3%
Bureau of Motor Vehicles	5	8%
Motor Vehicle Support Services	1	2%
Commercial and Business Unit	1	2%
Commercial Registration	1	2%
Commercial Vehicle Enforcement Section	1	2%
Commercial Driver License Division	1	2%
Customer Service Division, Commercial Registration Section	1	2%
CVSD	1	2%
Department of Motor Vehicles	1	2%
Department of Vehicle Regulation / Division of Motor Carriers	1	2%
Division of Motor Vehicles	3	5%
Division of Vehicle Services	1	2%
Information Technology - Licensing and Registration	1	2%
International Registration Bureau	2	3%
International Registration Plan	3	5%

Q5 - Please provide the name of your corresponding department or division, as applicable, where you work within your agency.	Count	Percent
Motor Carrier Division	2	3%
Motor Carrier Services	2	3%
Motor Vehicle	1	2%
Motor Vehicle Administration	1	2%
Motor Vehicle Bureau	1	2%
Motor Vehicle Division	6	9%
Motor Vehicle Head Office	1	2%
Motor Vehicle Services	1	2%
Office of Motor Vehicles	1	2%
Petroleum Tax Bureau	1	2%
Policy Division	1	2%
Program Services, Vehicle Programs	1	2%
Registration	1	2%
Registry of Motor Vehicles	1	2%
Safe access to the road network	2	3%
Security and investigation & internal audit	1	2%
Systems and Administration Bureau	1	2%
Titles Department	1	2%
Vehicle Records Activities Unit, Office of Customer Records	1	2%
Vehicle Services	5	8%
Vehicle Services Administration	1	2%
Vehicle Services Bureau	1	2%
Vehicle Services Division	2	3%

* 64 responses

Question #6 – Methods for Collecting Trailer Data

Over half of agencies (52%) reported using both direct and third-party submissions for trailer registration, while 34% relied solely on direct applications from registrants. Eleven percent described other unique methods, with some jurisdictions noting they do not collect trailer registration at all. This demonstrates a majority preference for blended approaches.

Table 4.23 Methods for Collecting Trailer Data (AS, Q6)

Q6 - How does your agency obtain commercial trailer registration information? [Please limit the focus of your response to the combination category of commercial motor vehicle plus trailer unit equal to or greater than 26,001 pounds.] - Selected Choice	Count	Percent
Trailer registration applications directly submitted to your agency by registrants	22	34%
Trailer registration applications provided indirectly to your agency by third parties (e.g., licensing agent)	2	3%

Q6 - How does your agency obtain commercial trailer registration information? [Please limit the focus of your response to the combination category of commercial motor vehicle plus trailer unit equal to or greater than 26,001 pounds.] - Selected Choice	Count	Percent
Both answer choices provided above	33	52%
Other (please describe)	7	11%
INLETS inquires		
Data obtained and provided to BMV by Indiana Department of Revenue Motor Carrier Services Division		
Dept Of Revenue		
Commercial interstate would be managed by MVD, Intrastate is titled by MVD but registrations through IRP is managed by Department of Transportation		
The District of Columbia does not register trailers for IRP or non-IRP purposes, as outlined in DC Code Â§ 50-1501.01 and Title 18 DCMR, and consistent with its designation as a non-trailer registering jurisdiction under the IRP Plan. Accordingly, trailer registration information is neither issued nor maintained by our agency. For combination vehicles exceeding 26,001 pounds, our focus remains on the power unit. If trailer data is necessary for enforcement or compliance review purposes, we may request supporting documentation from carriers or rely on information obtained through joint audits or federal systems such as MCMIS and SAFER.		
From either the County who registers the trailer, or from our office if we are registering the trailer in conjunction with an apportioned power unit.		
We don't collect trailer registration information.		

* 64 responses

Tag agents were the most common third-party providers (54%), followed by county licensing offices (37%) and city/municipal offices (14%). Several jurisdictions also cited dealerships, IRP offices, or other contractors. The mix highlights the reliance on both governmental and private intermediaries.

Table 4.24 Third Parties providing Trailer Data (AS, Q6b)

Q6b - Please select the types / names of third parties that provide your agency with commercial trailer registration information. Select all that apply. - Selected Choice	Count	Percent
County Licensing Offices	13	37%
City / Municipal Licensing Offices	5	14%
Tag Agents	19	54%
Do Not Know	2	6%
Other	13	37%

Q6b - Please select the types / names of third parties that provide your agency with commercial trailer registration information. Select all that apply. - Selected Choice	Count	Percent
DMV Selects, Fleet agents, Dealers		
NJ dealerships		
Official Licensing Agents		
Dealerships		
OSCAR online app		
CVIEW, 3rd parties contracted through our state.		
Third party Contractors		
Licensed 3rd party providers		
State IRP office		
IRP licensing agencies		
Authorized Third Parties		
Dealers, licensing services		
Dealers, lenders, title agents, and the electronic vehicle registration vendor		

* 35 responses

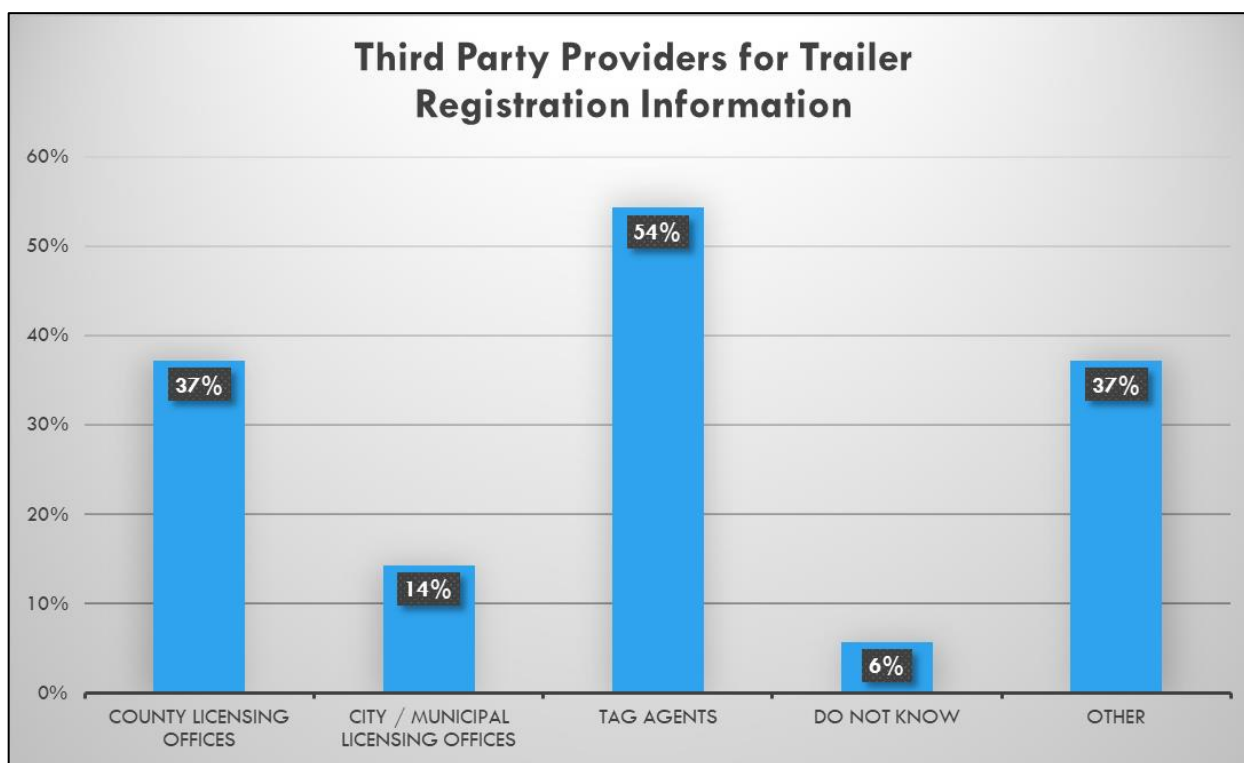


Figure 4.16 Third Parties providing Trailer Data (AS, Q6b)

Question #7 – IT System Processes for Trailer Data

The majority of trailer data is entered manually by agency staff, either in person (75%) or from mailed paper applications (72%). Online submission through portals accounted for 39%, and interconnected IT platform transfers

were less common (25%). This suggests heavy reliance on manual processes, though some jurisdictions are moving toward automation.

Table 4.25 IT System Processes for Trailer Data (AS, Q7)

Q7 - In terms of information technology (IT) architecture, how does your agency receive, store, and process commercial trailer registration information? Select all that apply. - Selected Choice	Count	Percent
Directly input into your agency's central IT architecture through keyboard entry by agency staff involving walk-in customer interactions (i.e., in-person customer visit)	48	75%
Directly input into your agency's central IT architecture through keyboard entry by agency staff after receiving physical, paper application from registrant (i.e., mailed application)	46	72%
Indirectly input into your agency's central IT architecture by registrant submission through an online application (i.e., agency online portal)	25	39%
Indirectly input into your agency's central IT architecture through transmission by an interconnected IT platform (e.g., third-party IT system transfers to agency system)	16	25%
Other	8	13%
N/A		
Intrastate would be outside our MVD data base and input by Department of transportation. We do not see this.		
N/A		
all of the above		
EVR		
When the trailer plate is issued by the county, the counties send a file that is uploaded into our central system. When the trailer plate is issued in conjunction with an apportioned plate, the plate is entered by keyboard. This data goes into a different system and is uploaded to NLETS.		
The registration of trailers are done at County Clerk's Office		

* 64 responses

Question #8 – IT System Architecture for Trailer Data

Responses revealed a wide array of IT systems in use, with no single dominant platform. Business Application Services System (BASS, 8%) and Customer Connect (7%) were among the few with multiple mentions, while most others were unique to individual states. This variety indicates significant fragmentation across jurisdictions.

Table 4.26 IT System Architecture for Trailer Data

Q8 - What is the name of your IT architecture / IT system for receiving, storing, and processing commercial trailer registration information?		
IT System	Count	Percent
CARS	1	1.6%
Legend	1	1.6%
Record Title System (RTS)	1	1.6%
605 Drive	1	1.6%
AIRS	1	1.6%
Alaska License and Vehicle Information System	1	1.6%
ATLAS (FAST)	1	1.6%
Business Application Services System (BASS)	5	8.2%
CELTIC	2	3.3%
Champs	1	1.6%
CIVILS	1	1.6%
Current = Legacy Mainframe, Soon = Salesforce	1	1.6%
Currently it's in a mainframe until 12/2025	1	1.6%
Customer Connect	4	6.6%
DRIVES (Fast Enterprises)	2	3.3%
Entry: Honeywell; Storing: Comprehensive/Mainframe	1	1.6%
EZFleet & EZReg	1	1.6%
FAST and MCC	1	1.6%
frvis and orion	1	1.6%
i3Vertivals/Celtic System	1	1.6%
interstate is CARS, no Intrastate	1	1.6%
IRP	1	1.6%
It is a proprietary system.	1	1.6%
KAVIS	1	1.6%
MAAP - Municipal Agent Automation Project	1	1.6%
MAX -- an AZ MVD system	1	1.6%
MNDRIVE	1	1.6%
Motor Carrier Connect and 605 Drive	1	1.6%
Motor Vehicle & Driver Licensing System (MVDLS)	2	3.3%
Motor Vehicle & License System (MVALS)/Esubmission	1	1.6%
MVAD - Motor Vehicle and Driver (dev. in-house)	1	1.6%
N/A	3	4.9%
OLIVR (FAST DS/VS)	1	1.6%
Oracle Forms - currently working on moving to Java	1	1.6%
ORION	1	1.6%
Our vendor provides the system to store data	1	1.6%
Phoenix	1	1.6%

Q8 - What is the name of your IT architecture / IT system for receiving, storing, and processing commercial trailer registration information?		
IT System	Count	Percent
Rhode Island Modernization System (RIMS)	1	1.6%
RIMS	1	1.6%
SAAQclic	1	1.6%
SAP	1	1.6%
STARS	1	1.6%
TNClerk, STARS	1	1.6%
TRIPS - Titling and Registration Processing System	1	1.6%
unisys	1	1.6%
unknown	1	1.6%
VADRS	2	3.3%
VicToRy	1	1.6%

* 61 responses

Question #9 – Type of IT System Architecture

Agencies were nearly evenly split between organic (in-house) systems (51%) and vendor-provided systems (49%). This balance highlights the lack of standardization, with states pursuing different procurement strategies.

Table 4.27 Type of IT System Architecture (AS, Q9)

Q9 - Is your agency's IT architecture for commercial trailer registration information an organic system (i.e., in-house) owned and maintained by your agency or a vendor-provided system?	Count	Percent
Organic system	31	51%
Vendor system	30	49%

* 61 responses

Fast Enterprises was by far the leading vendor (57%), followed by smaller shares for SAP (7%) and i3 Verticals (7%). Other vendors were mentioned only once, reinforcing Fast Enterprises' dominant market role.

Table 4.28 IT System by Vendor (AS, Q9b)

Q9b - Please list the name of the vendor that owns and/or maintains your IT architecture for commercial trailer registration information.	Count	Percent
CELTIC	1	3.3%
Champs	1	3.3%
CIVILS	1	3.3%
Customer Connect	1	3.3%
Explore Data	1	3.3%
FAST and i3 Verticals	1	3.3%
FAST and MCC	1	3.3%

Q9b - Please list the name of the vendor that owns and/or maintains your IT architecture for commercial trailer registration information.	Count	Percent
FAST and Solera/Explore	1	3.3%
Fast Enterprises	17	56.7%
i3verticals	2	6.7%
i3Verticals/Celtic	1	3.3%
SAP	2	6.7%

* 30 responses

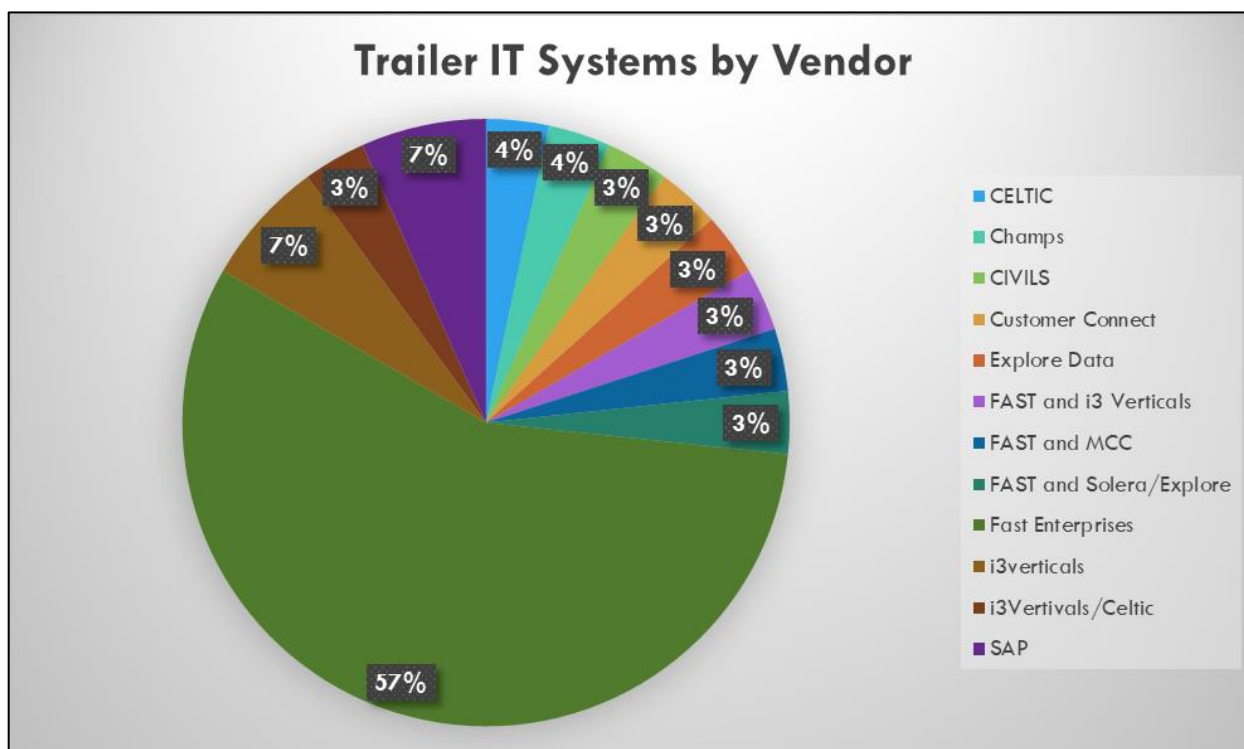


Figure 4.17 IT System by Vendor (AS, Q9b)

Question #10 – Type of IT Data Validations

Fewer than half of respondents (46%) confirmed that their IT systems use data validations, while 25% said no and 29% were unsure. This indicates a lack of consistent application or awareness of validation processes.

Table 4.29 Status of IT Data Validations (AS, Q10)

Q10 - Do you know if (insert trailer registration IT system) uses any data validation and/or screening measures while receiving commercial trailer registration information to minimize data errors?	Count	Percent
Yes	22	46%
No	12	25%
Do Not Know	14	29%

* 48 responses

Among those using validations, VIN verification was most common (68%), followed by year (36%), make (32%), and model (32%). Additional measures included title numbers, MSRP, and specialized tools such as Vintelligence. These responses suggest validation efforts are focused primarily on core identifying fields.

Table 4.30 Type of IT Data Validations (AS, Q10b)

Q10b - Please list any data validation and/or screening measures associated with (insert trailer registration IT system) that you are familiar with (inserting a comma between each separate name). For example, some common validations could include verifying the correct VIN, trailer make, trailer model, and trailer year.	Count	Percent
VIN	15	68%
Make	7	32%
Model	7	32%
Year	8	36%
Title Number	1	5%
MSRP	1	5%
Vintelligence	4	18%
Miscellaneous	4	18%

* 22 responses

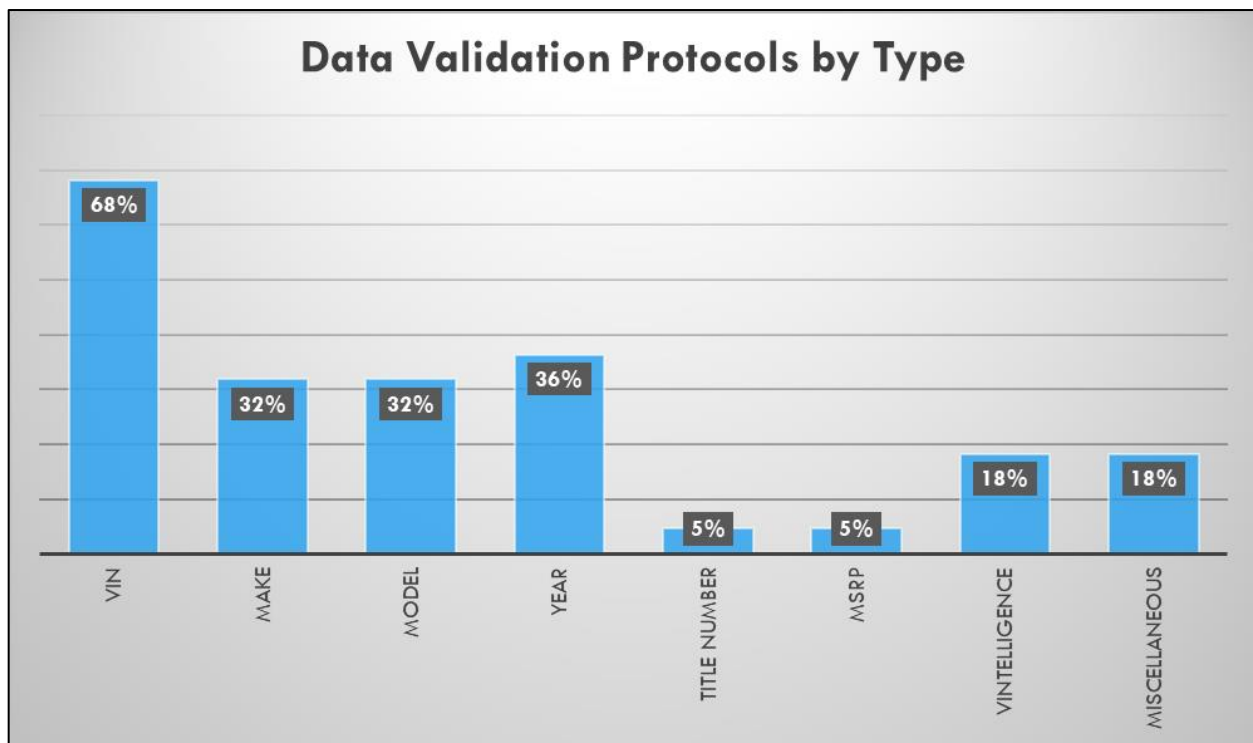


Figure 4.18 Type of IT Data Validations (AS, Q10b)

Question #11 – Sharing of IT Trailer Data

About half of respondents (48%) reported their trailer data is shared with outside agencies, while 27% said no and 25% did not know. This reflects an uneven but notable degree of interagency exchange.

Table 4.31 Status of Sharing IT Trailer Data (AS, Q11)

Q11 - Do you know if your agency's commercial trailer registration information found within (insert trailer registration IT system) is shared / transmitted to other agencies and/or organizations?	Count	Percent
Yes	23	48%
No	13	27%
Do Not Know	12	25%

* 48 responses

Law enforcement agencies were the primary recipients (60%), followed by state agencies and national networks such as NLETS and NCIC (10–15%). Other miscellaneous IT systems and organizations were also named, showing that sharing is concentrated on enforcement and security purposes.

Table 4.32 Agencies receiving Shared IT Trailer Data (AS, Q11b)

Q11b - Please list the names of other agencies and/or organizations that receive your agency's commercial trailer registration information (inserting a comma between each separate name). You may also list the name of an interconnected IT system name that receives your agency's commercial trailer registration information in lieu of an agency/organizational name.	Count	Percent
Law Enforcement Agencies	12	60%
Other State Agencies	2	10%
Canadian Council of Motor Transportation Administrators (CCMTA)	2	10%
NCIC	2	10%
NLETS	3	15%
Other IT Systems	3	15%
Miscellaneous	4	20%

* 20 responses

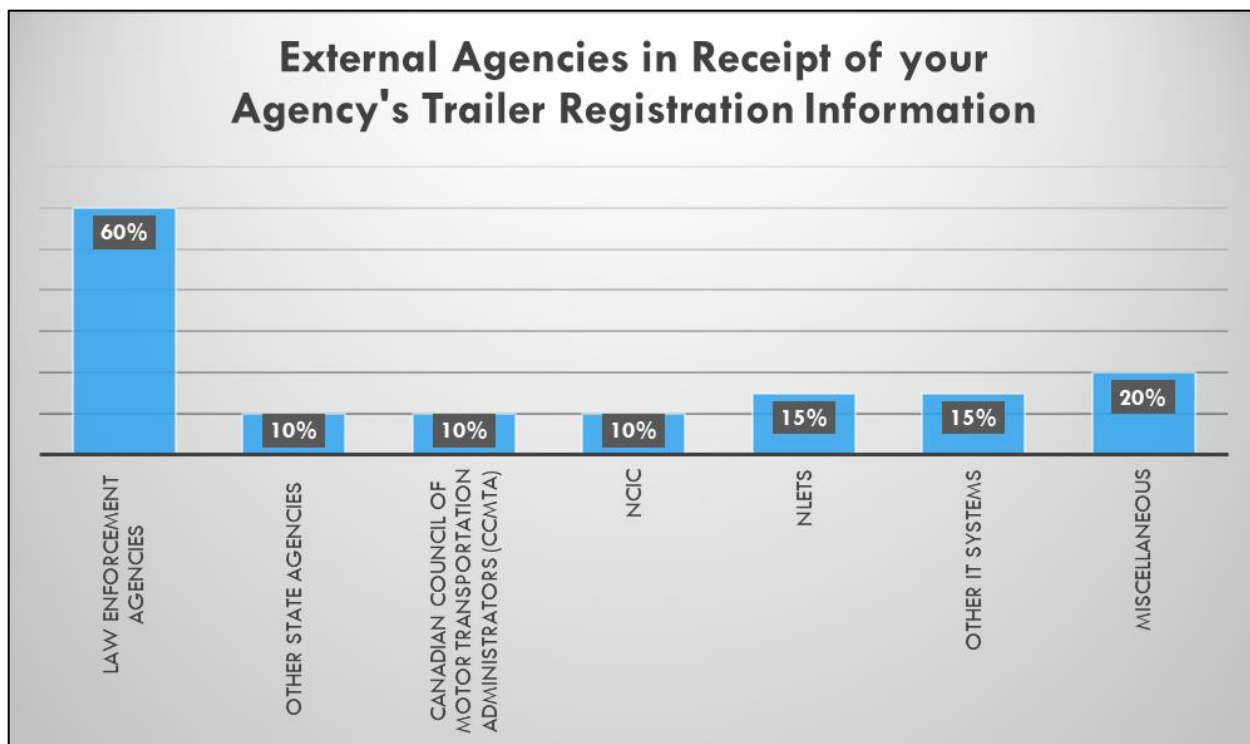


Figure 4.19 Agencies receiving Shared IT Trailer Data (AS, Q11b)

Question #12 – Types of Trailer Data Challenges

The most frequently cited challenge was VIN verification issues (28%), followed by outdated data (19%) and inaccurate data (14%). A substantial share (19%) either did not know or reported no issues, while others identified problems such as missing data, mismatched credentials, or incorrect GVWR. This points to persistent inconsistencies in data accuracy and reliability.

Table 4.33 Types of Trailer Data Challenges (AS, Q12)

Q12 - Data quality is considered a top priority for roadside enforcement in conducting their commercial motor vehicle and trailer inspections and enforcement activities. Some of the data challenges typically encountered by roadside enforcement include IT system unavailable / offline, data query not found (e.g., no return status), missing data (e.g., blank data fields), outdated data (e.g., expired in IT system but not matching cab card), and inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed). With these key roadside themes in mind, what data challenges does your agency most frequently encounter in collecting and validating commercial trailer registration information from registrants?	Count	Percent
VIN Verification (discrepancies, fake VINs, etc.)	10	28%
Outdated Data (delays in processing, paper credential, etc.)	7	19%
Do Not Know	7	19%
Inaccurate Data (PRISM data, typos due to entry, etc.)	5	14%
Not Applicable and/or No Issues	5	14%
Missing Data	2	6%

Q12 - Data quality is considered a top priority for roadside enforcement in conducting their commercial motor vehicle and trailer inspections and enforcement activities. Some of the data challenges typically encountered by roadside enforcement include IT system unavailable / offline, data query not found (e.g., no return status), missing data (e.g., blank data fields), outdated data (e.g., expired in IT system but not matching cab card), and inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed). With these key roadside themes in mind, what data challenges does your agency most frequently encounter in collecting and validating commercial trailer registration information from registrants?	Count	Percent
Cab Card and/or License Plate Mismatch	2	6%
Trailer Model	2	6%
Gross Vehicle Weight Rating (GVWR)	2	6%
Data Unavailable (IT system offline, limited internet connectivity, etc.)	2	6%
Other Categories	9	25%
Title Number		
Trailer Length		
Trailer Year of Manufacturer		
Number of Axles		
MSRP		
Business Address		
Mileage Reporting		
Trailer Make		
Miscellaneous		

Question #13 – Sharing of Trailer Data with IRP

A majority of respondents (65%) were unsure whether they would be willing to share trailer registration data with the IRP Data Repository, while 29% expressed willingness and only 6% declined. The high uncertainty suggests that agencies may require more information and assurances before committing.

Table 4.34 Willingness to Share Trailer Data with IRP (AS, Q13)

Q13 - The IRP Data Repository (IDR) presently serves as a central repository for receiving, storing, and sharing commercial motor vehicle licensing and registration information and facilitating apportioned fee distributions among participating IRP members. A similar architecture and agreement does not currently exist for corresponding commercial trailers and their registration information. Would your agency be willing to share its commercial trailer registration information with the IDR under a similar framework as currently exists with commercial motor vehicle information?	Count	Percent
Yes	14	29%
No	3	6%
Unsure	31	65%

* 48 responses

The last survey question solicited input from the respondents on the reason why (or why not) they would be willing (or unwilling) to share their commercial trailer registration data with IRP. Respondents provided a wide range of reasons but largely, the primary reasons leading to an unsure response were (1) the agency is not currently authorized to share this type of data with IRP per formalized statutes and agreements and (2) they needed additional information on the scope and nature of the request. The full list of the 27 individual responses are shown below.

- Not authorized.
- ODPS is willing to share; however, a similar framework is subjective, not confident the transfer of data will not require changes.
- Trailers are not currently registered in our Commercial Motor Vehicle system & [redacted jurisdiction name] does not currently distinguish between commercial & non-commercial trailers.
- Would have to consult the relevant sector.
- This would require Executive approval as well as an identification of the technical resources and programming changes required to share such information.
- Would need to have legal approve any contract and sometimes.
- We do not own that data, that would be the [redacted jurisdiction name] Department of Transportation.
- We would hope to share information in the future.
- For Data integrity.
- Would need to speak with administration.
- Yes. Although the [redacted jurisdiction name] does not register commercial trailers and therefore does not collect trailer registration information, we support interjurisdictional cooperation. In the spirit of reciprocity, we would be willing to share such information with the IRP Data Repository under a similar framework should that data ever become available or relevant to our operations.
- Need more information.
- I do not have the authority to make that decision.
- We see the importance of sharing registration information.
- We share vehicle information now for vehicle registration, if something were to come up, we would have to create the plan to share that information as well.
- This would be decided by the director of Motor Vehicle and DOT. There would have to be some computer program updates to allow this sharing of information and would need to get the fees approved by Legislation.
- The IRP system works great.
- [redacted jurisdiction name] does not participate in IRP at all at this time.
- Apportioned Plates (IRP) in [redacted jurisdiction name], are overseen by the [redacted jurisdiction name] Department of Transportation. Apportioned Plates are required if an owner operates in two or more jurisdictions and the vehicle(s) meet one or more of the following requirements: (1) the power unit licensing weight is 26,001 lbs., or heavier; (2) the power unit has more than two axles regardless of licensed weight; (3) the power unit is used in combination and the said combination is 26,001 lbs. or heavier; or (4) the power unit performs commercial intrastate movements in another jurisdiction other than [redacted jurisdiction name], regardless of licensed weight. While you may register a "commercial" trailer (non-IRP) with the Department of Revenue, the information you are seeking would be supplied by the DOT.
- Please contact [redacted individual name] for additional details.
- Would have to have legal approval before could say for sure. I believe we would be good to share but without the actual agreement for review by legal could not give a positive answer .
- I would need to know all the information before making that decision.

- More information regarding use, etc. is required. We would require a DPPA type agreement and assurances use/redisclosure meet DPPA requirements.
- It would be no issue, just might need to submit a request for work with FAST which could take a while due to resourcing issues.
- Staffing limitations would necessitate discussion of required data elements and how transmission to the IDR would process.
- With privacy concerns we may allow the sharing of information with IRP IDR but would only want a yes/no response to SAFER or some other entity due to privacy concerns.
- Don't have knowledge of proprietary limits.

Chapter 5 Conclusion

5.1 Overview

Commercial trailer information remains fragmented and inconsistent across the commercial motor vehicle enterprise and its stakeholders. This study assessed the state of practice for commercial trailer data, its collection process at registration agencies, and the needs and impact on its availability at roadside for law enforcement duties. The KTC research team used insights gathered from its internal project working group—along with the key stakeholder communities of registration agency officials and law enforcement—to identify current processes, needs, and potential gaps for commercial trailer data.

The study produced three sets of related, yet distinct, findings comprised from the three groups: Trailer Study WG, CVSA survey respondents, and AAMVA survey respondents. The first set of findings for the Trailer WG focus exclusively on the required data elements and expected benefits derived from the development of a centralized commercial trailer repository. The second and third sets of findings involved findings from the CVSA and AAMVA surveys and broadened the focus to include trends and challenges from modern processes and IT systems along with anticipated changes stemming from any future centralized commercial trailer repository. In recommendations, the project team identifies proposed next steps based on those findings to address identified challenges, gaps, and best practices for moving forward.

5.2 Findings

Trailer Working Group Questionnaire

Finding #1 - Commercial Trailer Data Elements (WG)

- Identified several commercial trailer data elements as critical including make, model, vehicle identification number (VIN), year, type, license plate number, year, CMV owner, trailer owner, and driver information.

Finding #2 - Commercial Trailer Safety Benefits (WG)

- Provide law enforcement with enhanced capability to validate commercial vehicle and trailer registration, VIN, and gross vehicle weight rating (GVWR).
- Provide law enforcement with enhanced capability to identify chameleon carriers.
- Provide law enforcement with enhanced capability to identify and recover stolen commercial trailers.
- Promote increased availability, accuracy, and consistency across the commercial trailer data enterprise.

Finding #3 - Commercial Trailer Credentialing Benefits (WG)

- Provide law enforcement with enhanced capability to validate commercial trailer registration at roadside by matching the trailer plate to the correct CMV plate, owner, and base jurisdiction.
- Provide law enforcement with enhanced capability to identify the correct Motor Carrier Responsible for Safety (MCRS) for commercial trailers during inspections.
- Provide law enforcement with enhanced capability to identify CMVs and/or drivers associated with crashes or incidents when only the commercial trailer license plate number is known.

CVSA Survey

Finding #4 - Commercial Trailer Data Elements Valued (CVSA)

- License plate number, VIN, vehicle make, and vehicle year were nearly universally identified as essential.

- Registered jurisdiction, registered owner name, and registration expiration were also commonly valued, though with slightly lower frequency.
- Unit number/ID was considered less critical but noted as occasionally useful.
- The ability to enter a trailer license plate number and associated jurisdiction into a centralized trailer database and return multiple trailer data elements (e.g., registration, VIN, owner) or identify criminal activities (e.g., stolen trailers, chameleon carriers) were identified as “important” to “extremely important” by law enforcement.
- Respondents suggested additional useful fields for incorporating such as GVWR and uniform expiration dates.

Finding #5 - Modern IT & Data Challenges (CVSA)

- Law enforcement relies on an array of disparate IT systems (e.g., NCIC, NLETS, CVIEW, IPRES, Other) to conduct their commercial trailer duties instead of accessing a single-source repository.
- The Canadian registration and licensing IT network known as IPRES only contains Canadian-based trailers and does not provide visibility on U.S.-based trailers.
- None of the Canadian survey respondents indicated access to either NLETS or NCIC which are the two most common IT systems for accessing U.S.-based trailer data.
- Frequent IT systems issues associated with obtaining commercial trailer data included ‘query not found’ and ‘missing’ data fields with occasional issues involving ‘unavailability’ of systems and ‘outdated’ data.
- Fragmentation of data sources for law enforcement created inefficiencies as different IT systems often held overlapping, inconsistent, or incomplete data.
- Existing IT systems used to obtain commercial trailer information have gaps that can hinder compliance including a lack of ownership history, non-uniform registration expiration dates, and unavailable Gross Vehicle Weight Ratings (GVWR).

AAMVA Survey

Finding #6 - Commercial Trailer Data Collection (AAMVA)

- Jurisdictional agencies responsible for commercial motor vehicle and trailer registration and licensing vary significantly by type across the U.S. and Canada with the most common agencies including Departments of Transportation (19%), Departments of Motor Vehicles (17%), and Departments of Revenue (14%).
- Registration agencies collect commercial trailer registrations both directly (34%) and indirectly through third parties (53%).
- Most jurisdictions relied heavily on manual commercial trailer data entry by staff, either in-person or from mailed applications.
- Electronic trailer registration collection procedures through customer-focused online portals and third-party IT transmissions were less frequently used at 39% and 25%, respectively.
- Registration agencies using third parties for commercial trailer registrations may involve county licensing offices (37%), city or municipal licensing offices (14%), tag agents (54%), and other sources (37%).

Finding #7 - Modern IT & Data Challenges (AAMVA)

- Fragmentation of commercial trailer IT architecture across states and provinces, including the internal use of organic systems (51%) and reliance on multiple vendors (49%), presents integration and interoperability challenges among existing trailer registration IT systems.
- Fewer than half of jurisdiction agencies could verify their use of internal IT data validation measures to minimize commercial trailer registration errors.

- A number of jurisdictions reported data quality concerns in collecting and validating commercial trailer data during the initial registration process with the highest concerns related to VINs (28%), outdated data (19%), and inaccurate data (14%).
- Some jurisdictions do not collect commercial trailer data at all thereby creating gaps in data coverage.

Finding #8 - Jurisdictional Data Sharing (AAMVA)

- Nearly one third of registration agencies indicated their willingness to share commercial trailer registration data with IRP, Inc. should a centralized commercial trailer repository become available.
- The majority of registration agencies (65%) indicated 'unsure' on their ability to share commercial trailer registration data with IRP, Inc. until additional questions were resolved surrounding the scope of data elements required, approval from agency senior leaders, and legal reviews involving policies and/or statutory authorities.

5.3 Recommendations

Based on the totality of the findings, this research study found there are existing data gaps and challenges with the current process and IT systems used in enforcing commercial trailers across the U.S. and Canada. Consequently, this study finds the development of a future commercial trailer data repository to be feasible and provides a solution / use case to an existing problem impacting safety and efficiency for both commercial motor vehicles and their trailers. IRP, Inc. should continue to partner with the participants from this study in conducting a broad-based evaluation with multiple priorities and interests as well as solicit maximum input from the affected commercial trailer communities. The list of recommendations below represents the next steps that should be taken in further evaluating the commercial trailer repository concept.

Recommendation #1 – Identify Registration Agencies

Identify the registration agencies responsible for collecting, storing, and transmitting commercial trailer data to partner agencies and customers, including law enforcement.

Recommendation #2 – Identify Registration IT Systems

Identify the current IT systems used by each of those registration agencies for their commercial trailer data.

Recommendation #3 – Evaluate Registration IT Systems

Evaluate IT system/s network processes, data fields, and validation measures for those respective registration agencies.

Recommendation #4 – Evaluate IDR Feasibility

Evaluate the feasibility for the IRP Data Repository network architecture to receive, store, and/or disseminate commercial trailer data to authorized users.

Recommendation #5 – Conduct Legal Review

Conduct legal review on jurisdictional statutes and regulations pertaining to commercial trailer data and their potential impacts on moving forward with this repository concept.

Recommendation #6 – Develop Commercial Trailer Roadmap

Develop a roadmap delineating the strategy, phased schedule, funding mechanisms, technical requirements, and impacted stakeholders for future development of a commercial trailer repository.

Challenges and gaps in existing registration and roadside IT systems and processes negatively impact law enforcement's ability to efficiently and effectively perform inspections on commercial trailers at roadside. The development of a robust centralized commercial trailer repository could provide improved data consistency, accuracy, and comprehensiveness for commercial trailer data elements. In turn, this repository could improve commercial motor vehicle operations and safety by providing law enforcement officers with more effective tools to perform their duties. In recent years, IRP, Inc. modernized its legacy Clearinghouse system to the adaptable and highly capable IRP Data Repository (IDR) to enhance data quality, customized reporting, and security for all IRP jurisdiction members and its partners. Per the "Plan", the IDR's current focus is on licensing and registration for commercial motor vehicles only across its membership, but future research efforts could yield additional benefits and capabilities for registration agencies, law enforcement officials, and partners (e.g., FMCSA) if it is deemed feasible and advantageous to modify the IDR in simultaneously accommodating commercial trailer data for similar use cases.

Appendix A Trailer WG Questionnaire

Trailer Registration Information

1. What IT system of record/s do you currently use to access trailer registration information, if applicable? Please list any IT systems of records by name.

Respondent #1: SmartCop accessed through NLETS and CVIEW (ITERIS)

Respondent #3: N/A, no access. No longer enforcement member. Formerly used NLETS for registration/license plate inquiries.

Respondent #4: IRP, Inc. does not currently have a method to query trailer registration data.

Respondent #5: Law Enforcement Automated Data System (LEADS)

Respondent #6: We utilized SPOTs (State Police Online Terminal) which pulls information from NLETS, NCIC & NH's MAAP (Registration database)

- a. For each identified IT system of record above, please briefly describe each system's purpose in how it is used and/or benefits yourself as the end user.

Respondent #1: SmartCop is the all-in-one system my agency uses for issuing citations and dispatch. CVIEW is the system used to identify CMV records for inspections

Respondent #5: LEADS provides vehicle, registration, and ownership data to the user. It also alerts if the vehicle has been reported stolen.

Respondent #6: These systems allow the user to access trailer information to validate information supplied by the driver such as the registration certificate or in the absence of the registration certificate. To check that they vehicle is properly registered, not revoked or under suspension and not stolen. It also allows us to copy/paste VIN#'s into our inspection reports, so we are collecting accurate data.

- b. For each identified IT system of record above, please briefly describe where the IT system of record/s data comes from (i.e., originating source), if known.

Respondent #1: NLETS and ITERIS through IDR

Respondent #2: See below

- SmartCop – LE computer aided dispatch (CAD) system, returns are processed through NLETS.
- ePart – State IRP software that interfaces with CVIEW for IRP data. (changing vendors this year).

Respondent #5: NLETS and Ohio BMV Vehicle Registration File

Respondent #6: See the answer to question #1.

2. If you currently access trailer registration information, what type of information does that system/s of record provide on trailers? Please list the main categories (or can use an interface screenshot if that would be easier).

Respondent #1: For most records, it provides the owner information, vehicle make, year, VIN

Respondent #2: See figure below as example.

[Image has been redacted from this report due to the presence of Personally Identifiable Information (PII)]

Respondent #5: At a minimum: (1) License Number and Type, (2) License Year, (3) VIN, and (4) Vehicle Model/Style/Color

Respondent #6: Make, Model, Year, VIN#, trailer type, i.e Log/Enclosed Van/Lowbed.

3. How do you use trailer registration information in your respective job duties? Please describe.

Respondent #1: It is a requirement to put all information from trucks and trailers in the inspection form which validates it against other inspections.

Respondent #2: Registration, Ownership, and Company / Driver / Truck-tracking mechanism.

Respondent #5: Information is used to complete vehicle inspection reports. It also can be used to help identify the motor carrier

Respondent #6: I use trailer registration information verify information that is supplied by the manufacturer on the VIN plate located on the trailer. The VIN is verified and GVWR displayed on VIN plate (not registration certificate) is used to determine if the driver may need a CDL to operate the combination of vehicles being used.

4. Are there any shortcomings or information gaps in the current system/s of record platform that impacts your line of work and/or the trucking community at large? Please briefly describe by issue.

Respondent #1: At times, the records will not come back; state systems are down; and it is difficult to validate information and identify trailers roadside when no information comes back.

Respondent #2: See below.

- Differences in the way each state enters information, that will sometimes cause a “no return” status.
- Depending on the age of the entry, lack of data or true ownership.

Respondent #5: Some state registrations only provide partial or incomplete information. Several state registrations are difficult to receive a return, requiring querying a specific plate type or registration year. There is a lack of uniformity in the entries.

Respondent #6: Yes, many owners of trailers are found to have been supplied by the manufacturer with new VIN plates that show a GVWR of 10,00lbs or lower, despite no modification being made to the trailer. Short of obtaining a gross weight of the combination of vehicles, this is the only way to determine if a CDL license is need and many are de-rating trailer in an effort to circumvent the CDL requirement. These trailers, if titled show the

original GVWR at time of purchase as over 10k lbs. Also when contact is established with the manufacturer and the VIN# is supplied to them, we are supplied the original GVWR (of over 10k lbs. often times) and take enforcement action based on this information.

Safety Benefits

Background: The FMCSA mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. Trucks and their associated trailers have various equipment and driver standards they must maintain to meet legal requirements and guidelines, maximize their performance, and minimize their potential to contribute to adverse safety outcomes including crashes. In the context of trailers for motor carriers, please answer the following:

1. What potential safety benefits can you identify that could derive from establishing a comprehensive trailer registration database? Please list and describe at least three benefits (or more if known).

Respondent #1: Allows officers to verify vehicles roadside. Allows officers to confirm the vehicle being stopped is properly registered. Confirms information needed for inspections and that vehicles have not been tampered with as far as VIN plates.

Respondent #2: See below.

- More accurate data, possibility to incorporate VIN checks within the system to counter inaccurate legacy data from older systems
- A tracking mechanism to track unsafe or chameleon carriers. Could be used as a FMCSA A&I NAS search tool grouping.
- One stop shop for current data

Respondent #3: See below.

- Accountability – “Improper carrier” is the most common DataQ filed. Incorrectly identifying which carrier is responsible for a trailer leads to decreased accountability. The violations will go to the incorrect party, or they will be removed resulting in no accountability for the carrier.
- Stolen trailer recovery – When an officer cannot easily locate a trailer registration, they may give up and inadvertently allow a stolen trailer to leave the scene.
- Officer safety – Same as previous. Officers are at a disadvantage when inspecting a trailer they do not realize is stolen. The driver may be aware of it, which creates an unsafe environment for the officer.

Respondent #4: See below.

- Identifying stolen trailers
 - NICB or NCIC stolen vehicle file includes stolen vehicle data (hot file). NICB includes more data.
 - NMVTIS uses NICB for motor vehicles.
- Including trailer data on safety inspection reports
 - trailer data not available in SAFER.
 - Trailer data is inconsistent in NCIC/nlets and may be difficult to access because of the different vehicle and tag types that are used by jurisdictions.
 - Can identify registered owner for citations.

Respondent #5: See below.

- More accurate and uniform data allows for better documentation and inspection report accuracy.
- Better data assists inspectors and auditors to target high risk carriers.

- Added benefit of aiding in locating and recovering stolen equipment.

Respondent #6: See below.

- The recovery of stolen trailers.
- The proper identification of the trailers GVWR at the time of manufacture.
- The removal of unsafe trailers from continued use and being allowed to be registered in another state despite being mechanically unfit for the road.

2. How are these safety benefits not currently met with today's existing system/s of records (either fully or partially unmet)?

Respondent #1: Many times officers have no way to verify information and have to rely on what they have in front of them which can often times be wrong.

Respondent #2: Old data, possibly not maintained since it's initial entry

Respondent #3: In some instances, the trailer registration is unable to be located in the current databases that are available. This leaves officers very few options in determining the registration is valid, especially in situations where the paper copy is no longer accurate or legible.

Respondent #5: Outside of the home state information can be difficult to obtain and confirm when NLETS records are incomplete or unavailable.

3. Please assign a rank or prioritization of importance to your listed safety benefits.

Respondent #1: (1) roadside verification, (2) theft verification, (3) properly registered

Respondent #2: Ranked in #1 (see above question)

Respondent #3: Officer safety, accountability, stolen vehicle recovery

Respondent #5: Moderate

Respondent #6: (1) The removal of unsafe trailers from continued use and being allowed to be registered in another state despite being mechanically unfit for the road.; (2) The proper identification of the trailers GVWR at the time of manufacture.; and (3) The recovery of stolen trailers.

Credentialing Benefits

Background: Truck and trailer credentials are evidentiary items that use established legal procedures and/or guidelines to verify the authenticity of a truck or trailer's chain of custody in relation to established norms. For example, the International Registration Plan (IRP) credentials are most commonly associated with an apportioned license plate and cab card that are issued to the owner. Other common motor carrier credentials may include, but are not limited to, items such as a USDOT number, lease agreement (if applicable), International Fuel Tax Agreement (IFTA) license, and various permits and/or registrations (e.g., permanent or temporary). Credentials essentially establish that appropriate vetting procedures have taken place from an oversight/authoritative agency, customers have adhered to required procedures (including payment of dues), and trucks, trailers, and/or their drivers are

otherwise authorized to engage in the movement of freight. In the context of trailers for motor carriers, please answer the following:

1. What potential credentialing benefits can you identify that could derive from establishing a comprehensive trailer registration database? Please list and describe at least three benefits (or more if known).

Respondent #1: Plates get swapped on trailers, registrations deteriorate due to weather when placed on trailers, trailers are being stolen and VIN details are being removed from the sides of trailers.

Respondent #2: Accurate data, based on the above credentialing information.

Respondent #3: See below.

- Ensuring the correct motor carrier is held responsible for violations that are discovered on the trailer.
- Increased success for locating trailers involved in collisions, especially hit-and-run. In past experience, motorists that are struck by a CMV or are calling to report a hazardous CMV are only able to obtain a trailer plate number. Enforcement oftentimes cannot locate the license plate record in NLETS resulting in no enforcement action or accountability.

Respondent #4: See below.

- Interstate vehicle (IRP and trailer) data would be available from one data source for FMCSA and law enforcement.
 - Could include other interstate commercial vehicles in the database too (10,001-26,000 lbs.).
- Identifying trailers that are improperly titled and registered
 - Revenue loss for jurisdictions when ownership of trailer is transferred, but not recorded.
- Allows for improved trailer registration verification at roadside or via electronic screening.
 - Can identify stolen trailers in operation.
 - Can identify registered owner for citations.

Respondent #5: See below.

- Assists with proper carrier identification.
- Helps to identify non-compliant and chameleon carriers.

Respondent #6: Uncertain other than the benefits mentioned above. The motor carrier towing the trailer, despite who the owner is assumes all liability when towing it, to include additional permitting/registration.

2. How are these credentialing benefits not currently met with today's existing system/s of records (either fully or partially unmet)?

Respondent #1: State systems go down and it is difficult to identify/ verify information roadside.

Respondent #3: Same as previous question. If an officer cannot locate the registration in the database, there is a high likelihood that the carrier or driver will not be located.

Respondent #5: Outside of the home state information can be difficult to obtain and confirm when NLETS records are incomplete or unavailable.

3. Please assign a rank or prioritization of importance to your listed credentialing benefits.

Respondent #1: In the order as listed in question 1.

Respondent #5: High

Appendix B CVSA Survey Questions

Start of Block: Block 1 - Survey Introduction

Survey Introduction: Trailer registration information is critical for motor carrier enforcement and safety in both the United States and Canada. In recent years, Law Enforcement Officers (LEOs) have seen an increase in fraudulent and criminal carrier activities as evidenced by stolen trailers, chameleon carriers, and hit-and-run incidents. Unfortunately, trailer registration information is often fragmented across different jurisdictions and associated IT systems leading to difficulties in obtaining comprehensive, accurate, and timely trailer registration information at roadside. This project will study the feasibility of developing and instituting a comprehensive trailer registration database for use by roadside enforcement in advancing positive safety and credentialing outcomes across all jurisdictions. We ask your support in completing the following survey related to this topic. The survey is estimated to take somewhere between 6 - 9 minutes depending on your responses. Thank you.

End of Block: Block 1 - Survey Introduction

Q1 How would you describe your role within the commercial motor vehicle community?

- ☐ Law Enforcement Officer (actively serving) with routine CMV roadside enforcement duties (1)
- ☐ Law Enforcement Officer (actively serving) with minimal CMV roadside enforcement duties (e.g., managerial role) (2)
- ☐ Law Enforcement Officer (retired) with previous CMV roadside enforcement duties but no longer serving (3)
- ☐ Inspector (actively serving) with routine CMV roadside enforcement duties at weigh station (4)
- ☐ Inspector (retired) with previous routine CMV roadside enforcement duties at weigh station (5)
- ☐ Other (please list position below) (6) _____

Display this question:

If How would you describe your role within the commercial motor vehicle community? = Law Enforcement Officer (retired) with previous CMV roadside enforcement duties but no longer serving

Q2a1 As a retired Law Enforcement Officer, how would you describe your last assigned role within the commercial motor vehicle community while you were still actively serving?

- ☐ Law Enforcement Officer with routine CMV roadside enforcement duties (1)
- ☐ Law Enforcement Officer with minimal CMV roadside enforcement duties (e.g., managerial role) (2)
- ☐ Other (please describe in three sentences or less below) (3)

Display this question:

If As a retired Law Enforcement Officer, how would you describe your last assigned role within the c... = Law Enforcement Officer with routine CMV roadside enforcement duties

Or As a retired Law Enforcement Officer, how would you describe your last assigned role within the c... = Law Enforcement Officer with minimal CMV roadside enforcement duties (e.g., managerial role)

Or As a retired Law Enforcement Officer, how would you describe your last assigned role within the c... = Other (please describe in three sentences or less below)

Q2a2 Based upon your last assigned and actively serving role, how many years have you been retired from this position within the commercial motor vehicle community?

- ☐ Less than one year (1)
- ☐ Greater than one but less than three years (2)
- ☐ Greater than three but less than five years (3)
- ☐ Greater than five but less than ten years (4)
- ☐ Greater than ten years (5)

Display this question:

If Based upon your last assigned and actively serving role, how many years have you been retired fro... = Less than one year

Or Based upon your last assigned and actively serving role, how many years have you been retired fro... = Greater than one but less than three years

Or Based upon your last assigned and actively serving role, how many years have you been retired fro... = Greater than three but less than five years

Or Based upon your last assigned and actively serving role, how many years have you been retired fro... = Greater than five but less than ten years

Or Based upon your last assigned and actively serving role, how many years have you been retired fro... = Greater than ten years

Q2a3 Based upon your last assigned and actively serving role, how many years did you actively serve in that role?

- ☐ Less than one year (1)
- ☐ Greater than one but less than three years (2)
- ☐ Greater than three but less than five years (3)
- ☐ Greater than five but less than ten years (4)
- ☐ Greater than ten years (5)

Display this question:

If How would you describe your role within the commercial motor vehicle community? = Inspector (retired) with previous routine CMV roadside enforcement duties at weigh station

Q2b1 As a retired Inspector, how would you describe your last assigned role within the commercial motor vehicle community while you were still actively serving?

☐ Inspector with routine CMV roadside enforcement duties at weigh station (1)

☐ Other (please describe in three sentences or less below) (2)

Display this question:

If As a retired Inspector, how would you describe your last assigned role within the commercial moto... = Inspector with routine CMV roadside enforcement duties at weigh station

Or As a retired Inspector, how would you describe your last assigned role within the commercial moto... = Other (please describe in three sentences or less below)

Q2b2 Based upon your last assigned and actively serving role, how many years have you been retired from this position within the commercial motor vehicle community?

☐ Less than one year (1)

☐ Greater than one year but less than three years (2)

☐ Greater than three years but less than five years (3)

☐ Greater than five years but less than ten years (4)

☐ Greater than ten years (5)

Display this question:

If Based upon your last assigned and actively serving role, how many years have you been retired fro... = Less than one year

Or Based upon your last assigned and actively serving role, how many years have you been retired fro... = Greater than one year but less than three years

Or Based upon your last assigned and actively serving role, how many years have you been retired fro... = Greater than three years but less than five years

Or Based upon your last assigned and actively serving role, how many years have you been retired fro... = Greater than five years but less than ten years

Or Based upon your last assigned and actively serving role, how many years have you been retired fro... = Greater than ten years

Q2b3 Based upon your last assigned and actively serving role, how many years did you actively serve in that role?

☐ Less than one year (1)

☐ Greater than one but less than three years (2)

- ☐ Greater than three but less than five years (3)
- ☐ Greater than five but less than ten years (4)
- ☐ Greater than ten years (5)

Display this question:

If How would you describe your role within the commercial motor vehicle community? = Law Enforcement Officer (actively serving) with routine CMV roadside enforcement duties

Or How would you describe your role within the commercial motor vehicle community? = Law Enforcement Officer (actively serving) with minimal CMV roadside enforcement duties (e.g., managerial role)

Or How would you describe your role within the commercial motor vehicle community? = Inspector (actively serving) with routine CMV roadside enforcement duties at weigh station

Or How would you describe your role within the commercial motor vehicle community? = Other (please list position below)

And How would you describe your role within the commercial motor vehicle community? Text Response Is Not Empty

Q2c1 How many years have you served in the position indicated above?

- ☐ Less than one year (1)
- ☐ Greater than one but less than three years (2)
- ☐ Greater than three but less than five years (3)
- ☐ Greater than five but less than ten years (4)
- ☐ Greater than ten years (5)

Display this question:

If How many years have you served in the position indicated above? = Less than one year

Or How many years have you served in the position indicated above? = Greater than one but less than three years

Or How many years have you served in the position indicated above? = Greater than three but less than five years

Or How many years have you served in the position indicated above? = Greater than five but less than ten years

Or How many years have you served in the position indicated above? = Greater than ten years

Or If

Based upon your last assigned and actively serving role, how many years did you actively serve in... = Less than one year

Or Based upon your last assigned and actively serving role, how many years did you actively serve in... = Greater than one but less than three years

Or Based upon your last assigned and actively serving role, how many years did you actively serve in... = Greater than three but less than five years

Or Based upon your last assigned and actively serving role, how many years did you actively serve in... = Greater than five but less than ten years

Or Based upon your last assigned and actively serving role, how many years did you actively serve in... = Greater than ten years

Or If

Based upon your last assigned and actively serving role, how many years did you actively serve in... = Less than one year

Or Based upon your last assigned and actively serving role, how many years did you actively serve in... = Greater than one but less than three years

Or Based upon your last assigned and actively serving role, how many years did you actively serve in... = Greater than three but less than five years

Or Based upon your last assigned and actively serving role, how many years did you actively serve in... = Greater than five but less than ten years

Or Based upon your last assigned and actively serving role, how many years did you actively serve in... = Greater than ten years

Q3a1 Is the agency where you work (or previously worked if now retired) within the United States or Canada?

☐ United States (1)

☐ Canada (2)

Display this question:

If Is the agency where you work (or previously worked if now retired) within the United States or Ca... = United States

Q3b1 Which jurisdiction do you currently serve or previously served if now retired? Please limit your choice to a single answer for your primary jurisdictional employer (i.e., longest time served).

▼ Alabama (1) ... Wyoming (51)

Display this question:

If Is the agency where you work (or previously worked if now retired) within the United States or Ca... = Canada

Q3b2 Which jurisdiction do you currently serve or previously served if now retired? Please limit your choice to a single answer for your primary jurisdictional employer (i.e., longest time served).

▼ Alberta (1) ... Saskatchewan (10)

End of Block: Block 2 - Background

Start of Block: Block 3 - IT System

Q4 Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply.

☐

National Law Enforcement Telecommunications System (NLETS) (1)

☐

National Crime Information Center (NCIC) (2)

☐

Commercial Vehicle Information Exchange Window (CVIEW) (3)

☐

Interprovincial Records Exchange System (IPRES) (4)

☐

Other (please list name below) (6) _____

End of Block: Block 3 - IT System

Start of Block: Block 4 - U.S. & Canadian Trailers by IT System

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q5 Which of the following trailer registration types are you able to view while conducting your roadside enforcement duties?

	Jurisdictional Trailers (internal to your jurisdiction) (1)	Only U.S. Trailers (2)	Only Canadian Trailers (3)	Both U.S. and Canadian Trailers (4)
National Law Enforcement Telecommunications System (NLETS) (x1)	☐	☐	☐	☐
National Crime Information Center (NCIC) (x2)	☐	☐	☐	☐
Commercial Vehicle Information Exchange Window (CVIEW) (x3)	☐	☐	☐	☐
Interprovincial Records Exchange System (IPRES) (x4)	☐	☐	☐	☐
Other (please list name below) (x6)	☐	☐	☐	☐

End of Block: Block 4 - U.S. & Canadian Trailers by IT System

Q6a1 For $\{\text{Im}://\text{Field}/1\}$, how often do you use this system in conducting your roadside enforcement duties with respect to trailer registration information?

- ☐ Significant Usage (at least daily) (1)
- ☐ Routine usage (at least weekly) (2)
- ☐ Slight Usage (at least monthly) (3)
- ☐ Rare Usage (at least yearly) (4)

Display this question:

If For $\{\text{Im}://\text{Field}/1\}$, how often do you use this system in conducting your roadside enforcement dut... = Significant Usage (at least daily)

Or For $\{\text{Im}://\text{Field}/1\}$, how often do you use this system in conducting your roadside enforcement dut... = Routine usage (at least weekly)

Q6b1 On average, how often do you experience performance challenges with $\{\text{Im}://\text{Field}/1\}$ as it relates to unavailability (e.g., system offline)?

- ☐ Never (46)
- ☐ Once a week (47)
- ☐ 2-3 times a week (48)
- ☐ 4-6 times a week (49)
- ☐ Daily (50)

Display this question:

If For $\{\text{Im}://\text{Field}/1\}$, how often do you use this system in conducting your roadside enforcement dut... = Significant Usage (at least daily)

Or For $\{\text{Im}://\text{Field}/1\}$, how often do you use this system in conducting your roadside enforcement dut... = Routine usage (at least weekly)

Q6b2 On average, how often do you experience performance challenges with $\{\text{Im}://\text{Field}/1\}$ as it relates to query not found (e.g., no return status)?

- ☐ Never (46)
- ☐ Once a week (47)

☐ 2-3 times a week (48)

☐ 4-6 times a week (49)

☐ Daily (50)

Display this question:

If For $\${\text{Im://Field/1}}$, how often do you use this system in conducting your roadside enforcement dut... = Significant Usage (at least daily)

Or For $\${\text{Im://Field/1}}$, how often do you use this system in conducting your roadside enforcement dut... = Routine usage (at least weekly)

Q6b3 On average, how often do you experience performance challenges with $\${\text{Im://Field/1}}$ as it relates to missing data (e.g., blank data fields)?

☐ Never (46)

☐ Once a week (47)

☐ 2-3 times a week (48)

☐ 4-6 times a week (49)

☐ Daily (50)

Display this question:

If For $\${\text{Im://Field/1}}$, how often do you use this system in conducting your roadside enforcement dut... = Significant Usage (at least daily)

Or For $\${\text{Im://Field/1}}$, how often do you use this system in conducting your roadside enforcement dut... = Routine usage (at least weekly)

Q6b4 On average, how often do you experience performance challenges with $\${\text{Im://Field/1}}$ as it relates to outdated data (e.g., expired in system but not correct)?

☐ Never (46)

☐ Once a week (47)

☐ 2-3 times a week (48)

☐ 4-6 times a week (49)

☐ Daily (50)

Display this question:

If For \${Im://Field/1}, how often do you use this system in conducting your roadside enforcement dut... = Significant Usage (at least daily)

Or For \${Im://Field/1}, how often do you use this system in conducting your roadside enforcement dut... = Routine usage (at least weekly)

Q6b5 On average, how often do you experience performance challenges with \${Im://Field/1} as it relates to inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed)?

- ☐ Never (46)
- ☐ Once a week (47)
- ☐ 2-3 times a week (48)
- ☐ 4-6 times a week (49)
- ☐ Daily (50)

Display this question:

If Loop current: For \${Im://Field/1}, how often do you use this system in conducting your roadside enforcement dut... = Significant Usage (at least daily)

Or Loop current: For \${Im://Field/1}, how often do you use this system in conducting your roadside enforcement dut... = Routine usage (at least weekly)

Q6c1 Are there any other performance challenges associated with \${Im://Field/1} that were not listed in the previous question?

- ☐ Yes (1)
- ☐ No (2)

Display this question:

If Loop current: Are there any other performance challenges associated with \${Im://Field/1} that were not listed i... = Yes

Q6c2 Please name and describe the issue below in three sentences or less.

Display this question:

If Please name and describe the issue below in three sentences or less. Text Response Is Not Empty

Q6c3 On average, how often do you experience this "other" performance challenge with  as it relates to the return results?

- ☐ Never (1)
- ☐ Once a week (2)
- ☐ 2-3 times a week (3)
- ☐ 4-6 times a week (4)
- ☐ Daily (5)

End of Block: Block 5 - Loop for IT Systems

Start of Block: Block 6 - Trailer Registration Data Categories

Q7 Which of the data categories below do you require and access for your roadside enforcement duties with respect to trailer registration information? Select all that apply. Please note the items below only apply to the trailer itself and not the vehicle/power unit.

- ☐ Vehicle Identification Number (VIN) (19)
- ☐ Vehicle Make (20)
- ☐ Vehicle Year (21)
- ☐ Registered Owner Name (22)
- ☐ Registration Expiration (23)
- ☐ Unit Number / ID (24)
- ☐ License Plate Number (25)
- ☐ Registered Jurisdiction (26)

Display this question:

If Which of the data categories below do you require and access for your roadside enforcement duties... = Vehicle Identification Number (VIN)

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q7a1 For \${Q7/ChoiceDescription/19}, please indicate the primary IT system of record where you typically obtain that information.

- ☐ Not Listed (please provide below) (1) _____
- ☐ National Law Enforcement Telecommunications System (NLETS) (2)
- ☐ National Crime Information Center (NCIC) (3)
- ☐ Commercial Vehicle Information Exchange Window (CVIEW) (4)

☐ Interprovincial Records Exchange System (IPRES) (5)

☐ Other (please list name below) (6)

Display this question:

If Which of the data categories below do you require and access for your roadside enforcement duties... = Vehicle Make

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q7a2 For \${Q7/ChoiceDescription/20}, please indicate the primary IT system of record where you typically obtain that information.

☐ Not Listed (please provide below) (1) _____

☐ National Law Enforcement Telecommunications System (NLETS) (2)

☐ National Crime Information Center (NCIC) (3)

☐ Commercial Vehicle Information Exchange Window (CVIEW) (4)

☐ Interprovincial Records Exchange System (IPRES) (5)

☐ Other (please list name below) (6)

Display this question:

If Which of the data categories below do you require and access for your roadside enforcement duties... = Vehicle Year

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q7a3 For \${Q7/ChoiceDescription/21}, please indicate the primary IT system of record where you typically obtain that information.

☐ Not Listed (please provide below) (1) _____

☐ National Law Enforcement Telecommunications System (NLETS) (2)

☐ National Crime Information Center (NCIC) (3)

- ☐ Commercial Vehicle Information Exchange Window (CVIEW) (4)
- ☐ Interprovincial Records Exchange System (IPRES) (5)
- ☐ Other (please list name below) (6)

Display this question:

If Which of the data categories below do you require and access for your roadside enforcement duties... = Registered Owner Name

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q7a4 For \${Q7/ChoiceDescription/22}, please indicate the primary IT system of record where you typically obtain that information.

- ☐ Not Listed (please provide below) (1) _____
- ☐ National Law Enforcement Telecommunications System (NLETS) (2)
- ☐ National Crime Information Center (NCIC) (3)
- ☐ Commercial Vehicle Information Exchange Window (CVIEW) (4)
- ☐ Interprovincial Records Exchange System (IPRES) (5)
- ☐ Other (please list name below) (6)

Display this question:

If Which of the data categories below do you require and access for your roadside enforcement duties... = Registration Expiration

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q7a5 For \${Q7/ChoiceDescription/23}, please indicate the primary IT system of record where you typically obtain that information.

- ☐ Not Listed (please provide below) (1) _____
- ☐ National Law Enforcement Telecommunications System (NLETS) (2)

- ☐ National Crime Information Center (NCIC) (3)
- ☐ Commercial Vehicle Information Exchange Window (CVIEW) (4)
- ☐ Interprovincial Records Exchange System (IPRES) (5)
- ☐ Other (please list name below) (6)

Display this question:

If Which of the data categories below do you require and access for your roadside enforcement duties... = Unit Number / ID

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q7a6 For \${Q7/ChoiceDescription/24}, please indicate the primary IT system of record where you typically obtain that information.

- ☐ Not Listed (please provide below) (1) _____
- ☐ National Law Enforcement Telecommunications System (NLETS) (2)
- ☐ National Crime Information Center (NCIC) (3)
- ☐ Commercial Vehicle Information Exchange Window (CVIEW) (4)
- ☐ Interprovincial Records Exchange System (IPRES) (5)
- ☐ Other (please list name below) (6)

Display this question:

If Which of the data categories below do you require and access for your roadside enforcement duties... = License Plate Number

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q7a7 For \${Q7/ChoiceDescription/25}, please indicate the primary IT system of record where you typically obtain that information.

- ☐ Not Listed (please provide below) (1) _____

- ☐ National Law Enforcement Telecommunications System (NLETS) (2)
- ☐ National Crime Information Center (NCIC) (3)
- ☐ Commercial Vehicle Information Exchange Window (CVIEW) (4)
- ☐ Interprovincial Records Exchange System (IPRES) (5)
- ☐ Other (please list name below) (6)

Display this question:

If Which of the data categories below do you require and access for your roadside enforcement duties... = Registered Jurisdiction

Carry Forward Selected Choices - Entered Text from "Which of these information technology (IT) system/s of record do you currently use at roadside to access CMV trailer registration information (as applicable)? Select all that apply."



Q7a8 For $\{Q7/ChoiceDescription/26\}$, please indicate the primary IT system of record where you typically obtain that information.

- ☐ Not Listed (please provide below) (1) _____
- ☐ National Law Enforcement Telecommunications System (NLETS) (2)
- ☐ National Crime Information Center (NCIC) (3)
- ☐ Commercial Vehicle Information Exchange Window (CVIEW) (4)
- ☐ Interprovincial Records Exchange System (IPRES) (5)
- ☐ Other (please list name below) (6)

Q7b1 In addition to these trailer registration data categories, is there another data category (or more) not currently available that you would find useful in conducting your roadside enforcement duties with respect to trailer registration information?

- ☐ Yes (1)
- ☐ No (2)

Display this question:

If In addition to these trailer registration data categories, is there another data category (or mor... = Yes

Q7b2 How many additional data categories would you like to mention that could provide additional value to roadside enforcement with respect to trailer registrations? Select a number below (limit up to three additional data categories).

▼ 1 (4) ... 3 (6)

End of Block: Block 6 - Trailer Registration Data Categories

Start of Block: Block 7 - Loop for Additional Trailer Registration Data Categories

Q7b3 Please name your additional trailer registration data category and briefly describe why it would be useful for roadside enforcement in three sentences or less.

End of Block: Block 7 - Loop for Additional Trailer Registration Data Categories

Start of Block: Block 8 - Trailer Data Level of Importance

Q8 A trailer registration database could potentially provide a one-stop shop for obtaining trailer information associated with certain safety and credentialing benefits. For the trailer registration items listed below, please indicate their relative importance in conducting roadside enforcement duties with 5 representing "extremely important" and 1 representing "not at all important". Please note the term "return" below indicates the resulting output associated with entering a license plate number and jurisdiction name into an IT system of record (i.e., query and results).

	1	2	3	3	4	5
Return Vehicle Registration ()						
Return Trailer Registration ()						
Return Vehicle Identification Number ()						
Return Trailer Owner ()						
Return Motor Carrier Responsible for Safety ()						
Improve Enforcement Uniformity & Consistency ()						
Identify Chameleon / Reincarnated Carriers ()						
Identify Stolen Trailers ()						

Q9 Are you aware of any other potential benefits from a proposed trailer registration database? Please list and describe those below.

End of Block: Block 8 - Trailer Data Level of Importance

Appendix C AAMVA Survey Questions

Start of Block: Block 1 - Survey Introduction

Survey Introduction: Trailer registration information is critical for motor carrier enforcement and safety in both the United States and Canada. In recent years, fraudulent and criminal carrier activities have increased as evidenced by stolen trailers, chameleon carriers, and hit-and-run incidents. Unfortunately, trailer registration information is often fragmented across different jurisdictions and associated IT systems leading to difficulties in obtaining comprehensive, accurate, and timely trailer registration information. This project will study the feasibility of developing and instituting a comprehensive trailer registration database for use by roadside enforcement in advancing positive safety and credentialing outcomes across all jurisdictions. We ask your support in completing the following survey related to this topic. The survey is estimated to take somewhere between 6 - 9 minutes depending on your responses. Thank you.

End of Block: Block 1 - Survey Introduction

Q1 How would you describe your role within the commercial motor vehicle community?

- ☐ Title & Licensing Specialist (1)
- ☐ Motor Vehicle / Carrier Representative or Technician (2)
- ☐ Motor Vehicle / Carrier Supervisor or Manager (3)
- ☐ Motor Vehicle / Carrier Compliance Analyst (e.g., auditor) (4)
- ☐ Motor Vehicle / Carrier Compliance Supervisor or Manager (5)
- ☐ Motor Vehicle / Carrier Administrator (6)
- ☐ Other (please describe): (7) _____

Q2 How many years have you served in this position?

- ☐ Less than one year (1)
- ☐ Greater than one but less than three years (2)
- ☐ Greater than three but less than five years (3)
- ☐ Greater than five but less than ten years (4)
- ☐ Greater than ten years (5)

Q3 Is the agency where you work within the United States or Canada?

- ☐ United States (State) (1)
- ☐ United States (Territory) (2)
- ☐ Canada (Province) (3)
- ☐ Canada (Territory) (4)

Skip To: End of Survey If Is the agency where you work within the United States or Canada? = United States (Territory)

Skip To: End of Survey If Is the agency where you work within the United States or Canada? = Canada (Territory)

Display this question:

If Is the agency where you work within the United States or Canada? = United States (State)

Q3b1 Which jurisdiction do you currently serve in?

▼ Alabama (1) ... Wyoming (51)

Display this question:

If Is the agency where you work within the United States or Canada? = Canada (Province)

Q3b2 Which jurisdiction do you currently serve in?

▼ Alberta (1) ... Saskatchewan (10)

Page Break

Q4 Please provide the name of your jurisdictional agency (e.g., State/Province Department of Transportation, Department of Revenue, etc.).

Q5 Please provide the name of your corresponding department or division, as applicable, where you work within your agency.

Q6 How does your agency obtain commercial trailer registration information? [Please limit the focus of your response to the combination category of commercial motor vehicle plus trailer unit equal to or greater than 26,001 pounds.]

- ☐ Trailer registration applications directly submitted to your agency by registrants (1)
- ☐ Trailer registration applications provided indirectly to your agency by third parties (e.g., licensing agent) (2)
- ☐ Both answer choices provided above (3)
- ☐ Other (please describe) (4) _____

Display this question:

If How does your agency obtain commercial trailer registration information? [Please limit the focus... = Trailer registration applications provided indirectly to your agency by third parties (e.g., licensing agent)

Or How does your agency obtain commercial trailer registration information? [Please limit the focus... = Both answer choices provided above

Q6b Please select the types / names of third parties that provide your agency with commercial trailer registration information. Select all that apply.

- ☐ County Licensing Offices (1)
- ☐ City / Municipal Licensing Offices (2)
- ☐ Tag Agents (3)
- ☐ Other (please describe) (4) _____
- ☐ Do Not Know (5)

Q7 In terms of information technology (IT) architecture, how does your agency receive, store, and process commercial trailer registration information? Select all that apply.

- ☐ Directly input into your agency's central IT architecture through keyboard entry by agency staff involving walk-in customer interactions (i.e., in-person customer visit) (1)
- ☐ Directly input into your agency's central IT architecture through keyboard entry by agency staff after receiving physical, paper application from registrant (i.e., mailed application) (2)
- ☐ Indirectly input into your agency's central IT architecture by registrant submission through an online application (i.e., agency online portal) (3)
- ☐ Indirectly input into your agency's central IT architecture through transmission by an interconnected IT platform (e.g., third-party IT system transfers to agency system) (4)
- ☐ Other (please describe) (5) _____



Q8 What is the name of your IT architecture / IT system for receiving, storing, and processing commercial trailer registration information?

Q9 Is your agency's IT architecture for commercial trailer registration information an organic system (i.e., in-house) owned and maintained by your agency or a vendor-provided system?

- ☐ Organic system (1)
- ☐ Vendor system (2)

Display this question:

If Is your agency's IT architecture for commercial trailer registration information an organic syste... = Vendor system



Q9b Please list the name of the vendor that owns and/or maintains your IT architecture for commercial trailer registration information.

Q10 Do you know if $\{Q8/QuestionText\}$ uses any data validation and/or screening measures while receiving commercial trailer registration information to minimize data errors?

- ☐ Yes (1)
- ☐ No (2)
- ☐ Do Not Know (3)

Q10b Please list any data validation and/or screening measures associated with $\{Q8/QuestionText\}$ that you are familiar with (inserting a comma between each separate name). For example, some common validations could include verifying the correct VIN, trailer make, trailer model, and trailer year.

Q11 Do you know if your agency's commercial trailer registration information found within $\{Q8/QuestionText\}$ is shared / transmitted to other agencies and/or organizations?

- ☐ Yes (1)
- ☐ No (2)
- ☐ Do Not Know (3)

Display this question:

If Do you know if your agency's commercial trailer registration information found within ... = Yes

Q11b Please list the names of other agencies and/or organizations that receive your agency's commercial trailer registration information (inserting a comma between each separate name). You may also list the name of an interconnected IT system name that receives your agency's commercial trailer registration information in lieu of an agency/organizational name.

Q12 Data quality is considered a top priority for roadside enforcement in conducting their commercial motor vehicle and trailer inspections and enforcement activities. Some of the data challenges typically encountered by roadside enforcement include IT system unavailable / offline, data query not found (e.g., no return status), missing data (e.g., blank data fields), outdated data (e.g., expired in IT system but not matching cab card), and inaccurate data (e.g., incorrect data such as wrong jurisdiction or company listed). With these key roadside themes in mind, what data challenges does your agency most frequently encounter in collecting and validating commercial trailer registration information from registrants?

Q13 The IRP Data Repository (IDR) presently serves as a central repository for receiving, storing, and sharing commercial motor vehicle licensing and registration information and facilitating apportioned fee distributions among participating IRP members. A similar architecture and agreement does not currently exist for corresponding commercial trailers and their registration information. Would your agency be willing to share its commercial trailer registration information with the IDR under a similar framework as currently exists with commercial motor vehicle information?

- ☐ Yes (1)
- ☐ No (2)
- ☐ Unsure (3)

Q14 Please briefly describe why or why not for your previous response.

End of Block: Block 2 - Background

References

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