



WESTERN MOTOR CARRIER SAFETY INSTITUTE, INC.

954 Butterfly Valley Rd., Quincy, CA 95971-9613
(530) 281-6565 Fax: (530) 281-6566 • 1(800)-TRK-SFTY
E-mail: paulherbert@trucksafetyexpert.com • www.trucksafetyexpert.com

Safety!
The Law Demands It
The Public Deserves It
Profits Depend on It

Presentation of Qualifications V. Paul Herbert, C.P.S.A. Commercial Motor Vehicle Safety & Compliance Expert

Areas of Specialization

- Commercial Vehicle (Truck & Bus) Accident Analysis
- Commercial Vehicle Driver Selection, Training & Evaluation Standards
- Air Brake Systems Operation & Maintenance Standards
- Commercial Vehicle Coupling Device (Fifth Wheel & Pintle Hitch) Standards
- Hazardous Materials Transportation Safety Regulations & Standards
- Loading & Load Securement Requirements & Standards
- State & Federal Motor Carrier Safety Regulations (49 CFR & 13 CCR)
- Commercial Vehicle Driver Hours of Service Restrictions & Driver Fatigue
- Tachograph Chart and On-Board Computer Report Analysis
- Commercial Vehicle Equipment & Maintenance Standards
- Forklift Operator Training, Evaluation & Certification Standards
- Truck Terminal & Loading Dock Safety Procedures and Design Standards
- Commercial Vehicle Conspicuity & Visibility Standards
- Commercial Vehicle Inspection & Operation Standards

Employment Experience

1-90 to Present, President / Director, Western Motor Carrier Safety Institute, Inc. Quincy, California.

Provide Commercial Motor Vehicle (truck & bus) Safety & Compliance Consultation, Truck, Bus and Forklift Operator Training & Evaluation, Claims Administration, Litigation Consulting, Accident Analysis, Hazardous Materials Training, etc. to trucking companies, institutions, trade associations and law offices. Currently maintain a Class "A" Commercial Driver's License, own, maintain and routinely operate commercial motor vehicles. Provide and operate "representative vehicles" for re-enactments. Inspect, photograph and take digital video of accident-involved commercial vehicles and forklifts. Conduct seminars and fulfill speaking assignments on various aspects of Commercial Vehicle Safety and Compliance Issues. Testifying Expert Witness concerning Commercial Motor Vehicle & Forklift Safety, Maintenance, Compliance and Operator Training & Qualification Standards.

1-89 to 12-89, General Manager, American Refrigerated Transport, Inc., Bakersfield, California. Oversaw complete operation of small interstate refrigerated trucking company. Responsibilities included: selection, orientation, training, monitoring and control of all employees. Oversaw the day to day operation and maintenance of 8 tractor-refrigerated trailer vehicle combinations which operated in 48 states. Developed Safety & Maintenance Policies and Procedures in compliance with the Federal Motor Carrier Safety Regulations, California Vehicle Code and the California Code of Regulations Title 13. Drove tractor-trailer on a regular basis hauling a variety of refrigerated loads. Operated forklift regularly loading and unloading trucks. Rode with and evaluated drivers regularly.

8-86 to 1-89, Director of Safety and Personnel, Kings County Truck Lines, Tulare, California. Administered Safety & Compliance Programs and Personnel for Company. Responsible for 300+ employees operating 250+ tractor-trailer combinations out of 9 terminals throughout California and Oregon. Responsibilities included: selection, orientation, training, monitoring and control of all employees, development of safety, maintenance and personnel policies and procedures, safety motivation, claims administration, labor relations, accident investigation & reconstruction. Assured compliance with multiple State and Federal Rules & Regulations. Also responsible for same at affiliated company, M.S.M. Trucking and consulted with commonly owned companies Cal-Western Transport, Regency Transport & Fluid Transport, Inc. Drove company-owned tractor-trailer combinations on a regular basis. Assisted in administering safety and oversight responsibilities for our maintenance shops consisting of approximately 40 full-time truck mechanics. Administered company forklift operator training and certification program.

4-85 to 8-86, Assistant Director of Safety & Maintenance Activities, Hazardous Materials Specialist, California Trucking Association, West Sacramento, California. Administered to the safety and compliance needs of the 2500+ member trucking companies belonging to the association. Conducted training seminars on the State & Federal Motor Carrier Safety Regulations, State & Federal Hazardous Materials / Wastes Transportation Regulations, Employee Safety, Defensive Driver Training, Accident Investigation, etc. Coordinated Safety & Maintenance Management Councils & Tank Truck & Hazardous Waste Transporter Conferences. Planned and executed annual commercial vehicle safety and maintenance educational 3-day educational seminars called "Safety Congress" & "Maintenance Institute". Conducted accident investigation / reconstruction services for CTA members and testified in many court proceedings in their behalf. While employed by the CTA held a part-time job with Fredericksen Tank Lines, Inc. in W. Sacramento as a tank truck driver hauling a variety of bulk fuels operating a variety of tank vehicle combinations. Administered CTA's Forklift Operator Training Program.

1-84 to 4-85, Tank Truck, Lowboy, Dry Freight & Lumber Truck Driver, Warehouseman, Eastman Transport, Inc., Ft. Bragg, California, Viking FreightSystems, Inc., Reno, NV, & Casazza Trucking, Sparks, Nevada. Responsibilities included the safe loading, operation and unloading of heavy commercial vehicle combinations, some exceeding 120,000 pounds in weight and 103 feet in length (triples), transporting a variety of lumber, steel & petroleum products as well as heavy construction equipment throughout Northern California & Nevada while pulling tank, flatbed and lowboy trailers. Was utilized as a "Driver Trainer" on numerous occasions by both companies. Performed light maintenance on assigned equipment & routinely worked in shop with mechanics. Worked on loading dock, loading and unloading dry van trailers by hand, hand-truck and forklift.

81 to 83, State Trooper, Nevada Highway Patrol, Reno, Nevada. Responsibilities included all those commonly associated with the position. Because of background & experience as a truck driver and truck mechanic, was often called upon for assistance in accidents or enforcement action involving heavy commercial vehicle combinations. In this position received a tremendous amount of valuable training and experience which has assisted in the development of a keen understanding of the laws and regulations which govern commercial vehicle operations and accident investigation / reconstruction techniques as well as vehicle dynamics of commercial motor vehicles while engaged in traffic collision incidents.

78 to 80, Lumber Truck Driver, Eastman Transport, Inc., Ft. Bragg, California, Log Truck Driver, Philbrick, Inc., Ft. Bragg, California, Flatbed Driver / Yard Man, C&H Transportation, Salt Lake City, Utah, Log Truck Driver, C&M Trucking, Quincy, California, Wood Chip Truck Driver, Thompson Trucking, Loyalton, California. Responsibilities at these various jobs involved the safe loading, operation and unloading of a multitude of different heavy commercial vehicle combinations, forklifts and heavy equipment equipped with different engines, transmissions, and body types. Vehicles operated included tractor semi-trailer, tractor double-trailer & truck & full-trailer combinations having log stake, flatbed, lowboy, drop-deck, and dump bodies. My duties generally required me to operate this equipment under the most demanding and severe roadway and weather conditions. Because of the severe service involved with these job responsibilities, i.e., operating grossly laden vehicles over narrow, winding, steep and often slippery roadways, I gained extensive valuable experience operating a variety of different vehicle combinations hauling an equally varied type of loads over severe roadway conditions.

77 to 78, Full-time Missionary (volunteer), Church of Jesus Christ of Latter-day Saints, various locations throughout Missouri & Illinois.

76 to 77, Dump Truck Driver / Heavy Construction Equipment Operator, Clark Construction, Portola, CA, Log Truck and Water Truck Driver, Clover Logging & C&M Trucking, Quincy, California. Responsibilities included the safe loading, securement, transportation and unloading of loads of various aggregates in a variety of dump body vehicle combinations, the transportation and distribution of loads of water on miscellaneous logging roads and landings, the transportation of logs from various locations throughout the Plumas National Forest to various lumber mills within Plumas, Sierra and Butte Counties.

Specialized Training

ATA Annual Safety Conference, American Trucking Association, Memphis, TN 2017 (24 hrs)

Safety, Security & Human Resources National Conference & Exhibition – American Trucking Associations, Little Rock, Arkansas, 2015 (24 hours)

Certified Driver Trainer Program – North American Transportation Management Institute, Sacramento, California, 2015 (16 hours)

Forklift Instructor Training (Recertification)- Ives and Associates / Sacramento Safety Center, Sacramento, California, 2015 (8 hours)

Advanced Commercial Vehicle Crash Investigation – Institute of Police Technology and Management, Jacksonville, Florida, 2014 (40 hours)

Managing Motor Fleet Safety Programs - North American Transportation Management Institute, Ontario, California 2013 (16 hours)

CVSA NA Roadside Inspection Familiarization Seminar – North American Transportation Management Institute, Albuquerque, NM, 2011 (8 hours)

ARC-CSI Crash Conference – Las Vegas, NV, 2010 (28 hours)

HR Bootcamp – North American Transportation Management Institute, Las Vegas, NV, 2006 (8 hrs)

Commercial Vehicle Safety Summit, California Highway Patrol, Sacramento, CA 2006 (16 hrs)

Air Brake School, Bendix Commercial Vehicle Systems, Sparks, NV 2006 (32 hrs)

Managing Motor Fleet Safety Programs, North American Transportation Management Institute, Fresno, CA 2005 (24 hrs)

Applied Physics for the Accident Reconstructionist, Institute of Police Technology & Management, Jacksonville, Florida 2005 (40 hrs)

Special Problems in Accident Reconstruction (Trailer Under-ride), Institute of Police Technology & Management, Jacksonville, Florida 2005 (40 hrs)

Motor Fleet Safety, North American Transportation Management Institute, Reno, NV 2005 (16 hrs)

ATA Annual Safety Conference, American Trucking Associations, Jacksonville, FL 2004 (24 hrs)

Commercial Tire Service, Tire Industry Association, Sacramento, CA, 2003 (8 hrs) ATA Western Regional Safety Conference, Seattle, WA 2003 (16 hrs)

Accident Investigation, North American Transportation Management Institute, Sacramento, CA (24 hrs)

Multi-modal Hazardous Material Transportation, San Diego, CA, 2003 (16 hrs)

Traffic Collision Reconstruction, Texas A&M University, Carlsbad Police Department, Carlsbad, California, 1998 (80 hrs)

Safety & Maintenance Management Seminars, California Trucking Association, International Trucking Show, Las Vegas, Nevada, 1997 (24 hrs)

Tire and Vehicle Dynamics ("Blow-out School"), Michelin of North America, Reno, Nevada, 1997 (28 hrs)

Bus Accident Investigation, Institute of Police Technology and Management, University of North Florida, Jacksonville, Florida, 1996 (40 hrs)

Advanced Commercial Vehicle Accident Investigation and Reconstruction, T.E.E.X., Texas A&M University, College Station, Texas, 1996 (48 hrs)

W.A.T.A.I. - S.O.A.R. - T.A.A.R.S. Combined Commercial Vehicle Anti-lock Braking Systems, Western Washington University, Bellingham, Washington, 1996 (24 hrs)

Forklift Instructor Training, Ives and Assoc. / Sacramento Safety Center, Sacramento, California, 1996 (40 hrs)

Investigation of Commercial Vehicle Accidents and Advanced Commercial Vehicle Accident Investigation, National Committee for Motor Fleet Supervisor Training and Certification, Norman, Oklahoma, 1994 (20 hrs)

Intermodal Hazardous Materials Transportation, U.S. D.O.T., Transportation Safety Institute, Long Beach, California, 1994 (20 hrs)

Defensive Driving Course 8, Instructor Training, National Safety Council, Sacramento, California, 1994 (16 hrs)

Hazardous Materials Transportation Instructor Training, American Trucking Associations, Salt Lake City, Utah, 1993 (40 hrs)

Air Brake Operation & Maintenance, Bendix Heavy Vehicle Systems, Reno, Nevada, 1993 (24 hrs)

Train the Trainer, American Trucking Associations, San Jose, California, 1992 (8 hrs)

Inspection & Investigation of Commercial Vehicle Accidents, The Institute of Police Technology & Management, Phoenix, Arizona, 1992 (40 hrs)

Post-Accident & Random Drug Testing, California Trucking Association, West Sacramento, California, 1992 (8 hrs)

Hazardous Materials, HM-181, American Trucking Associations, San Francisco, California, 1991 (8 hrs)

Air Brake Operation 7 Maintenance, Bendix Heavy Vehicle Systems, Anaheim, California, 1991 (8 hrs)

Commercial Drivers License Training, Highway User's Federation for Safety & Mobility, Washington, D.C., 1991 (16 hrs)

Commercial Vehicle Inspection & Accident Investigation, Texas A&M University, College Station, Texas, 1990 (40 hrs)

Traffic Accident Reconstruction, Institute of Police Technology & Management, Jacksonville, Florida, 1990 (80 hrs)

Certified Practicing Safety Administrator Study Group, California Trucking Association, West Sacramento, California, 1988 (40 hrs)

Hazardous Materials Awareness, Government Services Institute, Fresno, California, 1986 (8 hrs)

Hazardous Materials Transportation, California Highway Patrol Academy, Sacramento, California, 1985 (16 hrs)

Safety Coordinator Course, California Trucking Association, West Sacramento, California, 1985 (40 hrs)

Safety Management Council, Monthly meetings sponsored by the California Trucking Association, 2 hour lecture on various Safety Management & Training Topics (1985 to present)

Safety Management Council Conference, American Trucking Association, San Francisco, California, 1986 (16 hrs)

Safety Congress / Maintenance Institute, California Trucking Association, Anaheim, California, 1985, 1986, 1987, 1988, 1989, 1990, 1991 (140 hrs)

Transportation of Radioactive Materials, U.S. Department of Energy, Nevada Test Site, Mercury, Nevada, 1983 (32 hrs)

Federal Motor Carrier Safety Regulations, U.S. Dept. of Transportation, Stead, Nevada, 1982 (8 hrs)

Transportation of Hazardous Materials, U.S. Dept. of Transportation, Stead, Nevada, 1982 (16 hrs)

Winter Driving & Skid Control Techniques, California Highway Patrol, Truckee, California, 1983 (8hrs)

Advanced Technical Traffic Accident Investigation, Nevada Highway Patrol, Stead, NV, 1983 (40 hrs)

Traffic Accident Investigation, Nevada Highway Patrol, Stead, Nevada, 1981 (100 hrs)

Formal Education

Brigham Young University, Provo, Utah, 1976 (one semester) Declared Major —Building Construction Technology

Portola Jr. Sr. High School, (College Prep Course of Study - Graduate) Portola, California, 1975

Speaking Engagements & Courses Instructed

Masters In Trial – Abota Foundation, Los Angeles, CA, 2015

Trucking Litigation and D.O.T Regulations Seminar - Lorman Education Services, Denver, Colorado, 2008

Winter Truck Driving Safety - California Trucking Association, Sacramento, California, 1993, 1997, 2011 & 2012

Hazardous Materials Transportation Safety Instructor Training Course - Salt Lake City, Utah for Simpson Paper Company, 1995

Motor Fleet Trainer - National Committee for Motor Fleet Supervisor Training and Certification, Phoenix, Arizona, 1994

Drug and Alcohol Testing Requirements, Fleet Focus Group of Anheuser Busch Distributors, Riverside, California, 1994

Motor Fleet Safety for Supervisors, National Committee for Motor Fleet Supervisor Training, 1994 - Concord, California, Denver, Colorado, Dallas, Texas, Baltimore, Maryland, Norman, Oklahoma - Lead Instructor for these 24 hour courses, 1995 - Seattle, Washington, Reno, Nevada

Advanced Motor Fleet Safety, National Committee for Motor Fleet Training & Certification, 1995 - Seattle, Washington

Miscellaneous One & Two-day Courses on Hazardous Materials & Wastes Transportation Safety, Western States, 1993 & 1994

Inspection of Commercial Vehicles, Norcal Waste Systems, Inc., San Francisco, California, 1993 (24 hrs)

Traffic Accident Investigation, California Trucking Association, Various Safety Management Council Meetings, 1986 - 1991

Hours of Service & Log-keeping, California Trucking Association, Norwalk, California, 1990

Safety Coordinator Course, California Trucking Association, West Sacramento, California, 1990

Professional Affiliations

- ✓ **American Society of Safety Engineers**
- ✓ **California Trucking Association's Safety & Maintenance Management Council**
- ✓ **Commercial Vehicle Safety Alliance (CVSA)**
- ✓ **North American Transportation Management Institute (NATMI)**
- ✓ **National Safety Council – Sacramento chapter**

Special Positions Held

Treasurer, Northern Safety & Maintenance Management Council, California Trucking Association, 2005-2006

Chairman, Northern Safety & Maintenance Management Council, California Trucking Association, 2003, 2010 & 2011

Member, ATA Accident Review Committee, 2000 - Present

First Vice-Chairman, Sacramento - San Joaquin Safety & Maintenance Management Council, California Trucking Association, West Sacramento, California, 1997 & 1998

Chairman, Sacramento - San Joaquin Safety & Maintenance Management Council, California Trucking Association, 1992 & 1999

Chairman, Central Valley Safety & Maintenance Management Council, California Trucking Association, 1987

Chairman, Statewide Professional Truck Driving Championship Committee, California Trucking Association, 1988

Chairman, Central Valley Professional Truck Driving Championship Committee, California Trucking Association, 1987

Member, Industry Technical Advisory Committee for the Commercial Drivers License Program, California Department of Motor Vehicles, 1987

Member, West Hills Community College Truck Driver Training Course Industry Advisory Committee, 1988

Instructor, Commercial Driver's License Course, Sierra College, Rocklin, California, 1991

Special Certificates Received

Commercial Tire Service Technician, Tire Industry Association, Sacramento, California, 2003

Defensive Driving Course 8 Instructor, National Safety Council, Sacramento, California, 1994

Master Certified Instructor, Commercial Driver's License Training, Highway User's Federation for Safety

Certified Safety Coordinator, California Trucking Association, 1986

Certified Practicing Safety Administrator, California Trucking Association, 1988

Air Brake Specialist, Bendix Heavy Vehicle Systems, Reno, Nevada, 1993, 2002, 2006

Certified Forklift Instructor, Safety Center, Ives & Associates, Sacramento, California, 1996, 1999, 2002, 2005, 2008, 2012, 2015

V. Paul Herbert, C.P.S.A.
President

FEE SCHEDULE - V. PAUL HERBERT, C.P.S.A.

Expert Origination & Activation Fee (non-refundable and isn't credited towards any case work)	750.00
Conflicts check, case set up, release of CV for use and distribution, project initiation.	
Consultation, Document Review, Testimony; court & deposition, etc350.00/hr
Assistants / Support Staff	100.00/hr
Travel	150.00/hr
Insurance coverage for requested inspections	100.00
Insurance coverage for inspections requiring Paul to operate equipment250.00
Mileage (on own vehicle)60/mi

Other expenses will be passed-on directly to client (shared with other clients when possible).

**Please make all checks payable to: WESTERN MOTOR CARRIER SAFETY INSTITUTE, INC.
TAX I.D. #41-2121104**

Rates/Fees are subject to change without notice. I agree to the above fee schedule and will assure all invoices are paid within 60 days of receipt. I further agree that payment of invoices from WMCSI is not in any way contingent on the outcome of the final disposition of the case. I agree to promptly pay the invoiced amount regardless of settlement outcome or jury verdict. Additionally I agree that all invoices not paid within 60 days will be subject to a late fee of 1.5% per month. _____(Please Initial)

Firm: _____

Attorney Name: _____ Email: _____

Paralegal/Assistant Name: _____ Email: _____

Firm Address: _____

Phone Number: _____ Fax Number: _____

Case Name: _____

Date of Loss: _____ Trial Date: _____

Client Name: _____

Signature: _____ Date: _____

**Pease sign and email immediately to paulherbert@trucksafetyexpert.com or fax to:
(530)281-6566. WMCSI: 954 Butterfly Valley Road, Quincy CA 95971**

Revised 1/2/18

Request for Taxpayer Identification Number and Certification

Give Form to the
 requester. Do not
 send to the IRS.

Print or type
 See Specific Instructions on page 2.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. Veryl Paul and Glenda G. Herbert	
2 Business name/disregarded entity name, if different from above Western Motor Carrier Safety Institute, Inc.	
3 Check appropriate box for federal tax classification; check only one of the following seven boxes: <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____ Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner. <input type="checkbox"/> Other (see instructions) ▶ _____	<input type="checkbox"/> C Corporation <input checked="" type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate
4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <small>(Applies to accounts maintained outside the U.S.)</small>	
5 Address (number, street, and apt. or suite no.) 954 Butterfly Valley Road	Requester's name and address (optional)
6 City, state, and ZIP code Quincy, CA 95971	
7 List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. It must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note: If the account is in more than one name, see the instructions for line 1 and the chart on page 4 for guidelines on whose number to enter.

Social security number																
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or																
Employer identification number																
4	1	-	2	1	2 1 1 0 4											

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here Signature of U.S. person ▶ V. Paul Herbert Date ▶ 10-26-16

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. Information about developments affecting Form W-9 (such as legislation enacted after we release it) is at www.irs.gov/fw9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following:

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)

- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding? on page 2.

By signing the filled-out form, you:

- Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
- Certify that you are not subject to backup withholding, or
- Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
- Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting?* on page 2 for further information.