

Delaware ITD-PRISM Program & Project Information



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DELAWARE ITD & PRISM PROGRAM AND PROJECT INFORMATION

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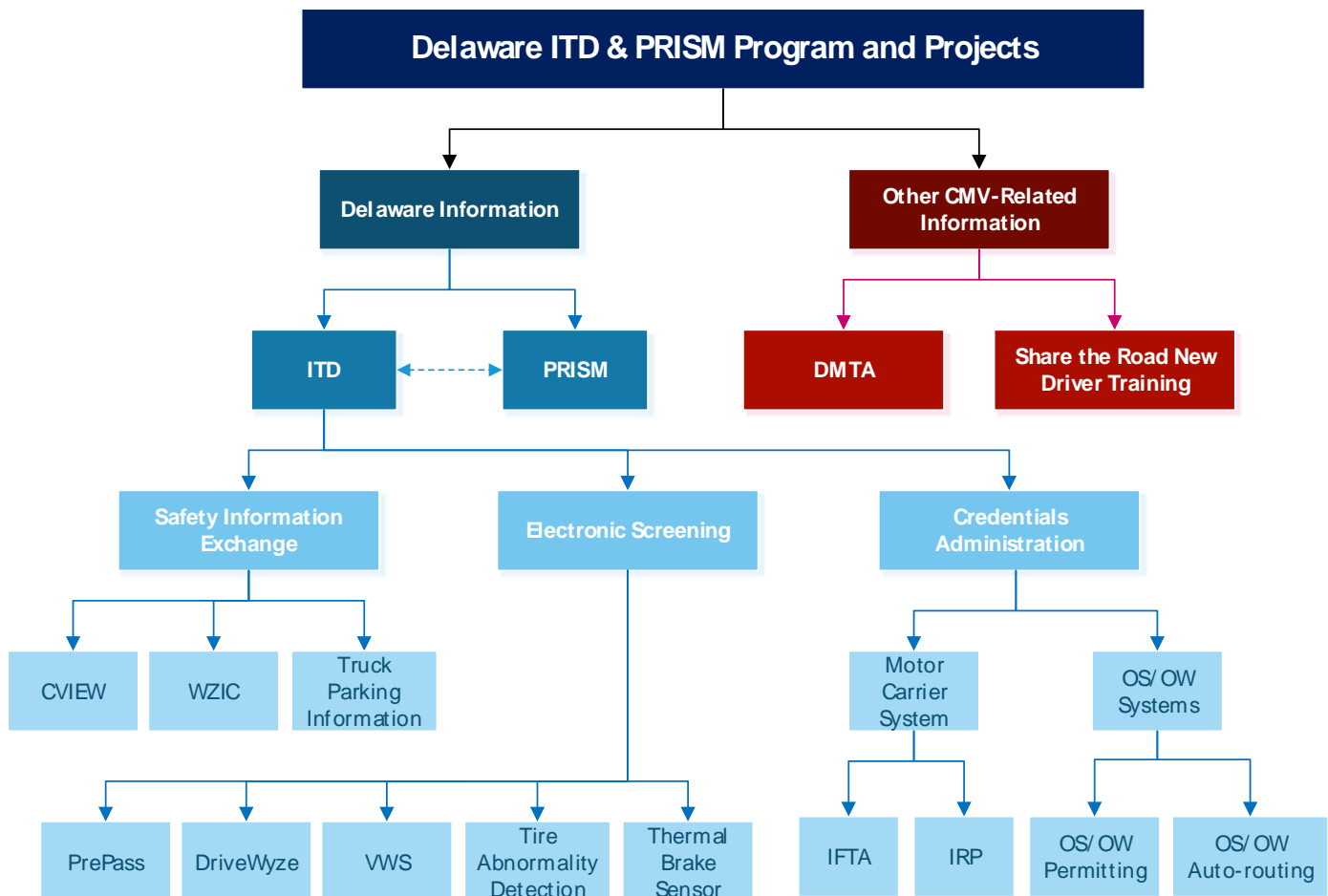
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Introduction

This document provides information about the State of Delaware’s Innovative Technology Deployment (ITD) Program and Performance Registration and Information Systems (PRISM) Program. Through ITD and PRISM, the Federal Motor Carrier Safety Administration (FMCSA) provides federal funding for states to deploy a variety of projects that support interstate and intrastate commercial motor vehicle (CMV) operations. ITD provides funding for CMV credentials administration; electronic screening of CMVs for size, weight, safety and credential information; and the real-time exchange of vehicle and driver safety information to support safety inspections and enforcement of CMV regulations. PRISM provides states with a mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. Delaware’s ITD and PRISM Programs are fully compliant with Titles VI of the Civil Rights Act of 1964. Follow this link for more information and scroll down for the latest FMCSA Title VI Compliance Document.

https://deldot.gov/Business/cr/index.shtml?dc=civil_rights_title6



Delaware ITD Program Information

In 2006 the State of Delaware embarked upon the Commercial Vehicle Information Systems and Networks (CVISN) Program, a comprehensive, multi-agency program to improve commercial motor vehicle safety and operations by:

- Replacing antiquated systems and processes for credentialing commercial vehicles with systems that are more efficient, accurate, and user-friendly,
- Developing new systems to exchange safety and credentialing information with other agencies and jurisdictions throughout the country to get unsafe carriers off the road, and
- Deploying the latest technology to electronically screen commercial vehicles for size, weight, and safety violations, allowing enforcement officers to focus their limited resources on high-risk carriers.

With the passage of the FAST Act in 2015, CVISN was renamed the Innovative Technology Deployment (ITD) Program.

The original Delaware CVISN (now ITD) Program Plan and Top-Level Design (PP/TLD) represented the State of Delaware's commitment to implement all Core CVISN capabilities through a program of projects that leveraged and enhanced existing systems and capabilities. Delaware's CVISN/ITD implementation program conformed to Core CVISN requirements as defined by the FMCSA. Delaware's implementation of its Core CVISN program was guided by the national Intelligent Transportation Systems (ITS) Architecture, ensuring that State deployments conform to the national program's core principles and open design standards.

By electronically linking government agencies and motor carriers, ITD is:

- **Improving safety** – More accurate and timely safety information improves the effectiveness of Federal and State safety programs, including the ability of safety enforcement personnel to focus their limited resources on high risk commercial vehicle operators.
- **Streamlining credentialing and regulatory systems and procedures** – More efficient and responsive administrative processes, including online processing, reduce the time, and cost involved in the credentialing process.
- **Increasing the productivity of the trucking and bus industries** – More efficient movement for safe and legal motor carriers is facilitated by putting up-to-date and accurate safety and credentials data into the hands of enforcement personnel; time and cost savings associated with electronic credentialing systems also provide productivity gains for motor carriers and enforcement officers.

Delaware has deployed all Core CVISN capabilities and has received Core CVISN Compliance Certification from FMCSA on September 16, 2014. These capabilities are summarized as follows:

- **Safety Information Exchange.** Delaware has deployed Aspen inspection software on commercial vehicle enforcement officers' laptop and at all major inspection facilities.

Delaware has also deployed a CVIEW System which provides commercial vehicle safety information sharing by providing cross-references among federal and state systems such as IRP, IFTA and OS/OW Hauling Permit System. CVIEW is also connected to several FMCSA systems such as Query Central, PRISM, Licensing and Insurance (L&I) System, Motor Carrier Management Information System (MCMIS), Query Central (QC), Commercial Driver's License Information System (CDLIS) to provide Delaware Law Enforcement personnel up-to-date safety, inspection, and credential information.

- **Credentials Administration.** Delaware participates in the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA). Delaware enables electronic credentialing through the State's IRP and IFTA systems (integrated and collectively referred to as the Delaware Motor Carrier E-Credentialing System), and the state exceeds the requirement that at least 10% of transactions are filed electronically.
- **Electronic Screening.** Delaware has deployed the PrePass E-Screening System and a weigh-in-motion (WIM) system at the US-301 weigh station that allows compliant commercial vehicles to bypass the weigh station. Communication with the vehicle driver is accomplished via transponder and dynamic message signs (DMS).

Delaware's Expanded ITD Goals and Objectives align with FMCSA's Expanded ITD Program areas and are summarized as follows:

- **Expanded Electronic Credentialing:** The current projects in this area are Delaware's Oversize/Overweight (OS/OW) Hauling Permit System's Software Upgrade and Common Look and Feel (CLF) Enhancement Project and the OS/OW Automatic Routing System Project.
- **Smart Roadside Electronic Screening:** The current projects in this area are (a) ongoing deployment of Virtual Weigh Stations (VWS) at strategic locations throughout the state, (b) Automated Brake Sensor Thermal Inspection System, and (c) Tire Abnormality Detection System.
- **Enhanced Safety Information Sharing:** The current projects in this area are the Work Zone and Incident Communication (WZIC) System research project that seeks to identify a suitable approach to communicate Delaware-specific work zone and incident information to commercial vehicle drivers and vehicles via in-cab devices, and the Truck Parking Information System project that will provide information to motor carriers regarding the availability of truck parking as they travel through the State of Delaware.
- **Driver Information Sharing.** Currently, there are no planned projects in this Expanded ITD program area. Delaware may add projects in this area to the ITD PP/TLD in the future.

Follow the links in this web page for more detailed information regarding Delaware's ITD Program and the projects listed here.

Credentials Administration

Credentials Administration entails using website or computer-to-computer exchange for motor carrier companies to apply for, review, and pay registration fees and returns on fuel taxes with State agencies, and for States to participate in the International Registration Plan (IRP) (<https://www.irponline.org/>) and International Fuel Tax Agreement (IFTA) (<https://www.iftach.org/>) clearinghouses. Core ITD requirements are summarized as follows:

- Automated electronic processing via Web-based or computer-to-computer solutions from carrier to State (processing includes carrier application, State application processing, credential issuance, and tax filing) of at least IRP and IFTA credentials, ready to extend to other credentials (intrastate, titling, Oversize/Overweight [OS/OW], carrier registration, HazMat). Note: Processing does not necessarily include e-payment.
- Update SAFER with interstate credential information as actions are taken.
- Connection to IRP and IFTA Clearinghouses.
- At least 10 percent of the transaction volume handled electronically.
- Ready to bring on more carriers as carriers sign up.
- Ready to extend to branch offices where applicable.

MOTOR CARRIER SYSTEM

International Fuel Tax Agreement (IFTA) Electronic Tax Filing and Credentialing System

Summary

The International Fuel Tax Agreement (IFTA) is a fuel tax collection agreement among the states of the United States and provinces of Canada. The agreement simplifies the reporting of fuel taxes by interstate motor carriers. Through the agreement, motor carriers can apply for credentials that allow them to travel in all IFTA jurisdictions. These credentials are issued by the jurisdiction in which the motor carrier is based.

The IFTA Electronic Tax Filing and Credentialing Implementation Project streamlines this process. The upgrade allows the Department of Motor Vehicles (DMV) to issue credentials and collect payments and taxes online. The system also shares data with IRP credentialing system through the new Motor Carrier E-Credentialing System. Motor carriers use a single login for the self-registration system to access and update their IFTA and IRP information. This includes updating credentials, decals orders, quarterly tax returns and payments.

Benefits

- Benefits to the State
 - o Increased efficiency of processes and state resources, reduced administrative costs and improved regulatory compliance
- Benefits to the Motor Carrier Community
 - o Motor carriers get time and labor savings provided by electronic credentialing, electronic quarterly tax filing, and electronic payment processing.

International Registration Plan (IRP) System

Summary

The International Registration Plan (IRP) is a registration agreement among the states of the United States and Provinces of Canada for registration fees paid by commercial motor carriers operating throughout the jurisdictions. The Plan allows registered carriers to pay fees based on each vehicle's total distance operated in each jurisdiction. Under the Plan, each fleet vehicle registers one license plate and one cab card.

Using the IRP system, the Delaware Division of Motor Vehicles (DMV) can process commercial vehicle registrations and payments electronically for IRP registered commercial vehicles. This includes processing of new, renewal, and supplemental applications for credentials, as well as payment options. The IRP system also interfaces with Delaware's Commercial Vehicle Information Exchange Window (CVIEW) system to provide data exchange capabilities for data validation and updates.

Through the IRP System Replacement Project, Delaware introduced the Motor Carrier E-Credentialing System. The system integrates IFTA and IRP functionality using a single login. The system became operational in 2014 and can be found here: <https://dmv.de.gov/services/MotorCarrier/index.shtml>

Benefits

- Benefits to the State
 - o The system reduces extra work by replacing legacy solutions such as spreadsheets that were used in the previous mainframe-based system.
- Benefits to the Motor Carrier Community
 - o Quick credential turnaround times and staggered registrations provide significant time savings to Motor Carriers.

Screenshot of Motor Carrier Services Login Screen

State of Delaware
The Official Website of the First State

Select Language

LRP Delaware **MOTOR CARRIER SERVICES** **IFTA** Delaware

Attention: Motor Carrier Customers
Motor Carrier will be accepting appointments for New Accounts and New Vehicles only. To set up an appointment please call 302.744.2702 or email DOT.MOTORCARRIER@DELAWARE.GOV
IFTA tax returns are to be filed by mail or online only at this time. IRP renewals and duplicate credentials shall be filed online, by email or mail only at this time.
Motor Carrier Online <https://www.dmv.de.gov/services/MotorCarrier>
EMAIL dot.motorcarrier@delaware.gov
Phone 302.744.2702

LOG IN
Password Expires Every 90 Days
Forgot Password ? | Forgot User ID ?

NEW USER INSTRUCTIONS : [READ BEFORE SELECTING New User Registration](#)

New User Registration
Use firstname.lastname for username

We accept Visa, MasterCard, American Express and Discover and EChecks.

Please contact us for assistance by **Telephone**: 302-744-2702 or Via **Email**: DOT.MotorCarrier@delaware.gov
Thank you from the Delaware Motor Carrier Managers & Staff
"First Class Service from the First State"

If you are a licensing agent, Federal Employee, State of Delaware Employee requesting access to this application, please email DOT.MotorCarrier@delaware.gov. Your email should include your full name, agency or employer, and contact phone number for us to respond to your request.

Related Links

Delaware.gov Privacy Translate Contact Phone Directory

OVERSIZE/OVERWEIGHT CREDENTIALING SYSTEMS

Oversize/Overweight Hauling Permit System Software Upgrade and Common Look and Feel Enhancements

Summary

The Oversize/Overweight (OS/OW) Hauling Permit System software upgrade and Common Look and Feel enhancements project updates the system to be more accessible and secure. The system software is being upgraded to a new version of JAVA and Delaware's Information Technology (IT) common look and feel (CLF) standard. The CLF standard improves the user experience and enables access to the system through different platforms such as tablets and smartphones. Along with accessibility, the upgraded system provides enhanced security against cyber-threats.

Benefits

- Benefits to the State
 - o The software upgrade provides a more stable, secure and resilient system that addresses cyber-security risks.
 - o Customer service is improved by making the system accessible on multiple devices.
- Benefits to the Motor Carrier Industry
 - o Motor carriers utilizing the upgraded OS/OW Hauling Permit System will find the system more accessible and easier to navigate with the CLF enhancements.
 - o The upgrades improve ease of access to the system by allowing motor carriers to launch the software on various platforms such as tablets and smartphones.

Oversize/Overweight Auto Routing System

Summary

Oversize/Overweight (OS/OW) Automatic Routing System generate routes for commercial vehicles along permitted routes. Motor Carriers can enter start and end locations into the OS/OW Auto Routing System to generate a safe route using the auto-routing system. The system ensures the safety of the traveling public and the integrity of public streets, bridges, and infrastructure statewide. Data input by DeDOT personnel and Commercial Vehicle Operations personnel is used to evaluate the routing options.

Benefits

- Benefits to the State
 - Automated validation and processing of permitted routes will reduce processing time and potential for human error when determining routes based on vehicle size and weight.
 - Keeping OS/OW vehicles on permitted routes reduces impacts on roadways and prevents over-height vehicle strikes on overpasses and roadway structures.
- Benefits to the Motor Carrier Community
 - Automated validation and processing of permitted routes will provide accurate and timely directions for motor carriers, reducing administrative costs and wait times, while promoting safer operations.
- Benefits to the Public
 - Auto-routing reduces OS/OW vehicle impacts on roadways and structures, resulting in long term infrastructure maintenance cost savings.

Screenshot of Oversize/Overweight Permit System Login Page

The Delaware OS/OW Permit system can be found here: <https://deldot.gov/osow/application/>.

The screenshot shows the login page for the Delaware Oversize/Overweight Permit System. At the top, there is a navigation bar with the Delaware.gov logo and links for Agencies, News, Topics, and Contact. Below this, the page title is "Oversize / Overweight Permit System".

On the left side, there is a "Login" section with a lock icon and an "Information" dropdown menu. The information menu includes links to Online Help, FAQ, User Guide, Permit Service, DelDOT Policy Manual, News, Holiday Restrictions, Permanent Route Restrictions, Temporary Route Restrictions, DSP Escort Information, Forms, and Contact Us.

In the center, there is a "User Login" form with fields for "Username" and "Password", and a blue "LOGIN" button. Below the form is a "Forgot Password?" link with a question mark icon.

At the top of the main content area, there is a yellow banner with a message: "Concrete barriers on US113 Southbound have resulted in a maximum width restriction of 12 feet 6 inches between MCCABE RD and 54." Below this banner is a "Quick Links" section with three items: "1. Don't have an online account? Register now", "2. Interstate Hauling Permit Program", and "3. NATIONAL EMERGENCY PERMITS".

At the bottom right, there is a "Get Adobe Reader" icon and a small text block: "(The link above will take you to Adobe Website) Adobe Acrobat Reader Required (FREED) JavaScript Enabled Browser Required (Optional) Current System Date/Time: 07/28/2016 1:01 PM EDT Hauling Permit Office Business Hours are: Mon - Fri 8AM to 4:30PM EST (excluding holidays)".

Electronic Screening

Electronic screening entails deploying technology to identify and electronically screen commercial vehicles at mainline speeds. Core electronic screening requirements are summarized as follows:

- Use of motor carrier/vehicle snapshots to support screening decisions.
- Implementation at a minimum of one fixed or mobile inspection site.
- Ready to replicate at other sites.

Delaware's current and planned electronic screening systems are summarized here and detailed in the following pages:

- Subscriber-based transponder and onboard wireless mobile data device e-screening systems
- Virtual Weigh Stations
- Automated Brake Sensor Thermal Inspection System
- Tire Abnormality Detection System

E-Screening Systems

Summary

The Delaware Electronic Screening Deployment project uses technology to screen commercial vehicles in motion. Motor carriers can enroll in the program if the carrier and vehicle meet safety and credentialing requirements. Once enrolled, commercial vehicles can use the e-screening sites to bypass fixed weigh station. The sites pre-screen registered vehicles for compliance with size and weight regulations and tells drivers to bypass or continue to the weigh station. A transponder and dynamic message signs (DMS) or in-cab devices communicate information to the driver. An overheight (OH) detector and the WIM assess if the vehicle meets size and weight requirements.

Help Inc's PrePass

A transponder-based electronic screening system called PrePass is deployed at one (1) site in Delaware:

- Middletown US-301 NB.

Drivewyze

A geo-fence/ mobile device system based electronic system called Drivewyze is used at seven (7) sites in Delaware:

- Delaware Toll Plaza I-95 NB,
- Delaware Turnpike Inspection Point 295/I-95 SB,
- Limestone Inspection SR-7 NB,
- Limestone Inspection SR-7 SB,
- Middletown US-301 NB,
- Newport Gap Pike Inspection US-41 SB, and
- Terminal Ave. Inspection Point Terminal Ave.

Benefits

- Benefits to the State
 - Allowing motor carriers to bypass a weigh station or inspection facility reduces the number of commercial vehicles entering the facility, allowing the State Police and weigh masters to focus their size, weight and/or safety inspections on possible violators.
- Benefits to the Motor Carrier Community
 - Compliant motor carriers save time and fuel by bypassing the weigh station or inspection facility

Virtual Weigh Station Deployment

Summary

Virtual Weigh Station (VWS) technology is deployed along diversion routes that trucks use to avoid tolls or weigh stations. VWS allow the state to implement cost-effective truck route monitoring with targeted enforcement. The sites typically include weigh-in-motion technology, overheight detection, cameras to capture images of the vehicle, license plate and USDOT number, and wireless communication devices. The sites send the collected data to officers located in fixed weigh stations or patrol vehicles who can intercept violators based on screening of vehicle size, weight, credentials and safety information. A VWS site can be developed for a fraction of the cost of a fixed facility, providing greater coverage and flexibility for enforcement officers. The wider enforcement coverage promotes better compliance with size, weight, credential and safety regulations.

Deployed Sites:

- US-13 NB approaching Weigh Station,
- SR-1 NB approaching Exit 119,
- Warwick Road EB, and
- A portable VWS trailer that can be deployed throughout the State of Delaware.

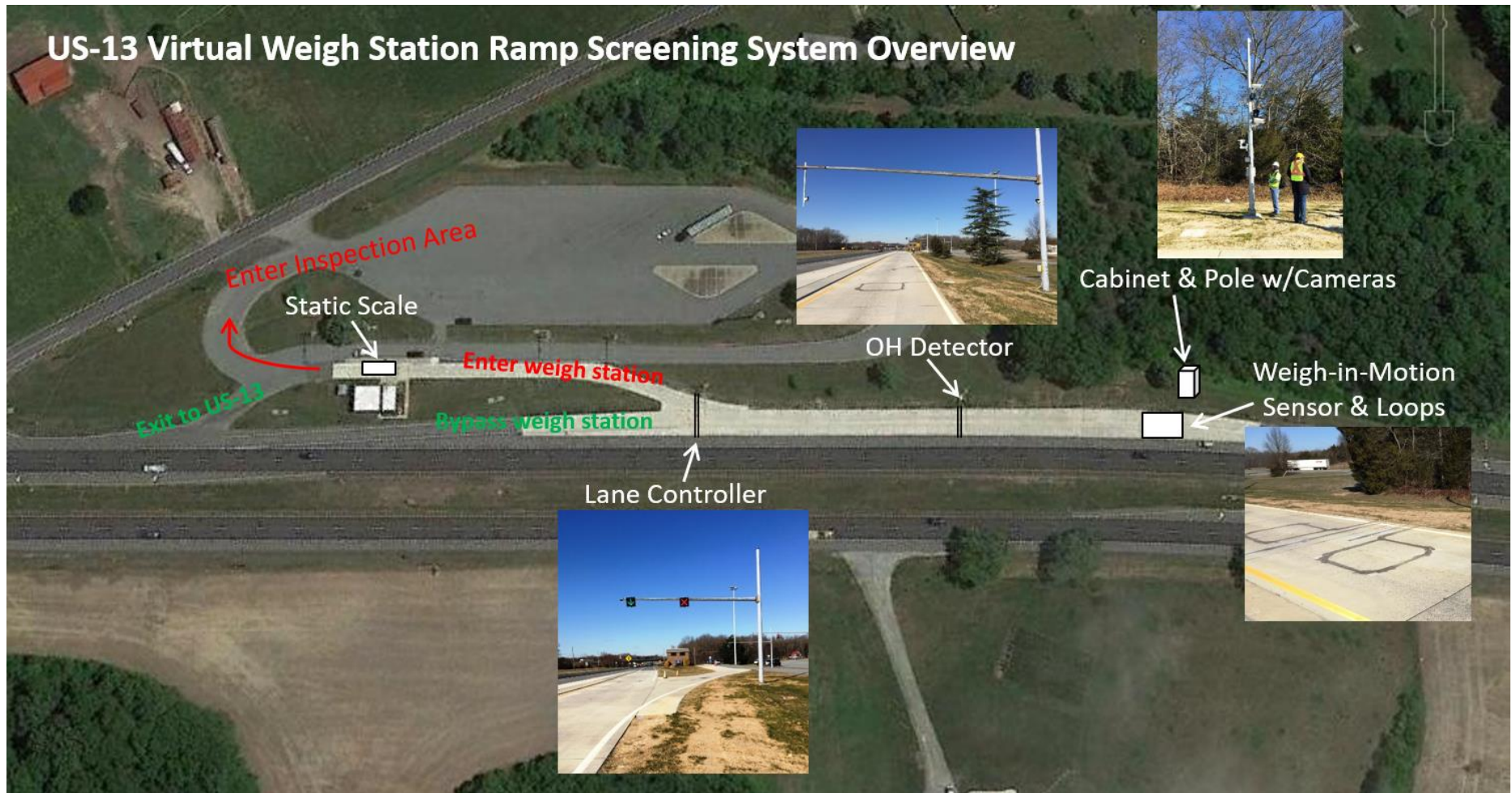
Planned Sites:

- US-301 NB at Maryland-Delaware State Line.

Benefits

- Benefits to the State
 - Monitor commercial traffic in areas where fixed, staffed sites are not practical or are not warranted.
 - Allows the DSP to target enforcement activities at times and in areas where violations are more likely to occur.
 - VWS deployment expands DSP enforcement over a broader area.
 - Provide cost-effective monitoring of routes typically used to bypass fixed weigh stations.
 - VWS serves as an additional deterrent to violation of size and weight regulations.
- Benefits to the Motor Carrier Industry
 - Compliant Carriers can bypass screening facilities and roadside enforcement, saving time and fuel.
 - Compliant carriers are less likely to be screened than carriers with poor safety records.
- Benefits to the Public
 - Expanded enforcement gets unsafe trucks off the road, improving safety for the travelling public.
 - Reducing the number of random screenings improves the efficiency of goods moving through the State of Delaware.

US-13 Virtual Weigh Station Ramp Screening System Overview



Automated Brake Sensor Thermal Inspection System

Summary

An automated brake sensor thermal inspection system automatically screens commercial motor vehicles for unsafe equipment without human intervention. The system captures thermal images of each wheel set for every axle as the vehicle is passing through the system. The system scans the images and flag vehicles that have potentially faulty equipment based on the heat signatures of the thermal images. This information is then sent to officials at the scale house who can direct vehicles into the inspection area for further inspection. The State of Delaware plans to install thermal inspection systems on the approach ramps to the weigh stations on US-13 and US-301.

Benefits

- Benefits to the State
 - o DSP commercial vehicle enforcement personnel will be able to focus brake inspections on trucks that are flagged for potential brake failures, improving the efficiency of the inspection process.
 - o The system improves enforcement activities without the need for additional inspection officials.
- Benefits to the Motor Carrier Industry
 - o Compared to manual inspections that can take up to forty-five minutes to complete, the automated system can take seconds to screen a moving truck and trailer.
 - o Unsafe trucks are removed from the highway without impacting responsible motor carriers. Even trucks that are properly maintained can have faulty systems. The system can identify these faults so that proper maintenance can be performed to improve vehicle safety and prevent an accident.

Tire Abnormality Detection System

Summary

A Tire Abnormality Detection System (TADS) electronically screens tires of commercial vehicles to identify underinflated, missing, mismatched, and flat tires at ramp to highway speeds. Anomalous or flat tires decrease a driver's directional control, increasing the risk of an accident. It also reduces the useful life of the tire and impacts fuel economy. In the case of missing or mismatched tires (old and new in dual set), the vehicle loading can become imbalanced, also increasing the risk of an accident. Tire and brake failures are the number one equipment failures involved in commercial vehicle crashes in the nation. This innovative system can screen commercial vehicles for anomalous tires to prevent crashes before they occur.

Benefits

- Benefits to the State
 - o The system gives the State the ability to screen commercial vehicles for underinflated or missing tires.
 - o Commercial motor vehicles with safety hazards will be put out of service and reduce accidents.
- Benefits to the Motor Carrier Community
 - o Removing commercial vehicles with unsafe tires will protect the commercial motor vehicle driver from accidents that can occur from underinflated or missing tires.
- Benefits to the Public
 - o Reducing the number of commercial vehicles with underinflated tires should prevent these commercial vehicles from getting into collisions with the driving public.

Safety Information Exchange

Safety Information Exchange entails electronically collecting and exchanging safety performance and credentials information within each state and among states, federal agencies, and motor carriers. Core Safety Information Exchange requirements are summarized as follows:

- Inspection reporting using Aspen (or equivalent) by all certified inspectors. Aspen data are sent to the Safety and Fitness Electronic Records system (SAFER) directly or indirectly.
- Connection to the SAFER system to provide exchange of interstate carrier and vehicle data snapshots among States.
- Implementation of a Commercial Vehicle Information Exchange Window system (CVIEW), or CVIEW equivalent, for exchange of intrastate and interstate data within the State, and connection to SAFER for exchange of interstate data through snapshots.

Please use the following link for an overview of the variety of information systems that support FMCSA operations, including those detailed below:

<https://www.fmcsa.dot.gov/mission/information-systems/information-systems>

Commercial Vehicle Information Exchange Window (CVIEW) System

Summary

The Commercial Vehicle Information Exchange Window (CVIEW) facilitates data exchange with internal and external applications including Federal and State systems. CVIEW provides streamlined access to information from the following commercial vehicle systems:

- IRP,
- SAFER (Safety and Fitness Electronic Records System),
- PRISM,
- UCR (Unified Carrier Registration),
- OS/OW (Oversize/Overweight Permitting/Hauling Permit System),
- CDLIS (Commercial Driver's License Information System),
- Query Central, and
- IFTA.

CVIEW exchanges motor carrier and vehicle information updates with SAFER, the PRISM database and with Delaware's IRP & IFTA system. The CVIEW system is accessible to DMV personnel and to the Delaware State Police for roadside inspections and enforcement.

Benefits

- Benefits to the State:
 - Enforcement resources focused on high risk carriers.
 - Improved regulatory compliance.
 - Information sharing within the State.
 - Information sharing with other jurisdictions.
 - Improved quality of data.
 - Fulfillment of data exchange requirements/support for registration requirements of PRISM.
- Benefits to the Motor Carrier Industry:
 - Improved quality of data, e.g., accuracy, timeliness, security.
 - Leveling of the playing field.
 - Faster inspections, resulting in time savings.

Work Zone and Incident Communication System for Commercial Vehicles

Summary

The Work Zone and Incident Communication (WZIC) system will enhance DelDOT's ability to communicate work zone restriction to commercial vehicle drivers. The communication includes closures, adverse roadway conditions, safety alerts and security concerns. These notifications will be provided in-cab in a safe and non-intrusive manner. The notifications will be sent with sufficient advanced notice to enable rerouting around the incident or slowing down to a safe speed approaching the area of concern. The system will collect information from DelDOT, cooperating agencies and companies in the private sector. Use the following link for more information about the Delaware WZIC Project:

<https://deldot.gov/Programs/WZIC/index.shtml>

Benefits

- Benefits to the State
 - o The WZIC system enhances DelDOT's ability to communicate to commercial motor vehicle drivers regarding work zones, traffic queues, accidents and other incidents.
- Benefits to the Public
 - o By providing advanced warning, the WZIC system will reduce the risk of truck accidents in work zones and incident queues, benefitting the motor carrier community and the public alike.
- Benefits to the Motor Carrier Industry
 - o Providing non-intrusive, advanced warnings to commercial vehicle drivers approaching work zones and traffic incident areas allows the drivers to make informed decisions which improves safety for workers in the work zone and the commercial vehicle driver.
 - o In some instances, motor carriers may be able to save time and fuel by rerouting around queues/incidents.

Truck Parking Information System

Summary

The Truck Parking Information System provides commercial vehicle drivers with information on available truck parking along major routes in Delaware and neighboring states. The information is provided in real-time and in-cab to the truck drivers in a safe and non-intrusive manner. The information is collected from DeIDOT and parking authorities around the state. With truck parking information, commercial vehicle drivers can plan to rest along their routes, in accordance with federal requirements.

Benefits

- Benefits to the State
 - o Communication between DeIDOT and motor carriers will allow the state to maximize the utilization of existing truck parking.
- Benefits to the Motor Carrier Industry
 - o The system improves safety for motor carriers by making it easier for drivers to plan their route and comply with electronic log device requirements and associated rest requirements.
- Benefits to the Public
 - o By providing truck parking information, the system reduces the incidences of driver fatigue as drivers can more effectively plan parking along their routes and rest properly in accordance with federal requirements.

Delaware PRISM Program Information

PRISM allows the State of Delaware to improve commercial motor vehicle safety in the State by using targeted enforcement. The program improves accountability for high risk carriers by targeting them for increased inspections. The program provides Delaware with a mechanism to identify and immobilize carriers with serious safety deficiencies. The carriers are held accountable through registration and law enforcement sanctions. PRISM requirements are integrated with IRP and CVIEW systems, providing frequent updates of safety data in PRISM. The level of PRISM deployment is based on the activities and technologies a state has implemented. Delaware is one of 32 states across the nation that has reached the Enhanced highest level of PRISM deployment, and one of three (3) states that uses real-time PRISM web service in the CMV registration process. Delaware is currently pursuing Expanded PRISM, which will apply primary PRISM requirements to motor carriers operating interstate that have gross vehicle weights between 10,001 and 26,000 lbs. (Current PRISM requirements only apply to gross vehicle weights greater than 26,000 lbs.)

Benefits

- Benefits to the State
 - o Provides nightly updates of carrier safety information to DSP for enforcement activities.
 - o Improves safety of commercial motor vehicles operating in the State of Delaware.
- Benefits to Motor Carrier Community
 - o Targeted enforcement means compliant carriers are less likely to be screened than high risk carriers.

The threat of sanctions pressures carriers with identified safety deficiencies to improve safety and reduces the risk of the carrier's involvement in an accident.

Share the Road New Driver Training Program

Nearly 50% of driver's education programs in the United States do not cover how to safely share the road with trucks or other large vehicles. This program consists of two components: a brief in-class presentation and a hands-on commercial motor vehicle demonstration. A member of the Virginia Tech Transportation Institute (VTTI) research team with a commercial driver's license will give the presentation immediately before the truck demonstration to provide students with information to help them understand why they need to safely share the road with heavy trucks. During the hands-on truck demonstration, students will sit in the cab of the heavy truck to see the blind spots for themselves. In addition, light vehicles will be strategically placed around a heavy vehicle to show students proper following, leading, and passing positions.



The in-class presentation covers sobering facts about crashes involving heavy trucks, provide information about heavy-vehicle characteristics, and introduce the five key sharing-the-road tips. The sobering facts will be used to inform students why it is so important to share the road with heavy trucks. The heavy-truck characteristics will be used to help students understand how heavy trucks operate (e.g., longer stopping distances, etc.). Finally, the research team will introduce the five key sharing-the-road tips that the students will learn about during the hands-on truck demonstration and will discuss why they are important.

The VTTI truck demonstration will cover key sharing-the-road tips with driver education students using hands-on experiences in and around a heavy truck. Students will be taken through four stations where they will be able to sit in the truck, walk around the truck, and see the blind spots for themselves. It should be noted that researchers will try to discuss each key sharing-the-road tip at more than one station so that the points are reinforced. Supplemental videos are also provided at station four. The stations included: Inside of the truck cab, rear no zone, driver's side no-zone, and passenger's side no-zone.



Delaware Motor Transport Association (DMTA)

Summary

The Delaware Motor Transport Association (DMTA) is the State Trucking Association for Delaware. They serve as the voice of Delaware's trucking industry before the legislature, regulatory agencies, the public, and the news media.

Founded by state trucking industry leaders in 1939, DMTA provides its members with current information about industry matters. The Association allows members to speak with a united voice on matters affecting highway transportation. In addition, they encourage and support safety on the highways and work to foster a positive attitude on the part of public toward the trucking industry.

DMTA meetings provide members with pertinent updates to the regulatory and operating environment in Delaware and nationwide. DMTA is an important industry Stakeholder member of the Delaware ITD Program Team. Use the following link for more information about DMTA: <https://delawaretrucking.org/>