

**ACHIEVING SHARED
EFFICIENCIES
THROUGH
COOPERATIVE
IMPLEMENTATION**



**Commercial
Vehicle
Electronic
Screening**

State Agencies and the Trucking Industry Join Forces to Reach a Mutually Beneficial Goal

“Electronic screening facilitates movement, reduces congestion, and is well liked by carriers. Once legislators see it, they can’t help but like it.”

—Renee Radcliff, State Representative from Washington’s 21st District

Both state agencies and motor carriers benefit from the time and cost savings electronic screening offers.

For states , electronic screening:

- Allows enforcement to focus on unsafe and illegal carriers
- Streamlines agency operations
- Reduces pollution levels
- Promotes economic viability

For motor carriers , electronic screening:

- Increases profit margins
- Promotes retention of skilled drivers
- Helps to maximize fleet resources
- Promotes safe operations

“Electronic screening has helped our relationship with the motor carriers. They recognize we have a job to do and we know they need to be moving to serve their customers and make a profit. We both understand that it is in everyone’s best interest to keep legal trucks on the road as much as possible.”

—Alan Frew, Port of Entry Manager, Idaho Transportation Department

An integrated clearance system produces the maximum benefit when both vehicles and states are equipped with the appropriate

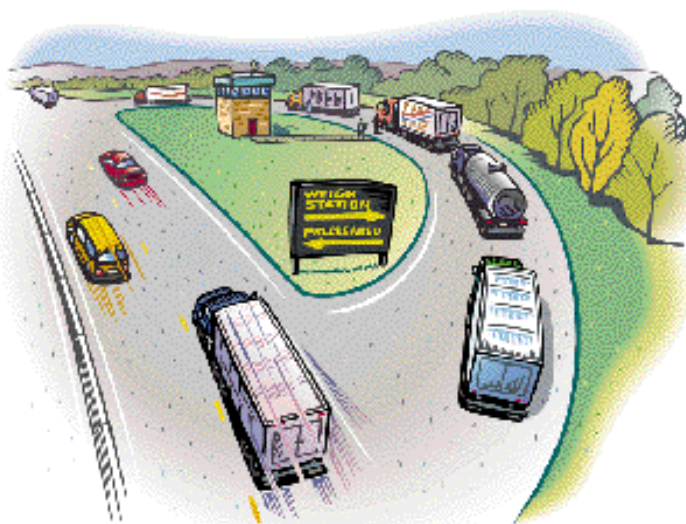
electronic screening technologies. Realizing these benefits requires both states and industry to reach consensus on how best to identify vehicles electronically to achieve improved commercial vehicle operations (CVO).

“When public institutions are looking for system improvements in CVO, partnering with the trucking industry provides an essential customer perspective. No new institutional CVO systems should be undertaken without this partnership in place.”

—Dick Mango, ITS Program Office, Colorado DOT

Coordination Is Key to Improved Interstate Commerce Operations and Enhanced Highway Safety

Neighboring states and the carriers are entering into mutually beneficial, cooperative relationships to implement electronic screening for commercial vehicles.



The need to implement interoperable state screening systems that are completely compatible with each other is highlighted by the fact that interstate commerce is essential to the motor carrier business.

“We need to work together to adopt best practices for electronic screening and solve common problems. As a result, we’ll reduce both the institutional and technological costs involved. The sooner we achieve complete interoperability across transparent state borders, the sooner truckers enhance efficiencies to the benefit of commerce and government ensures safety and regulatory compliance in general, to the benefit of everyone.”

—Gregg Dal Ponte, Deputy Director, Motor Carrier Branch, Oregon Department of Transportation.

Multi-state compatibility of screening systems can help states to:

- Gain economies of scale
- Establish uniform clearance criteria
- Pool resources for development of new systems or programs
- Develop best practices in designing state-of-the-art vehicle enforcement facilities
- Create solutions to issues that cannot be resolved by individual states
- Integrate initiatives into existing state planning processes

“If you buy into the notion that states want to improve ‘trade,’ then it is clear that the solution to improved trade is better transportation. Better transportation comes through ITS [Intelligent Transportation Systems] deployment and better transportation within a state attracts business from abroad.”

—Tim Erickson, Commercial Vehicle Information Systems and Networks, Program Manager, Washington DOT

Achieving Shared Efficiencies Through Cooperative Implementation

“The CVO strategic business plan was a great motivator in getting agencies to speak with each other. It showed where lines of communication were, and where there were disconnects. It illustrated opportunities to improve government services.”

—Joel Hiatt, US DOT, Office of Motor Carriers

Although various state agencies responsible for commercial vehicle operations have different missions, they all have similar information needs.

“Although there has always been an excellent sense of cooperation between the California trucking industry and the state regulatory agencies, ITS [Intelligent Transportation Systems] has really provided the forum to enhance those relationships. The increased contact between the industry and state agencies has resulted in a stronger partnership and more mutually beneficial decision-making.”

—George Edgerton, California Trucking Association

By networking with neighboring safety information systems, states can:

- Coordinate safety efforts
- Share data among agencies
- Encourage carriers to develop safety management programs
- Decrease cost by shared pool resourcing

“Safety on highways must always be an overriding consideration. All Colorado’s CVO/ITS [Commercial Vehicle Operations/ Intelligent Transportation Systems] systems are developed with safety as our foremost goal.”

—Pete Mirelez, Colorado Transportation Commissioner

Effective Deployment Reaps Immediate and Long-Term Rewards

State agencies that have deployed electronic screening are quick to cite the benefits of effective institutional coordination.

“This is an incredible partnership—this is the first time that regulatory and enforcement agencies have truly partnered with the motor carrier industry. The results of that can be seen in greater benefits to the citizens.”

—Tim Erickson, Commercial Vehicle Information Systems and Networks, Program Manager, Washington DOT

Continued cooperation also:

- Minimizes risk and cost of deployment
- Improves interstate communications
- Leverages the knowledge of others

Through teamwork, perceived technical constraints are often resolved, resulting in solutions that benefit all parties.

“Relationships are the crucial element to making this happen.”

—John Van Berkel, Chief, Office of Highway & Toll Bridge Operations, CalTrans

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