



Banned

Indicates a truck is barred entry from port access based on the emissions standard of the truck as set by the progressive ban schedules of the Ports of Long Beach & Los Angeles.

Value varies by port: No

Definition varies by port: No

Authoritative Source: POLA and POLB Tariff No. 4

Billing Code

A code assigned to a truck by each port based on several factors including the engine's emission standard, fuel type, port funding assistance and class of service. The Billing Code is used to determine if a Clean Truck Fee needs to be paid. Billing Codes beginning with A are designated by POLA and billing codes beginning with B are designated by POLB.

Value varies by port: Yes

Definition varies by port: No

Authoritative Source: PDTR

Clean Truck

A Drayage Truck that is equipped with an engine that meets or exceeds 2007 model year California or federal heavy-duty Diesel-Fueled On-Road emission standards.

Value varies by port: No

Definition varies by port: No

Authoritative Source: POLA and POLB Tariff No. 4

Clean Truck Fee (CTF)

A fee assessed to a Beneficial Cargo Owner for loaded containers entering or leaving the ports by truck and indicated by the Billing Code associated with the truck. Each port offers certain exemptions to the fee based on the truck moving the container.

Value varies by port: Yes

Definition varies by port: No

Authoritative Source: POLA and POLB Tariff No. 4

Complete

Indicates a truck record contains all required fields, including License Plate, RFID or Sticker, Truck Owner and other information.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR Design Document

DBA

The abbreviation for Doing Business As.

Value varies by port: No

Definition varies by port: No

Authoritative Source: General business language



Engine Year

This is the vehicle's engine manufacturing year, though not necessarily the precise year the vehicle was manufactured. The PDTR uses the Engine Year to determine emissions compliance. The PDTR assumes the vehicle's engine is 1 year older than its Model Year. If the Engine Year is not 1 year older, the vehicle must be taken to the Ports' Clean Truck Center for visual confirmation.

Value varies by port: No

Definition varies by port: No

Authoritative Source: Individual truck manufacturers

Exception

A vehicle status in the PDTR. This status indicates that 1 or more pieces of information are missing in the truck's registration. These missing pieces don't stop terminal gate access, though they may indicate other problems that could hinder gate access.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR

Green Light Access

Truck specific access status code that indicates the truck is approved to access marine terminals, as dispatched by a registered LMC, based on port requirements. This does not guarantee access to a marine terminal. This status is independent from any additional gate control performed by marine terminal operators.

To obtain a green light status in a particular port, the truck must meet the following criteria:

1. LMC must have a current concession
2. Truck must be completely registered in the DTR
3. Truck must not have a "Banned" status
4. Truck must be properly registered in TruckerCheck.

If the truck does not meet the criteria for Green Light or Red Light status, it is assigned an access status of "N/A".

Changes in coding may take up to 60 minutes to process and change status from No "Red" to Yes "Green."

Value varies by port: Yes

Definition varies by port: No

Authoritative Source: PDTR Design Document

Incomplete

This indicates a truck record has been partially entered and saved. Trucks with an "Incomplete" status do not have access to the terminals. Examples of missing information include Plate, RFID or Sticker and Truck Owner.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR Design Document



IsActive

This indicates whether a User or Code Type is currently active.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR

IsAdmin

This indicates whether a User of the PDTR has administrative security rights.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR

LA Sequence ID

A Port of Los Angeles assigned concession identification number specific to an LMC

Value varies by port: Yes

Definition varies by port: No

Authoritative Source: Trinium Database

LB Sequence ID

A Port of Long Beach assigned concession identification number specific to an LMC

Value varies by port: Yes

Definition varies by port: No

Authoritative Source: Trinium Database

Label

An LMC enter name for a given truck. The same truck can have different labels by different LMC, though only 1 label per LMC.

Value varies by port: No

Definition varies by port: No

Authoritative Source: LMC entered

Legacy LNG Truck

A number of 2006 Kenworth T800 LNG trucks co-funded by both ports (under Cost Sharing Agreement No. 2588 and Los Angeles contracts numbered 2589, 2590, 2596, 2597, 2598, 2600, 2683, 2684, and 2685, when operated on LNG) under a joint RFP. These trucks are grandfathered into the program per the tariffs of each port and are not subject to the CTF or the progressive ban schedule.

Value varies by port: No

Definition varies by port: No

Authoritative Source: POLA and POLB Tariff No. 4

LMC is Owner

During the truck registration process, this indicates that the owner of the truck has the same legal name and address on the DMV paperwork as the LMC registering the truck.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR



Licensed Motor Carrier

The Licensed Motor Carrier (LMC) is the legal entity that holds a concession with 1 or both ports. LMCs are responsible for registering trucks in the PDTR.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR

Make

The brand which manufactured the truck.

Value varies by port: No

Definition varies by port: No

Authoritative Source: General

Model

The name, number or label designated by the manufacturer of the truck referenced.

Value varies by port: No

Definition varies by port: No

Authoritative Source: Individual truck manufacturers

Model Year

This is the vehicle's manufacturing year, though not necessarily the precise year the vehicle was manufactured. The PDTR assumes the vehicle's engine is 1 year older than its Model Year. If the Engine Year is not 1 year older, the vehicle must be taken to the Ports' Clean Truck Center for visual confirmation.

Value varies by port: No

Definition varies by port: No

Authoritative Source: Individual truck manufacturers

Motor Carrier (MC) Number

Federal Motor Carrier Safety Administration (FMCSA) operating authority is also referred to as an "MC," "FF," or "MX" number, depending on the type of authority that is granted. Unlike the USDOT Number application process, a company may need to obtain multiple operating authorities to support its planned business operations. Operating Authority dictates the type of operation a company may run, the cargo it may carry and the geographical area in which it may legally operate. The Motor Carrier (MC) number is the number assigned by the FMCSA for use in transporting regulated commodities in interstate transportation for-hire.

Value varies by port: No

Definition varies by port: No

Authoritative Source: Federal Motor Carrier Safety Administration



Motor Carrier Permit (MCP) Number

A motor carrier permit is a document issued by the California DMV's Motor Carrier Services Branch. The permit is issued to the motor carrier as evidence of the registration with the DMV of their California Identification number (CA#), as required by CVC Section 34620. Additionally, the permit verifies the motor carrier has met all of the statutory requirements to commercially operate motor vehicles on California's highways. The permit contains information specific to the motor carrier (e.g., name, mailing address, CA#, and effective/expiration dates of the permit).

Value varies by port: No

Definition varies by port: No

Authoritative Source: CA DMV

Non-Container Sticker

Non-container terminals use a sticker system to control access. The first 2 digits indicate the Banned Year and the last 4 digits are a sequence number.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR

Port-owned Drayage Truck Register (PDTR)

The PDTR is the truck registry used by the ports for determining Clean Truck Fees and Banned Dates for each truck in dray service at the ports.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR

Red Light Access

Truck specific access status code that indicates the truck is denied access to marine terminals based on port requirements. This status is independent from any additional gate control performed by marine terminal operators.

If a truck has a No "Red" light status in a particular port, the truck might have 1 or more of the following problems:

1. LMC might not have a Current concession.
2. Truck might have a "Banned" status.
3. Truck registration might be Incomplete.
4. Truck might have a duplicate RFID tag number.

If the truck does not meet the criteria for Yes "Green" Light or No "Red" Light status, it is assigned an access status of "N/A".

Changes in coding may take up to 60 minutes to process and change status from Green to Red.

Value varies by port: Yes

Definition varies by port: No

Authoritative Source: PDTR Design Document



RFID

Radio Frequency Identification Device that transmits a serial number to a wireless reader. Marine terminals use this device to determine gate access status for an individual truck. RFID tags are distributed by PierPass.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PierPass

Registered Owner

This screen records the information contained on the DMV registration paperwork. The LMC is responsible for completing the information during the registration process for all the trucks they register.

Value varies by port: No

Definition varies by port: No

Authoritative Source: CA DMV

SCAC

The Standard Carrier Alpha Code (SCAC) is a unique two-to-four-letter code used to identify transportation companies. NMFTA developed the SCAC identification codes in the mid 1960's to facilitate computerization in the transportation industry. The LMC operating to the Ports are required to have a SCAC and the one assigned to them will have 4 digits.

Value varies by port: No

Definition varies by port: No

Authoritative Source: National Motor Freight Traffic Association, Inc.

Unregister

Unregister is a process of removing a vehicle from the LMC's list of registered vehicles in the Ports Drayage Truck Registry. The vehicle is not deleted from the system.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR Design

US DOT Permit

A US DOT Permit Number is required for all trucks weighing more than 10,000 lbs and engaging in interstate commerce by the US Department of Transportation. All trucks servicing the Port meet this stipulation.

Value varies by port: No

Definition varies by port: No

Authoritative Source: DOT Website

Use Owner on File

When registering a truck in the PDTR, the LMC can be presented a list of all Truck Owners listed on other trucks currently registered by the LMC. The LMC user can select "Use Owner on File" to reuse 1 of these registrations if the information on the DMV Truck Owner information is the same for both trucks.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR Design



User

A user is any person who is registered to input or view data in the PDTR.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR Design

Username

A username is string of text representing a user for signing into and using the PDTR. The PDTR currently requires a valid e-mail address to be used as the Username.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR Design

Validate VIN

Validate VIN is a function that searches a set of VINs maintained by a 3rd party validation service to ensure the long VIN is properly entered into the system. The validation service provides the Model Year, Make and Model to the PDTR. If the Validate VIN function does not match the input VIN, the LMC should ensure they are inputting the VIN exactly as it's shown on the DMV paperwork. If the Validate VIN function continues to indicate the VIN is not valid, the LMC must call Customer Support at 866-721-5686.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR Design Document

VDECS

Verified Diesel Emission Control System, an emission control strategy that has been verified by CARB (pursuant to the "Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines" in Title 13, California Code of Regulations, commencing with Section 2700) that is approved by the California Air Resources Board (CARB).

Value varies by port: No

Definition varies by port: No

Authoritative Source: CARB Definition

Verified Engine Year

The year of the engine, not the chassis, as confirmed by port representatives through visual inspection or other port approved methods.

Value varies by port: No

Definition varies by port: No

Authoritative Source: PDTR Design Document

Verified Retrofit

Indicates port representatives have verified the retrofit information describing the VDECS device contained in the PDTR truck record.

Value varies by port: No

Definition varies by port: No

Authoritative Source: This document



Ports Drayage Truck Registry (PDTR) Glossary



VIN

Vehicle Identification Number. This alphanumeric number is typically 17 digits long and identifies the Model Year, Make and Model.

Value varies by port: No

Definition varies by port: No

Authoritative Source: CA DMV