

## **International Fuel Tax Agreement Issues**

ATA continually monitors IFTA, the organization under which interstate motor carriers fulfill their obligations for state and provincial fuel use tax reporting and payment (click [here](#) to see the basics of IFTA). In 2009, the most pressing IFTA issue was a couple of amendments to the Agreement proposed by IFTA's Audit Committee. The proposals would have tightened IFTA's record keeping requirements in such a way that few if any motor carriers could comply with them, and would have allowed states and provinces to apply punitive consequences for carrier noncompliance. Comments on the proposals by both industry and many state governments were so adverse that the committee sponsors first redrafted their ideas, and then withdrew the proposals altogether before they went to a vote of the IFTA membership. ATA will oppose very strongly any such proposals that may appear in the future.

ATA has also been involved recently in a dispute between Nevada and Pennsylvania brought to the IFTA Dispute Resolution Committee. The case involved the audit of a major carrier and under what circumstances a state affected by the audit can demand a reaudit of the carrier. For ATA's submission to IFTA on the matter, click [here](#). Finally, ATA recently wrote the Pennsylvania Motor Truck Association to protest a practice by that state with respect to IFTA decals. Pennsylvania regulation holds IFTA carriers strictly liable for IFTA decals, and imposes large, unwarranted fines for lost or missing credentials. This practice should not be permitted to spread to other states. ATA's letter to PMTA may be seen [here](#).