



HELP INC.

The smart link to safer highways

THE SMART LINK TO SAFER HIGHWAYS

November 10, 2016

“The Past, Present and Future of Electronic Screening”

HELP, INC.

The smart link to safer highways

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History of HELP/Transponder



- State pool-funded research project (1983 – 1990)
 - ✓ Validate transponder utilization
 - ✓ Prove that commercial vehicles could be accurately weighed in motion
 - ✓ Improve truck safety and provide efficiencies by pre-qualifying compliant trucks for bypass
 - ✓ Motor carriers would not participate in the project unless the data used to pre-qualify them would remain confidential

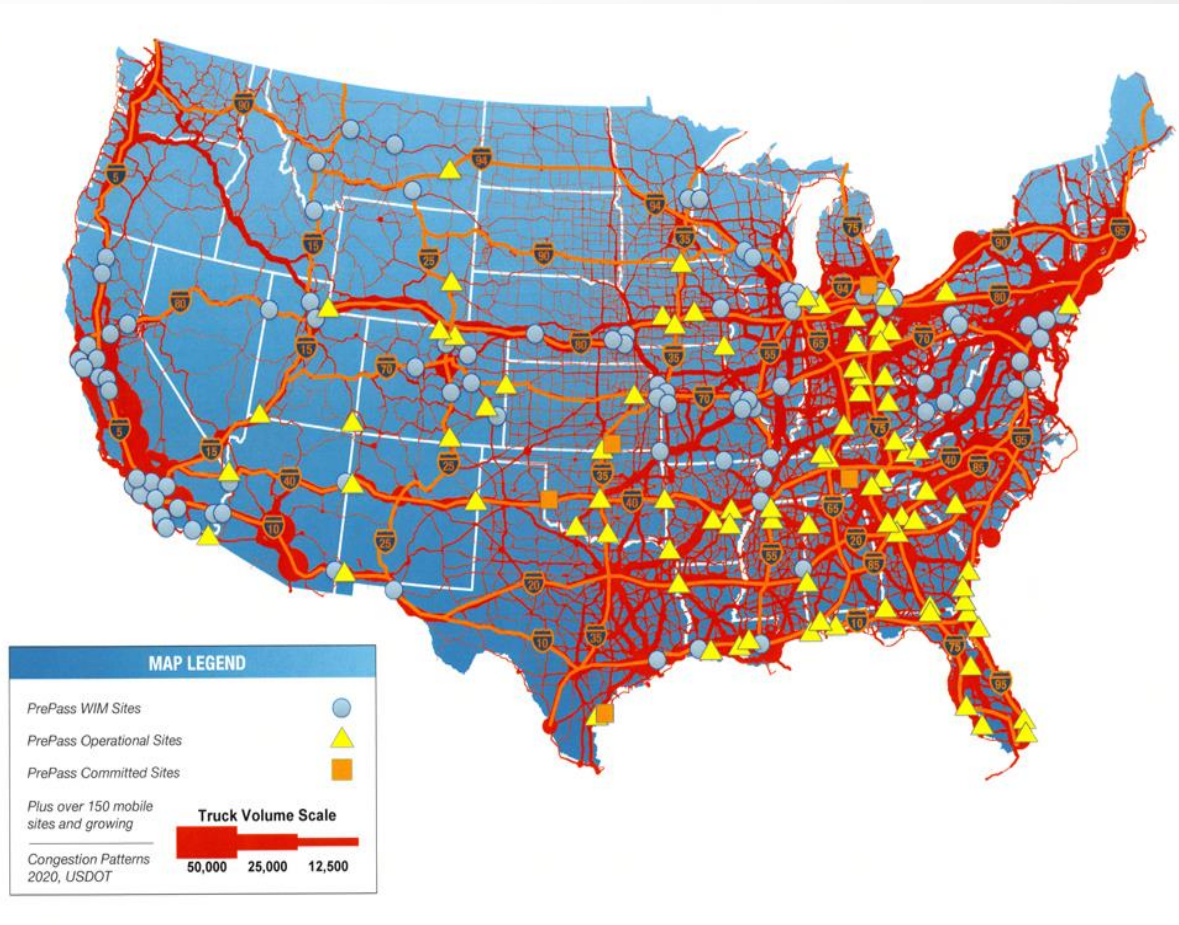
- State pool-funded and Federally funded demonstration (1990-1993)
 - ✓ In 1991 the “Crescent Project” began with 6 western states and 1 Canadian province

History of HELP/Transponder



- Public and private sectors concluded that a 3rd party solution would be the only system that could adequately balance both enforcement and industry concerns
- HELP Inc. was established in 1993
 - ✓ Public-Private Partnership
 - ✓ Non-Profit 501(c)(3)
 - ✓ Focus on Safety, Efficiency, and Innovation
- HELP is comprised of representatives from member jurisdictions, many of which are also CVSA member jurisdictions
- Each jurisdiction participating on the HELP Board of Directors has two representatives -- one from commercial vehicle enforcement and/or DOT and one from industry

Electronic Screening Today



National Participation

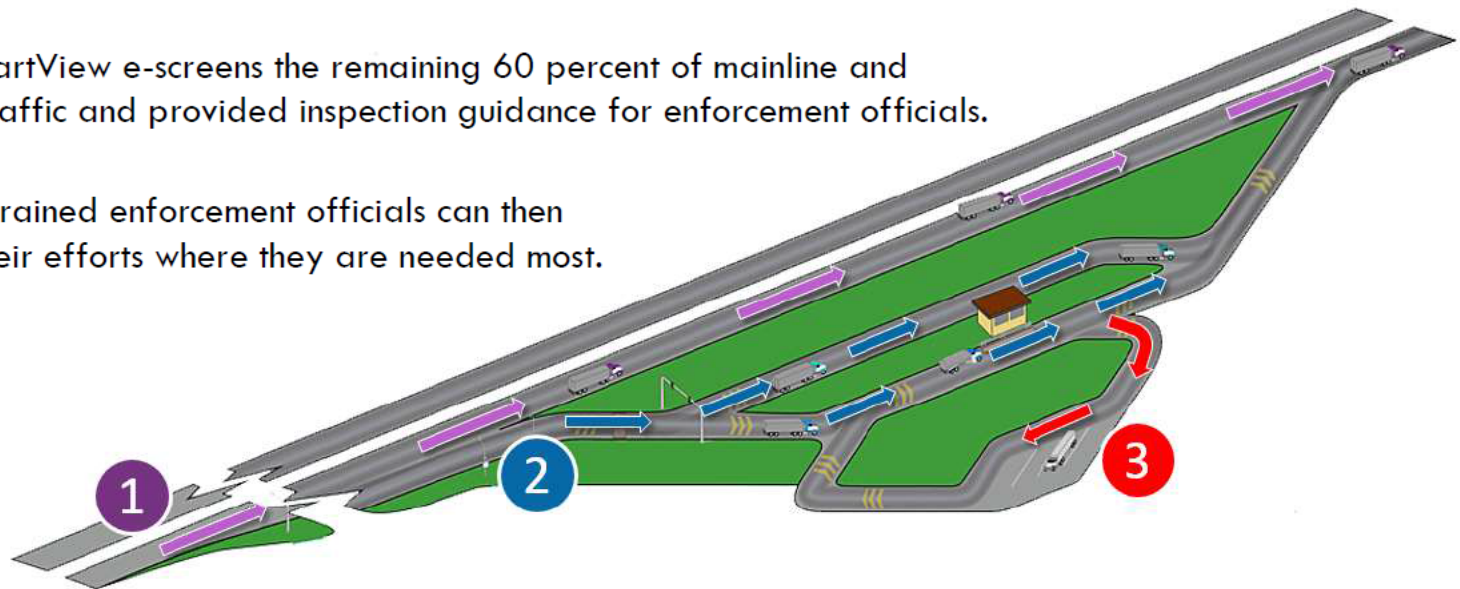
- 550,000+ Trucks
- 48,000+ Fleets
- 32 States
- 315 Operational and Committed Fixed Sites
- 15+ 360 SmartView Mobile Deployments
- Also toll payment services on 100+ facilities in 24 states
- 15 to 18 million tags read a month
- Non PrePass states in this region: Vehicles: 22,550 Carriers: 1750

Common By-pass/e-screening



HELP Inc.'s safety screening services offers states and motor carriers leading-edge technologies backed by the training, support and maintenance our customers and roadways deserve.

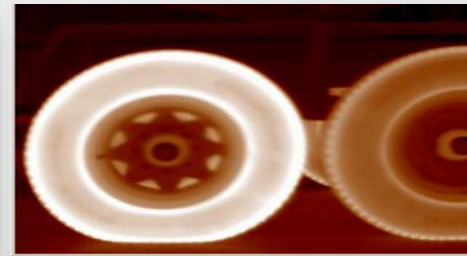
- 1** PrePass pre-clears and bypasses as much as 40 percent of mainline truck traffic, freeing up space in inspection facilities for the thorough inspection of non-compliant carriers.
- 2** 360SmartView e-screens the remaining 60 percent of mainline and ramp traffic and provided inspection guidance for enforcement officials.
- 3** Highly-trained enforcement officials can then focus their efforts where they are needed most.



Electronic Screening Components



- Weigh In Motion (WIM)
- Over Height/Over Length Dimensioning For Permitting
- Virtual Weigh Stations
- LPR & DOT Recognition
- Thermal Brake Imaging
- Mobile Enforcement Solutions



Trends we've seen or are seeing



Economic and Policy

- Increased truck traffic & share of goods moved
- Improvements in equipment replacement cycles
- Shortage of truck parking
- Limited enforcement resources
- Data Privacy and Security concerns
- Infrastructure funding issues

Evolution of Inspection Tech

- Fixed inspection stations & scales
- Pre-clearance for qualified fleets
- License Plate Recognition (LPR)
- Weigh in Motion (WIM)
- Ramp e-screening
- Mainline e-screening
- Virtual Weigh Stations

Evolution of In-Vehicle Technology



Evolution of In-Vehicle Tech Trend

- Short Range Communications – 915 MHz RFID for Preclearance & Toll Pay
- Mobile Devices – Smartphone, Tablets, ELDs
- Long Range Communications – (CMRS) for Fleet Management/Preclearance
- Multiprotocol 915 MHz RFID for MAP-21 Interoperability Bridge
- On-Board Status Monitoring
- DSRC 5.9 GHz for Two Way Communications (V2V, V2I, Toll Pay)
- Connected & Autonomous Vehicles

The Future of Electronic Screening



Balancing the Scales for Industry and Enforcement

- Device Convergence
- Tethered vs. Non-Tethered Devices
- Technology Performance Standards
- Data Accuracy, Security, Privacy and Timeliness
- Distracted Driving & Employer Liability
- Enforcement Liability
- Driver Privacy
- Tolling Interoperability



For More Information



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