

# HOUSE . . . . . No. 221

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## The Commonwealth of Massachusetts

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REGISTRY OF MOTOR VEHICLES  
100 NASHUA STREET  
BOSTON, MASSACHUSETTS 02114, NOVEMBER 1, 1989.

The Honorable Michael J. Connolly, *Secretary of the Commonwealth*  
State House, Boston, Massachusetts 02133

Dear Secretary Connolly:

Pursuant to the provisions of Section 33 of Chapter 30 of the General Laws, I hereby submit the attached legislative recommendations by the Registry of Motor Vehicles for consideration during the 1990 legislative session. Accompanying the legislative recommendations is the required explanation of each bill.

Sincerely,

ROBERT M. HUTCHINSON, JR.,  
*Registrar of Motor Vehicles.*

*LEGISLATIVE RECOMMENDATIONS OF THE  
REGISTRY OF MOTOR VEHICLES FOR 1990*

1. AN ACT FURTHER REGULATING THE USE OF REPAIR PLATES.

This legislation is designed to eliminate the abuse and misuse of Repair Plates. It has been drafted in conjunction with the Department of Revenue. Both agencies agree that this legislation would address the problem by limiting the use of Repair Plates and also by regulating their issuance.

This Act would accomplish this goal by mandating the following: Repair Plates would be required to obtain a registration. Repair Plates are currently exempt from registration, consequently they are difficult to track and provide no registration fee.

The Bill would also define the uses of a Repair Plate, authorize the Registrar to limit the amount of plates issued to each repair facility, no such limit currently exists, and remove Repair Plates from excise tax exemption.

2. EXTENSION OF PROBATIONARY PERIOD FOR PERSONS APPOINTED UNDER  
C. 90, SEC. 29.

This Bill is designed to insure that all newly hired Registry Inspectors successfully complete their training at the C.J.T.C. Academy. This goal will be accomplished by changing the start time of the six months probationary period that all new Inspectors must undergo; from the date of their hiring, to six months after the date of their graduation from the Policy Academy.

3. AN ACT FURTHER REGULATING THE REGISTRATION OF MOTOR  
VEHICLES.

This Bill would enable the Commonwealth to enter into the International Registration Plan (I.R.P.). The I.R.P. is a nationwide plan that sets uniform regulations for the registration of commercial vehicles, that engage in interstate commerce.

Under the I.R.P. a motor carrier company registers its vehicle fleet

only in its home state. Under this "base state" approach, registration fees are apportioned according to the percent of miles traveled in each member jurisdiction. If a truck does 50% of its business in Mass., 25% in Rhode Island, and 25% in New Hampshire, the registration fees are apportioned accordingly.

The I.R.P. is strongly endorsed by the National Governors Association and the American Association of Motor Vehicle Administrators. Massachusetts is one of only six states that is not a member.

4. AN ACT RELATIVE TO THE RECORDS OF THE REGISTRY OF MOTOR VEHICLES.

This legislation focuses on the manner and method of which the Registry collects and interprets out-of-state driving information. First, the legislation allows the Registrar to receive out-of-state information on Massachusetts license holders and all applicants for a license, in a format which the Registrar deems appropriate, including electronic transmission. In addition, the legislation allows the Registrar to place such out-of-state data on a persons' driving record and consequently take the appropriate administrative sanction as if the infraction occurred on the roads of the Commonwealth. Next, the legislation would open individual driving records for public inspection. The legislation would also expand the review period of drunk driving convictions from six years to ten years. Finally, the legislation would increase the administration penalty for refusing a breathalyzer from 120 days to 180 days.

5. AN ACT FURTHER REGULATING THE LICENSING OF COMMERCIAL MOTOR VEHICLE OPERATIONS.

This legislation will bring Massachusetts into compliance with the commercial driver licensing requirements of the Federal Motor Carrier Act of 1986. Failure to comply by April of 1992 will jeopardize federal highway funds and prohibit Massachusetts commercial drivers from operating outside of the Commonwealth.

6. AN ACT FURTHER REGULATING MOTOR VEHICLE LICENSE SUSPENSIONS AND REVOCATIONS.

This bill would require the Registrar to impose an additional administrative penalties for those persons who are convicted of operating a motor vehicle after suspension or revocation.