

ISIC Subcommittee SC7 MDMS – Truck Identification Working Group

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Update prepared by: Rebecca Embacher, MnDOT
Rebecca.Embacher@state.mn.us
(m) 651-373-5222

Truck identification working group minutes

The International Society of Intelligent Construction (ISIC) Subcommittee on Material Data Management Systems (MDMS) working group for truck identifications met on June 14, 2022 to discuss standardization of truck identifications within the AASHTO MDMS provisional practice. The following individuals participated in this meeting:

- Brad Cegla, MnDOT
- Al Cleeland, Meta-ct
- Curtiss Dorr, Topcon
- Curt Dunn, NDDOT
- Rebecca Embacher, MnDOT
- Chris Freeman, Highway Data Systems
- Charlie Groshens, MnDOT/AASHTOWare Project Rep.
- Justin Higdon, Vulcan Materials Company
- Bruce Jacobson, Butterfly Technologies
- Kevin Kosobod, MnDOT
- Matt Selin, MnDOT

The working group was extremely engaged and discussed the topic in detail throughout the duration of the 2-hour meeting. The following summarizes the discussion points:

- There are 4 unique users of truck IDs and all parties must agree on the same physical truck:
 - Material producer
 - Hauling company
 - Construction company receiving the material
 - DOT inspecting delivery of material and the material
- It is extremely difficult for suppliers to obtain truck identifications (IDs) in advance for multiple truck owners (MTOs) (brokers) and independent truck owners (ITOs).
- The truck ID used by the MTO and ITO is often different than what the supplier is using.
- There are many suppliers and contractors that work across multiple states. It is difficult to set up the digital databases correctly, within the MDMS for population of truck IDs, when each state uses different truck ID standards.
- There are pros and cons to the use of RFID's in the truck.

- We need to keep it as simple as process to allow for adoption of standardization.
- Cameras, RFIDs, facial recognition have potential, but expensive for use for truck identifications.
- Need to think about what is unique to a truck (e.g., VIN numbers, license plates, number assigned by company). Truck size or type is not unique.
- Netherlands, and other European countries, require use of license plates and check the plates against the national database. They have had no legal issues using license plate numbers and Europe is stricter than the US on privacy.
- Numerous individuals require keying in truck identifications at multiple locations. VIN number is too difficult to type correctly.
- RFID, or camera, could tie to license plate or VIN number.
- There is a potential for duplicate license plate numbers across the states. This could be simply addressed by adding a 2-digit state abbreviation before the plate number (e.g., XX-PlateNumber). Hyphen is easier to use than an underscore to reduce the complexity on the keyboard. No space, would be difficult to strip out prefix if needed.
- Truck driver identifications are going to continue to be difficult to track for Civil Rights and Labor Compliance laws. ITO not as big of an issue as it is for MTOs. Free on board (FOB) are extremely difficult to track as supplier does not know the driver. MTO is often DBE certified. ITO not as advantageous to be DBE certified. It is personal choice to be self-registered for gender and race.
- The license plate is always unique in Europe and UK. It is the easiest means to identify a truck and replicate in a system. Plates are in a national database, and therefore, no privacy issues.
- Private plates in the US are sometime case sensitive.
- US DOT numbers are not truck specific, but hauler specific. All trucks owned by a given hauler use the same US DOT number.
- Safety issues are a concern for viewing the license plate on back of truck.
- Cannot make brokers do anything without a DOT requiring it.
- License plates for trailers are different than that of the power unit.
- The power unit should be the controlling license plate for use in identification.
- Need to trace material back to driver – which is associated with the power unit.
- Both plates would be useful to have.
- Non-standardized truck IDs are difficult. For instance, one supplier has 460 ITOs. It is difficult to make sure that the correct IDs are used.
- Working group recommends the following:
 - Include standardized truck ID within AASHTO MDMS provisional.
 - Stress importance to all states as to why a standardized naming convention is needed.
 - Require truck ID to be on both sides of the power unit, to assist with safety and viewing of ID.
 - The standardized truck ID will reflect the 2-digit state, or territory, abbreviation followed by a hyphen and the power unit's license plate number.

MDMS AASHTO Provisional Practice language change

ISIC's subcommittee SC7 MDMS truck identification working group drafted the following proposed standardized language to be included in the MDMS provisional practice. Please review this language and contact Rebecca Embacher (Rebecca.Embacher@state.mn.us) should you have any comments or concerns that require addressing by this subcommittee.

Display the truck identification on both sides of the power unit in a contrasting color, visible from a distance of 50 feet (15 meters) during daylight conditions and while the vehicle is stationary. The truck identification, on both sides of the power unit and included as the truck identification in the E-ticket, will reflect the two-letter state or territory abbreviation followed by a hyphen and the power unit's state or territory license plate number (e.g., AL-2B64V98, AK-JPL799, AZ-669ZHB).