Safety and Security Element
Truck Tracking Subcommittee Update
June 24, 2008

- How did we get here?
- Why track trucks for security?
- Additional opportunities/benefits
- Request For Proposal (RFP) Process
- Key Elements of the RFP
- TAC Comments & Input

How did we get here?

- 2005 UASI Security Grant
- CA 1B Bond Measure; RFID Truck Tracking and Reporting Project
- CTMP and Truck Tracking Subcommittee
- Cost Assessment: RFID vs GPS
- RFID to Wireless Truck Tracking Focus
- Technology Advancements → RFP Strategy

Why track trucks for security?

- Federal focus on Maritime Domain Awareness
- Marine Terminals are Critical Infrastructure
- Main argument for State Port Security Grant funding
- Need to verify legitimate, registered trucking business in the Port
- With high traffic volume, need to automate as much as possible
- Need a system to cross reference info about a threat like a stolen truck to enable quicker, effective response
- Quickly ID business purpose and driver ID to establish security green light for terminal access control

Additional Opportunities/Benefits

- Security component primary, additional ancillary benefits vital to buy in
- Opportunity to establish a system that has logistical benefits for all users
- Opportunity to establish a system that can be leveraged by other agencies, like CARB, to verify regulatory compliance
- Opportunity to establish a system that could be used to collect fees when a structure is established

Request For Proposal (RFP) Process

- Performance Requirements Focus – What do we need and want from the system?
- What will it cost?
    - Hardware and Software Purchase and Installation
    - Database Establishment
    - Hardware and Software Maintenance
    - Database Operation

Key Elements of the RFP

Statement of Work

"The Truck Tracking initiative will address the establishment of a system to track drayage trucks in the Port Maritime Domain to primarily ensure that enhanced domain awareness and critical infrastructure protection goals are achieved. Included under this initiative will be the institution and operation of a truck database, the identification of appropriate wireless technology to integrate terminal operator-trucker-port authority communications, as well as reporting on compliance with the Port's security, clean trucks, and/or geo-fencing efforts (an information technology application that monitors trucking activity within a designated area). The system may also be used to facilitate possible fee collection to support efficiencies of operations efforts made by terminal operators, truckers, shippers and rail carriers. The system will also require the ability to expand, upgrade, and update to integrate new technology (both hardware and software) as it is developed, while also retaining the flexibility to expand to encompass growth in the number of trucks and/or geographic areas to be tracked."

Primary/Required System Goals (User Groups):

- Enhanced Domain Awareness (Port/CBP/ CHP/OPD)
- Critical Infrastructure Protection (Port/State/ Federal)
- Clean-truck compliance (Port/CARB)
- Monitoring of marine terminal gate entrance and exit (Truckers, Marine Terminal Operators/ Port)
- Standardized Electronic Data Interface (EDI) capability with external systems (All Users)
- Tracking of Haz-mat cargo (Port/Truckers/ CBP/CHP/Marine Terminal Operators)
- Third Party Management of the system (All Users)

Additional System Goals (User Groups):

- Potential truck tracking outside of the Port Maritime Domain, particularly in fence line areas (Community)
- Potential tracking of cargo to destination (Truckers/Beneficial Cargo Owners)
- Monitoring of marine terminal gate queuing & turnaround times (Truckers, Marine Terminal Operators/ Port)
- Dispatcher/administrator knowledge of drivers (Truckers)
- Congestion management (MTC/ACCMA/ CARB/Beneficial Cargo Owners/Marine Terminal Operators)

Performance Criteria (Information Management Solution – Database)

- *Secure Data*
  - Administrator access rights, user access rights, public key encryption and external data backup capability.
- *Electronic Data Interface (EDI)*
  - Standardized interface capability and authorization for interfacing with a variety of external systems, i.e... Potential User Group systems.
- *Monitoring & Reporting*
  - "Real-time" alerting & reporting capabilities, especially for security violations or threats.
  - Detailed reports on trucks, particularly those missing information, for transmission to appropriate agency users (determined by concept of operations).
- *Solution Performance*
  - Emphasis on performance and ease of use for the end user including, but not limited to, cross-platform capability, report templates & customizable layouts.
  - 24/7 operation and should not be subject to significant, defined as more than 12 hours, downtime in the case of failure.
- *California Air Resources Board (CARB) Compliance Verification*
  - Report truck status in support of compliance with the "Regulation to Control Emissions from In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks" rule.
- *Third Party Management*
  - To ensure comprehensive system integration and reliability including, but not limited to, system operation, database management, and hardware maintenance.

Components and Performance Criteria (Hardware & Software)

- *Tamper Proof*
  - To avoid tracking system evasion through device removal, alteration, destruction, data alteration, or corruption.
- *Hardware & System Integration*
  - Integration with Video, OCR, TWIC, Container Tracking, Appointment, Terminal Operating and Truck Dispatch Systems.
- *Data Transmission*
  - Encrypted data transmission using Public Key Encryption protocols to ensure a high reliability rating.
- *Certified Transfer Capability*
  - Certified transfer capability and process for used devices into new trucks to ensure the security of the data being captured by the system.

Potential User Groups

- *Law Enforcement*
  - California Highway Patrol (CHP)
  - Customs & Border Patrol (CBP)
  - Oakland Police Department (OPD)
- *Local, State & Fed. Transportation Agencies*
  - California Department of Motor Vehicles (DMV)
  - California Department of Transportation (CalTrans)
  - Federal DOT
  - Metropolitan Transportation Commission (MTC)
  - Alameda County Congestion Management Agency (ACCMA)
  - Railroads
    - Union Pacific Railroad (UP)
    - Burlington Northern Santa Fe Railroad (BNSF)
    - CSX Railroad (CSX)
- *Environmental Agencies*
  - California Air Resources Board (CARB)
  - Bay Area Air Quality Management District (Air District)
  - California Environmental Protection Agency (CalEPA)
- *Port Authority*
  - Port of Oakland
- *Maritime Industry*
  - Marine Terminal Operators
  - Logistics Companies (3PLs, Freight Forwarders, etc...)
- *Trucking Industry*
  - Independent Owner Operators
  - Trucking Companies
- *Business*
  - Beneficial Cargo Owners

TAC Comments & Input