At MAIA’s request, the Registry of Motor Vehicles has issued a formal statement regarding whether paper or temporary plates are permitted on vehicles purchased by Massachusetts residents from out-of-state dealers. The letter reads in part:

“Massachusetts does not issue temporary registration plates for its own residents but it does recognize temporary registration plates validly registered in other states to non-residents of Massachusetts who are temporarily operating in this state (assuming the plates are not expired or suspended.) Thus, a Connecticut resident operating a motor vehicle in Massachusetts on validly issued temporary Connecticut registration plates is OK, but a Massachusetts resident operating a newly purchased motor vehicle in Massachusetts with validly issued temporary Connecticut plates is not.

“A Massachusetts resident who purchases a motor vehicle in another state must apply for and attach valid Massachusetts registration plates to the vehicle before he/she can drive the vehicle back to Massachusetts.”

Click [here](#) to download the complete text of the letter and the Massachusetts statutes that apply to vehicle purchases and transfer.

Snow Removal plates are part of the Commercial Plate series, and for this reason vehicles registered with Snow Removal plates can also be used in warm weather months and may legally operate on the ways of the Commonwealth and haul other commodities (sand, gravel, rock, coal, etc.) during the period of registration.

**Additional Information on Snow Removal Plates**

**What are Snow Removal Plates?**

These plates are issued to customers who use their vehicles as snow plows or salt/sand vehicles in the winter and for other uses during the rest of the year. Snow Removal plates are valid for one year (regardless of the vehicle’s weight), with an expiration date of September 30th.

**History**

Snow Removal plates were issued beginning in 2004 to eliminate the burden of multiple registration transactions some customers had to go through annually. Commercial Normal plates were generally used on snow plow vehicles prior to that time (and some still are) but because Commercial plates expire in December of each year, many snow plow
customers needed three (3) plate transactions per year. They obtained new Commercial plates in the fall to prepare for the upcoming snow season, then they needed to renew the plates in January, and most of these customers then chose to cancel the plates in the Spring after the snow season had ended.

**Plate Type**

As stated, Snow Removal plates are part of the Commercial Normal plate series and have the prefix SR (snow removal). The plate numbers consist of **SR1000 - SR9999**.

**Eligibility**

Any customer eligible for a Commercial plate is eligible for a Snow Removal plate.

**Fees**

Registration fees and renewal fees for Snow Removal plates are calculated the same way that they are for Commercial Normal plates. The only exception is that the fee for a Snow Removal plate **is not prorated**.

**Availability**

Snow Removal plates are available in **all full-service branches**.

**Rules Regarding the Use of Hitching Mechanisms and Plows**

Between May 15\textsuperscript{th} and October 15\textsuperscript{th} of each year, **any** vehicle with a gross weight of less than 26,000 pounds which is equipped with a plow, is required by law to have the plow and plow hitching mechanism removed. If snowfall occurs before October 15\textsuperscript{th} or after May 15\textsuperscript{th}, such vehicles **may** be re-equipped with the plow but it must be removed within 72 hours of the conclusion of snowfall.

**Note**: This rule applies to **any** vehicle equipped with a plow, regardless of the type of vehicle or the type of registration.

**Exempted Hitching Mechanisms**

Certain hitching mechanisms do not need to be removed:

- Hitching mechanisms which were permanently affixed through welding or other means prior to July 1, 2004 (the date of enactment). (Permanently affixing a hitching mechanism after that date is prohibited and a violation is subject to fine and revocation of registration).
- If the hitching mechanism is designed to be folded flat leaving no protruding surfaces, only the plow itself is required to be removed. However, the hitching mechanism must be in the folded flat position while the vehicle is in operation.

**When Does This Law NOT Apply?**

The law (requiring removal of plows and plow hitching mechanisms in warm weather months) **does not apply to**...

- Vehicles with a gross vehicle weight of more than 26,000 lbs
- State, county, or municipally owned vehicles
- Hitching mechanisms that were permanently affixed through welding or other means prior to July 1, 2004.

**What is the Applicable Law?**

It is Massachusetts law, Ch. 90, Section 19K, (as established by Ch. 149, Section 142 of the Acts of 2004) that requires the removal of plows and plow hitching mechanisms in warm-weather months.

**IMPORTANT**: Snow Plow Plates are NOT required in order to plow!

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**Customers Not Receiving Plate Decals**

Due to a production problem at the prison, some plate decal cards were printed with no decal attached. Because of this, some registrations renewals were mailed with no plate decal. The RMV is looking at this issue. All branches have been advised that if they receive a request for a replacement decal to check ALARS to verify a customer’s registration status and give the client the appropriate decal for no fee.
Vehicles manufactured for use in a foreign country, or that have been registered in a foreign country that are brought to Massachusetts to be registered and/or titled are called grey market vehicles. The owner of such a vehicle must present the RMV with a customs entry form at the time of registration or titling. If the customer does not have a customs entry form, the customer must call U.S. Customs at any one of the following numbers, in order to learn how to obtain one:

Boston Area - (617) 565-6111, (617) 565-6112, or (617) 565-6118
Springfield Area - (413) 785-0365
Worcester Area - (508) 793-0293

Please do not send the customer to a U.S. Customs location. Each situation is different, and very often customers who simply show up at a Customs office lack the proper paperwork, or have gone to the wrong location. For this reason, please simply advise the customer to call U.S. Customs, provide them with the phone numbers, and allow the Customs officials to guide the customer through the rest of the process.

Effective immediately, the Class D and M Vision Screening Certificate and the CDL Vision Screening Certificate can only be completed by an ophthalmologist or by an optometrist who is licensed to practice in the Commonwealth of Massachusetts. They can no longer be completed by any physician. The Class D and M Vision Screening Certificate (T20750-1010) and the CDL Vision Screening Certificate (T21848-1010) have both been revised with this policy and are available online.

We have received calls from several members indicating that some RMV Branches are rejecting renewal transactions when the printed form includes an obsolete body style and sending the client or runner back to the agent for an RMV-3 with the correct body style.

This is INCORRECT! When the RMV-2 reflects an obsolete body style, the clerk should look it up on ALARS and correct it in the system. The only time that agents should have to do anything “extra” with regard to body style is for newly-acquired vehicles. A copy of the update sent out to all RMV branches is posted on our website. Click here to read/download the update.

As always, if you have questions or need additional information, feel free to contact Donna McKenna or Kathy Cormier by phone at 800.972.9312 or 508.634.2900 or by email at dmckenna@massagent.com or kcormier@massagent.com.

MAIA would like to acknowledge our 2010 Agent Awareness Campaign Diamond and Platinum company partners. Please support those companies that support the Independent Insurance Agent.
We’ve received a couple of emails from Dan Strollo, President of In-Control Crash Prevention Training asking for help with a lease issue at his south shore training facility. We at MAIA have called and emailed the Governor, but as you can see by today’s email, Dan still needs help. Please consider contacting Governor Patrick on behalf of In Control and your clients who are or will be BETTER drivers as a result of the In Control training. Thanks!

Needs Help from Industry Friends

Hello Friends!

I wanted to write with an update after yesterday’s email (click here if you missed it).

From what we can tell, more than 500 of you emailed the Governor over the last 24 hours. Beyond that, hundreds have called. We are grateful for your support and absolutely floored with such a large response. We are also tremendously proud of the dozens of emails we were cc’d on including stories of crashes avoided thanks to our program.

As of late afternoon today, we have yet to hear from the Governor or a member of his immediate staff. We have spoken to a few people at his switchboard and have been promised that someone would be getting back to us by now. Not having lead one of these "movements" before, we have no idea how many calls or emails it takes to make an impression.....sooooo please feel free to continue to encourage others to call or write per the instructions below. If you are a facebook user, you can click here and show your support there.

Meanwhile, we have received a few inquiries from Boston media and will start to reach out to them tonight. If you have a particular radio program, news channel or newspaper that you want to make aware of our situation, please feel free to forward our email to them. We've helped nearly all of them with some type of news feature in the past, so hopefully they will be interested in helping us too.

Please encourage them to follow up with me personally:
Dan Strollo
Dan@DriveInControl.com
(617) 306-6264 mobile

We did receive one call last night concerned with our request to get the government involved in an issue between two private companies. As the president of a small business, this is definitely something I am sensitive about. I placed hundreds of calls or emails in October believing that a change in a Mass DOT contract would result in our ability to remain in S. Weymouth a few more months and that the developer of the former naval base was supportive of this effort.

When we moved that mountain and learned that our landlord was still not interested in extending our lease, we felt mislead. They did not break any laws and we had nothing in writing from them, but efforts were made based on emails and conversations held with the parties involved. In my response to their eviction notice I promised not to let up on my efforts and have not heard from them since. We do not believe that government can force our landlord to do anything, but we do feel that the Governor's Office has the ability to call a meeting and educate them on the importance of what we do; a meeting we requested weeks ago, when we were told via email that their hands were tied.

I will try not to abuse this distribution list, but tomorrow morning we start to dismantle our classroom. By Thursday it will be on a truck and by Friday it will be moved from the airbase. While it is possible for us to find a replacement classroom in the coming weeks, the expense may not be justified as our potential class days fall from the calendar.

To the dozens of you who have offered to write letters, make additional calls, etc. We thank you and will write back as soon as time permits. To the nearly 1,000 of you who have contacted the governor - "THANK YOU!!!!"

Our commitment to everyone remains the same and we hope to be around a long time regardless of how this is resolved. If you additional suggestions, ideas for corporate sponsors or simply want to put on a holiday party for your employees next month...just let me know and we'll make it happen!