

The following items will be discussed at the June 29 meeting. We will not address/solve them all, but we will try to come up with a plan to work on them further.

From Hal Rumpca:

#### E-Screening Issues in South Dakota

1. CVISN is not mandated by the FMCSA. It is a voluntary program and therefore many states and carriers will elect to only partially participate or not participate at all.
2. Data issues relating to information that is, or is not, sent to SAFER. There don't seem to be defined data requirements that each state is required to keep for carriers and vehicles. For states that do submit information to SAFER, some data elements are mandatory and others are optional. We need to determine which data elements are needed and then get consensus on how to collect and maintain those data elements.
3. It is difficult, if not impossible to know if the CVIEW or SAFER contain all of the necessary information and records for carriers based or registered in South Dakota.
4. When completing baselines, or updates, how do we know if all of the pertinent data has been transmitted between the CVIEW and SAFER.
5. We need to share all transponder information, and the data attached to it, between all jurisdictions and business plans including PrePass and NORPASS. In other words we need interoperability.
6. We need NORPASS and PrePass to submit their credential and safety information to SAFER.
7. We need a listing of e-screening criteria for each state so we can determine which data items are available and used for screening purposes.
8. We need to know how often registration, safety, and other screening criteria are updated for each carrier and vehicle in the screening program.
9. There needs to be an effective way to update carrier, vehicle, and transponder information and track who makes the updates.
10. We need to be able to track transponders and update the information when a transponder is transferred to another vehicle.
11. We need the IFTA, IRP and Registration information attached to the records submitted to us by NORPASS, and we need to make sure that it is verified and have a flag to notify us when it is going to expire.
12. We need to know if the IFTA and IRP credentials are active or expired.
13. IFTA and IRP data is not required to be sent to SAFER, therefore states either send partial information or no information.

14. USDOT numbers are not required for IFTA and IRP transactions thereby making the screening data difficult to come by and verify.
15. IFTA and IRP Clearinghouses do not track their information by USDOT Number.
16. We need to know which states are submitting only one, or more than one proration with their T0022 uploads.
17. We need better administration and oversight of the data included in the legacy systems, CVIEW, and the IRD ROC. We need to have sufficient staff and access to check any record in any of the databases and if a record needs to be corrected, there needs to be a better way to keep all of the systems in synch.
18. We need to know if the carrier has insurance.
19. We need additional e-screening and data management training for our POE operators and Systems Architects.

Issues noted in an email from Bill Goforth to Hal Rumpca:

**On E-screening:** We do need to identify and prioritize all e-screening administration related issues. Starting with a group of NORPASS states makes sense. But I would also like to see non-NORPASS states involved in the process. There seem to be a lot of differing opinions on e-screening enrollment and administration requirements. It would help to have this group formally identified and facilitated by FMCSA (or at least facilitated by someone that can act as a neutral but informed facilitator). This area definitely needs a much higher priority than it is currently getting.

Other issues:

**1. Need for a data integrity checking process at the jurisdiction level for transponder, vehicle registration, IRP and IFTA data** -- We need an FMCSA sanctioned process running in each CVISN jurisdiction to monitor the data integrity of all data elements used for e-screening. The basic premise here is that each jurisdiction needs to insure that the data they are (or think they are) sending to SAFER is in fact being sent to all the subscribing CVIEWS. Volpe can't do this if the data that should be sent isn't being uploaded. The authoritative source is really the only entity that can insure that the data is correct. For transponder, vehicle, IRP and IFTA data, the authoritative source is the jurisdiction responsible for uploading the data.

Ideally what is needed here is a process running in each jurisdiction that checks UD (update file) and BL (baseline) data being generated by Volpe to insure that the jurisdiction's data is valid and complete. I am currently working on a prototype of this process. The part of the process that loads all SAFER UD and BL data is currently running and collecting data. I have already corrected 1000's of missing or out of date vehicles in SAFER. But I still have on-going issues to work on. One major problem that I'm just starting to work on is that it looks like there are 1000's of transponders that are missing from SAFER.

Note that the database maintained by the above process has a couple of other side benefits. First, it helps with trouble shooting. If we have a problem with a specific vehicle, VIN, fleet, etc., we can see which SAFER XML file(s) actually contain data related to the problem. Secondly, we can use this database it to check if our CVIEW contains all the data its suppose to (i.e., carrier, transponder, vehicle, IRP and IFTA data being generated by SAFER where Washington is not the authoritative source).

**2. Need for change tracking information** -- we need to be able to perform a SAFER query (web page and/or a web service) that will return all XML transaction data for the last 6? months for a given VIN, transponder, fleet or IRP or IFTA account. This data needs to include each XML file name and the associated data for the queried data element whenever the data element (VIN, transponder, etc.) was uploaded to SAFER. This data needs to be collected and "query-able" for all uploaded T0019, 20, 21, 22, 23, and 24 transactions.