



# *Drayage Truck Registry Systems*

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## *Topics*

- New & Evolving DTR Systems
- Clean Trucks Program DTR for POLA & POLB
- California Statewide DTR
- Challenges & Opportunities for DTR Systems Data Sharing

## *New & Evolving DTR Systems*

- **Why DTR Systems ?**
  - Mandated by Ports and State Regulatory Programs
  - DTR database systems help to ensure compliance with Port and Statewide Clean Air Programs, banning older trucks
  - Determination of compliant and non-compliant drayage trucks
  - Access control, Reports and metrics on truck registration, age of truck fleet, verify emission reductions
- **DTR Systems are Likely Here to Stay**
  - POLA/POLB Clean Trucks Program DTR started in Oct 2008
  - California Statewide DTR—started Feb 2009
  - Useful to government and operational stakeholders

## *Clean Trucks Program-POLA/POLB*

- San Pedro Bay Ports--Clean Air Action Plan mandate for combined DTR system for POLA/POLB
- Initial DTR operational since Oct 2008 with over 18,000 drayage trucks in the system
- **LMCs with Concessions** required to register their trucks in the system
- New Port-owned DTR (PDTR) system currently in design phase

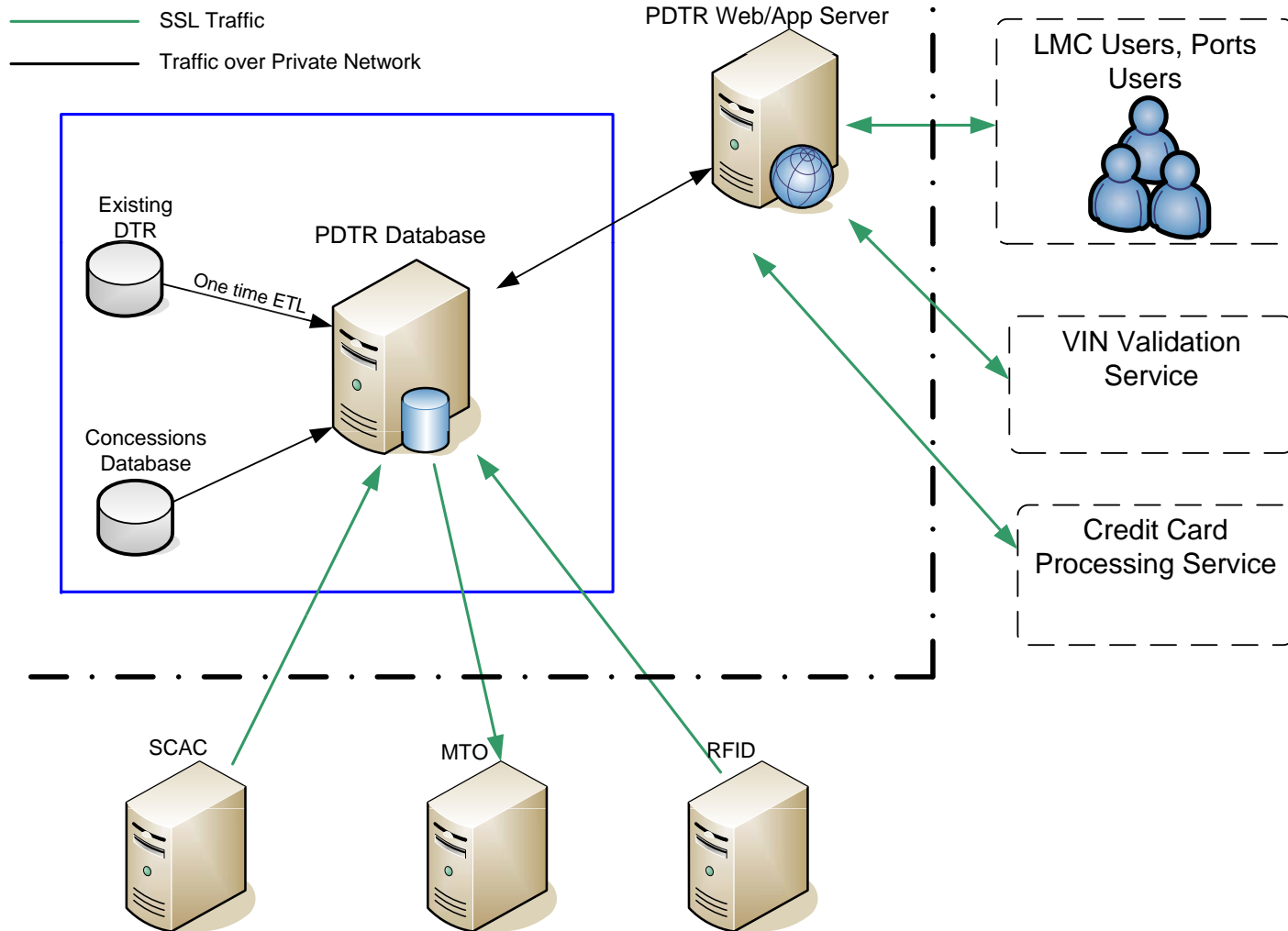
## ***POLA/POLB Progressive Ban***

- Oct 1, 2008--All pre-1989 trucks are banned from entering the Ports
- Jan 1, 2010--1989-1993 trucks will be banned in addition to 1994-2003 trucks that have not been retrofitted (VDECS)
- Jan 1, 2012--All trucks that do not meet the 2007 Federal Clean Truck Emissions Standards will be banned from the Ports
- More stringent than State requirements

## ***PDTR for POLA/POLB***

- Custom build application using Microsoft .NET technologies
- Transfer of data from current DTR to the new PDTR
- New PDTR in production by August 2009
- Some new features: email alerts notifications, new design look & feel, new report capabilities for LMCs and Port CTP admins, query mobile devices

# PDTR Conceptual Architecture



## ***PDTR Stakeholders***

- **LMCs with an approved Concession** will be responsible for entering new data and updating the PDTR
- Types of information:
  - LMC Contact Information
  - Truck information, Truck Fees, Access Codes
    - Truck Identifiers – VIN, license plate, RFID
    - Engine Information – Make, Model, Year
    - Retrofit Information – VDECS equipment
    - Registered Owner Information – Name, Address, Phone
- Clean Trucks Program & Concession Administrators
- MTOs
- Port Authorities



## *California Statewide DTR*

- California Air Resources Board, Drayage Truck Regulation mandates a Statewide DTR
- **Truck Owners responsible** for registering their trucks in the Statewide DTR by September 30, 2009
- Statewide DTR available in April 2009 for on-line registration
- ARB estimates potential for 100,000 trucks to be in the system

# ***State Regulation***

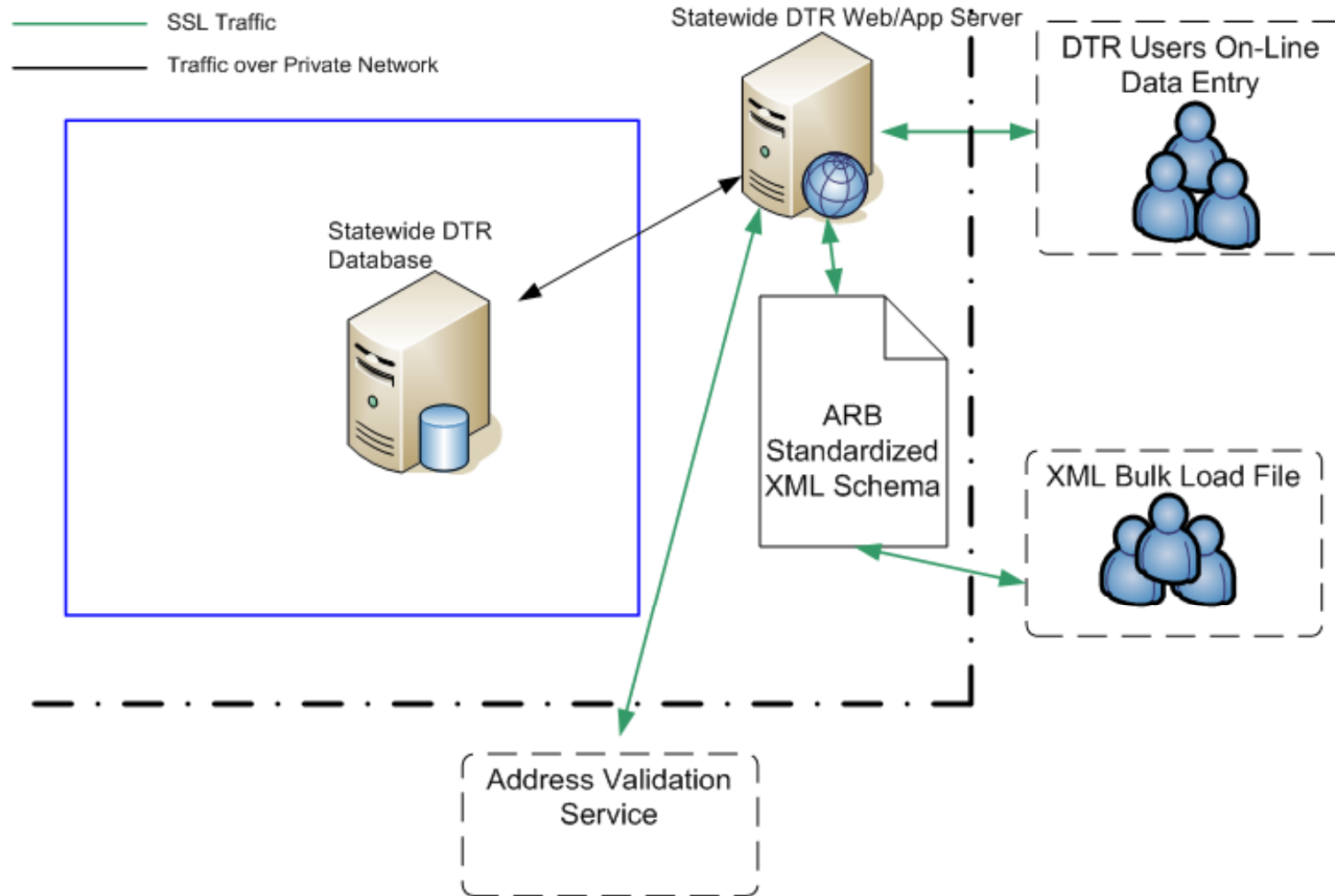
## **Phase 1 by December 31, 2009**

- 1994-2003 model year engine certified to California or federal emission standards installed with a level 3 of verified diesel emission control strategy (VDECS) (compliant thru 2013)
- 2004 model year engine certified to California or federal emission standards (compliant thru 2011)
- 2005-2006 model year engine certified to California or federal emission standards (compliant thru 2012)
- 2007 or newer model year engine certified to California or federal emission standards (compliant thru 2020)

## **Phase 2 by December 31, 2013**

- meet or exceed 2007 model year engine standards certified to California or federal emission standards (compliant thru 2020)

# Statewide DTR Architecture



## ***Statewide DTR Data***

- Company/Contact Information for Truck Owner
- Truck Identification Information
  - Manufacture, Model Yr, VIN, License #
- Truck Engine Information
  - Model Yr, VDECS details of equip & installer
- Compliance Determination & Request for Mail In Compliance Sticker

# *Statewide DTR Stakeholders-1*

## Truck Owners:

- ✓ Ensure truck meets emission standards by deadline dates
- ✓ Register truck in the Statewide DTR
- ✓ Ensure the truck driver provides the motor carrier contact information to enforcement personnel when requested
- ✓ Ensure all emission control technologies on the truck are installed correctly and working properly

## *Statewide DTR Stakeholders-2*

### LMCs:

- ✓ Provide a copy of the regulation or ARB summarized version to each truck owner
- ✓ Ensure trucks they dispatch are compliant with emission standards and Statewide DTR requirements
- ✓ Ensure truck drivers relay motor carrier contact information to enforcement personnel if requested
- ✓ Keep truck dispatch records for 5 years

## ***Statewide DTR Stakeholders-3***

### **Terminals and Rail Yards:**

- ✓ Collect information as specified in the regulation from all non-compliant trucks entering their facilities
- ✓ Relay the non-compliant truck information to their respective port or rail authorities according to a set quarterly schedule as specified in the ARB regulation

### **Port and Rail Authorities:**

- ✓ Collect non-compliant truck information from terminals and rail yards and report it to the ARB according to a set quarterly schedule as specified in the regulation

## *Vision for Integrated DTRs?*

- ARB, POLB, and POLA are exploring options for how best to integrate the data between the PDTR and Statewide DTR systems
- Common goal of newer, cleaner drayage trucks serving California Ports and Terminals with DTR compliance tracking
- Goal of having synchronized, accurate data in Ports DTR and the Statewide DTR would benefit all stakeholders



## *Challenges to Data Sharing*

- POLA/POLB DTR designed specifically for the San Pedro Ports Clean Air Program—a **Concession, LMC model**
- Statewide DTR applies to all drayage trucks in State—a **Truck Owner model**
- Potential for Truck Owners to authorize LMCs to enter data for their trucks with formal, signed approval forms
- Legal, policy, technical, and operational issues not yet resolved

## *Summary*

- LMCs with Concessions responsible for data in the POLA/POLB current DTR and new PDTR
- Truck Owners responsible for data in the Statewide DTR
- DTR data sharing & validation approaches being evaluated by ARB and POLA/POLB as DTR systems evolve
- By September 30, 2009 all drayage trucks serving California Ports need to be registered in the Statewide DTR

## *Links*

<http://www.portoflosangeles.org/environment/ctp.asp>

<http://www.polb.com/environment/cleantrucks/default.asp>

<http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>

<http://www.arb.ca.gov/arber/arber.htm>

## *More Information*

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