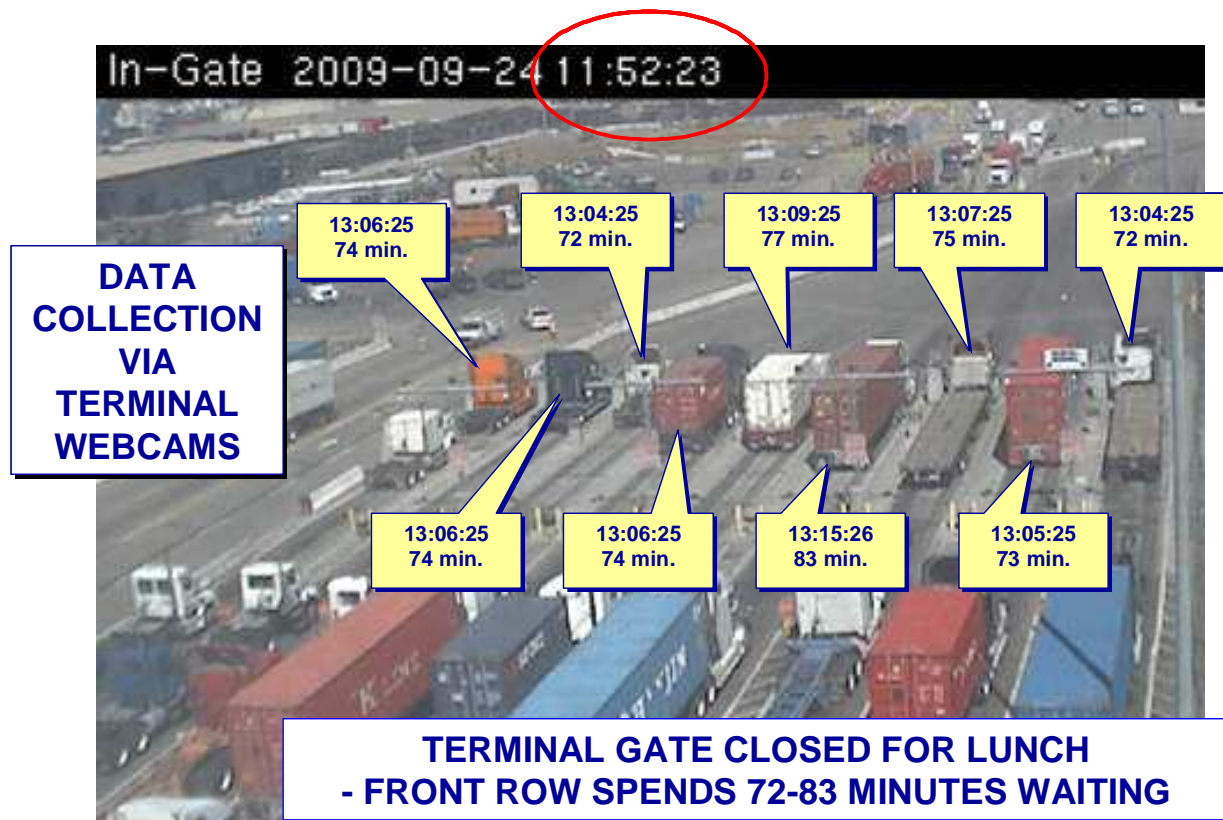


TRUCK DRAYAGE PRACTICES (NCFRP-14) (2010)

This research was performed in the Ports of Houston, San Pedro Bay, and New York & New Jersey as an element of the National Cooperative Freight Research Program (NCFRP). Using a variety of evidence-based research methods, including gate camera analysis, analysis of transaction databases, and automated vehicle location geofencing techniques, it identifies and quantifies the impact of inefficiencies in port drayage. Of particular concern are long queues that develop at marine terminal gates. These queues are a costly, inefficient, and environmentally unsound symptom of congestion at marine terminals which costs the industry an estimated \$1.4 billion annually.

The report also identifies and quantifies the impact of the bottlenecks, associated gate processes, exceptions (trouble tickets), chassis logistics, congestion, and disruption at marine container terminals. Impacts are described in terms of hours, cost, and emissions (estimated using EPA's DrayFLEET model). It documents current industry best practices in each of these areas and evaluates current issues associated with PierPass, appointment systems, trucker supplied chassis, and the Uniform Intermodal Interchange Agreement.

Bottleneck Example: Lunch Break Gate Delays



The formal report, which is expected to be issued by the Transportation Research Board in late 2010, provides a set of recommendations for industry stakeholders (shippers, receivers, draymen, marine terminal operators, ocean carriers, and port authorities) designed to address inefficiencies, control cost, and reduce associated environmental impacts.