

Delmarva Freight Summit: Summer 2017

Trucking's Final Mile

By M. Lee Derrickson

Delaware Motor Transport Association, Inc.



TRUCKING
Moves America Forward



D.M.T.A.

- Is one of the federation of 50 affiliated state trucking associations along with industry-related conferences and councils that form the American Trucking Associations (ATA)
- Total D.M.T.A. Membership – 88
- Membership by category
 - Motor Carriers – 54
 - Private carriers – 17
 - For-hire carriers – 37
 - Allied Members (non-carriers) – 34
 - Parts, service, supplies, etc. – 25
 - Manufacturers, dealers, leasing companies – 9

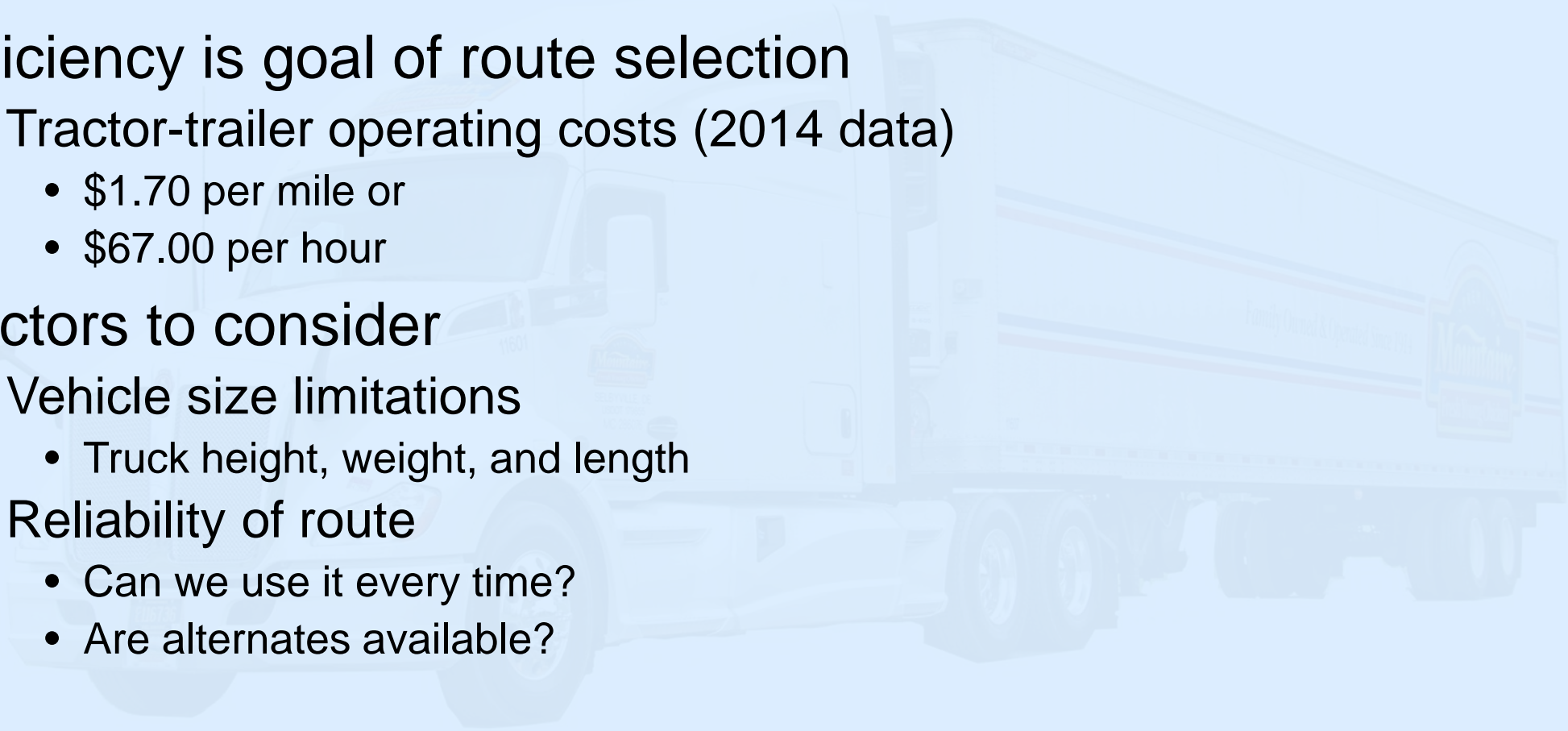
Member Concerns

- Congestion
 - Traffic volumes are at record levels
 - 2015 costs to trucks operating in Delaware was \$161 million*
 - Total congestion costs to trucking nationwide was \$855 million*
 - 88% of the problem concentrated on 17% of highway mileage*
- Infrastructure
 - Want to see adequate, long-term, stable and sustainable funding for federal-aid highways
 - NO TOLLS
 - Delaware Transportation Fund being used for non-highway projects
- Federal tax reform
- Regulatory reform based on credible data and evidence
- High cost of providing health care to employees

*Cost of Congestion to the Trucking Industry: 2017 Update
American Transportation Research Institute (ATRI)

Route Selection

- Efficiency is goal of route selection
 - Tractor-trailer operating costs (2014 data)
 - \$1.70 per mile or
 - \$67.00 per hour
- Factors to consider
 - Vehicle size limitations
 - Truck height, weight, and length
 - Reliability of route
 - Can we use it every time?
 - Are alternates available?



Route Selection

- 20th century route planning was manual while 21st century route planning is often automated
- Carriers using 21st century methods
 - Local carriers (short haul, local delivery)
 - LTL carriers (less-than-truckload lots of freight, short and intermediate haul)
- Carriers still using 20th century methods or less reliable automated methods
 - Small carriers (under 20 trucks)
 - Truckload carriers (long-haul)

Route Selection

- Final mile destination is collector or local highway
 - Final mile defined as highway segment that is the first/last link to a truck generating facility
- Long haul driver wants shortest route from arterial to final mile facility
 - May not be familiar with area
 - Needs adequate road signs to help driver navigate
- Likely to use GPS for route selection
 - Let's hope driver is using a GPS designed for trucks

GPS Failure

Global Positioning Systems GPS Selection Guide For CMVs

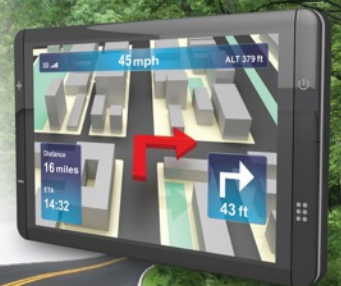
Did You Know...

Not all global positioning systems (GPS) are created equal. Some navigation systems are designed specifically for commercial truck and bus drivers.

Why does it matter which navigation system you use?

If you use a navigation system that does not provide you with important route restrictions, such as low bridge overpasses, the shortcut you thought would save you time and fuel, may, in fact, end up costing you a lot more money than you bargained for!

That's why it is critical that you use the right GPS navigation system when you operate your commercial truck or bus on our Nation's roadways.



Thanks for putting safety first!

[Learn more tips](#)

Global Positioning Systems Tips for safe use of GPS navigation systems



Select a GPS navigation system intended for use by professional truck and bus drivers.



Before you begin your trip, type in all relevant information about your vehicle so the system can provide you with the appropriate route, including:

- 📏 Your vehicle's length, width and height
- 🚛 Your axle weights
- ⚠️ Hazardous materials you are transporting



Follow the route recommended by the navigation system.



Always obey traffic signs and advisories (such as low bridge overpasses, axle weight limits, etc.) — especially if they provide restrictions the navigation system did not warn you about.



Do not engage in distracted driving! Avoid typing or entering addresses or information into the GPS while driving.



Not all GPS systems automatically update maps — be sure to update your maps often so that you are following the most current route planning information.



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

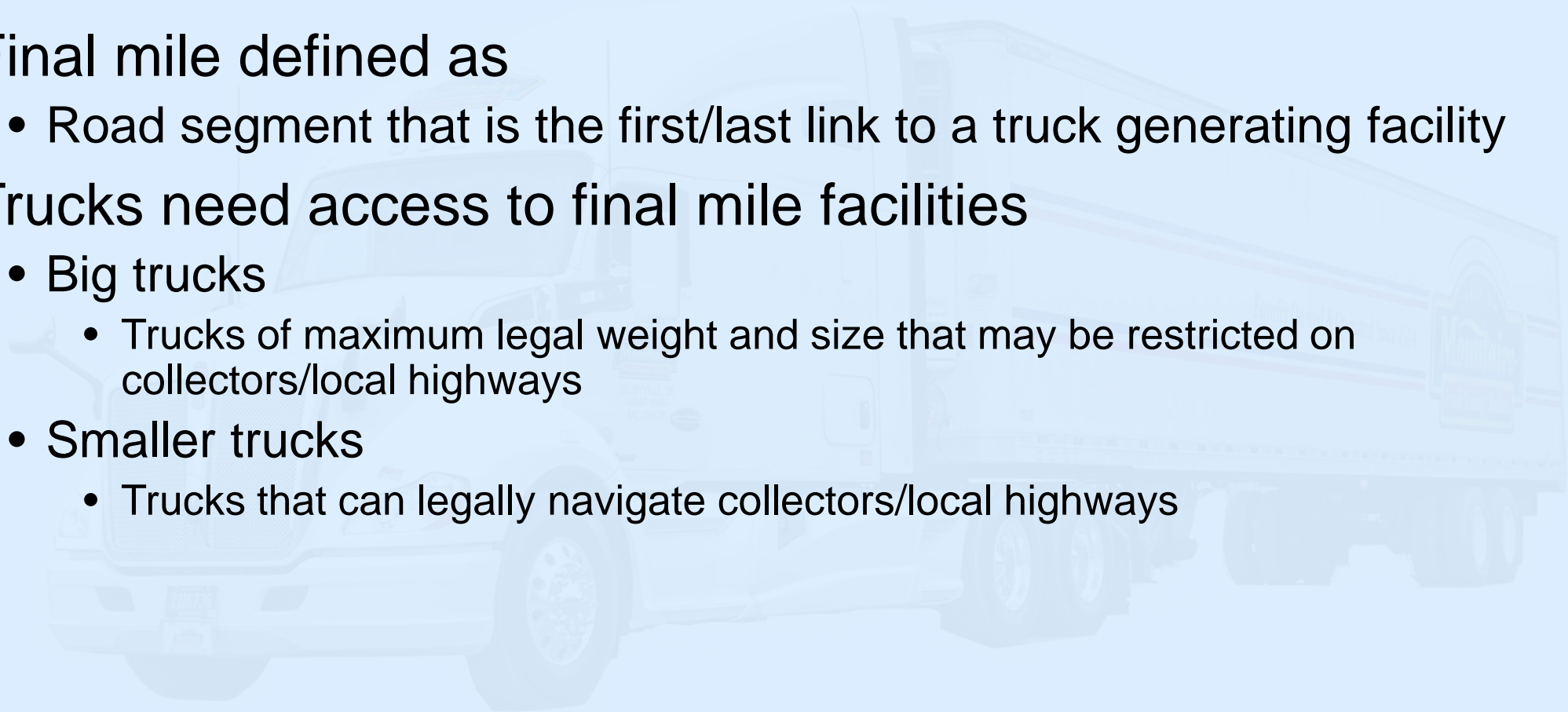
www.fmcsa.dot.gov
FMCSA-ADO-13-007

Route Selection

- To maximize efficiency local and LTL carriers likely using automation because
 - Can change routes on the fly according to traffic conditions and customer demand
 - Can select best route for size and weight of vehicle
 - Provides the driver with turn-by-turn directions with in-cab technology
- Route selection automation is part of a system that provides carriers with a wide variety of services
 - Vehicle tracking
 - Driver performance monitoring
 - Much more

Final Mile

- Final mile defined as
 - Road segment that is the first/last link to a truck generating facility
- Trucks need access to final mile facilities
 - Big trucks
 - Trucks of maximum legal weight and size that may be restricted on collectors/local highways
 - Smaller trucks
 - Trucks that can legally navigate collectors/local highways

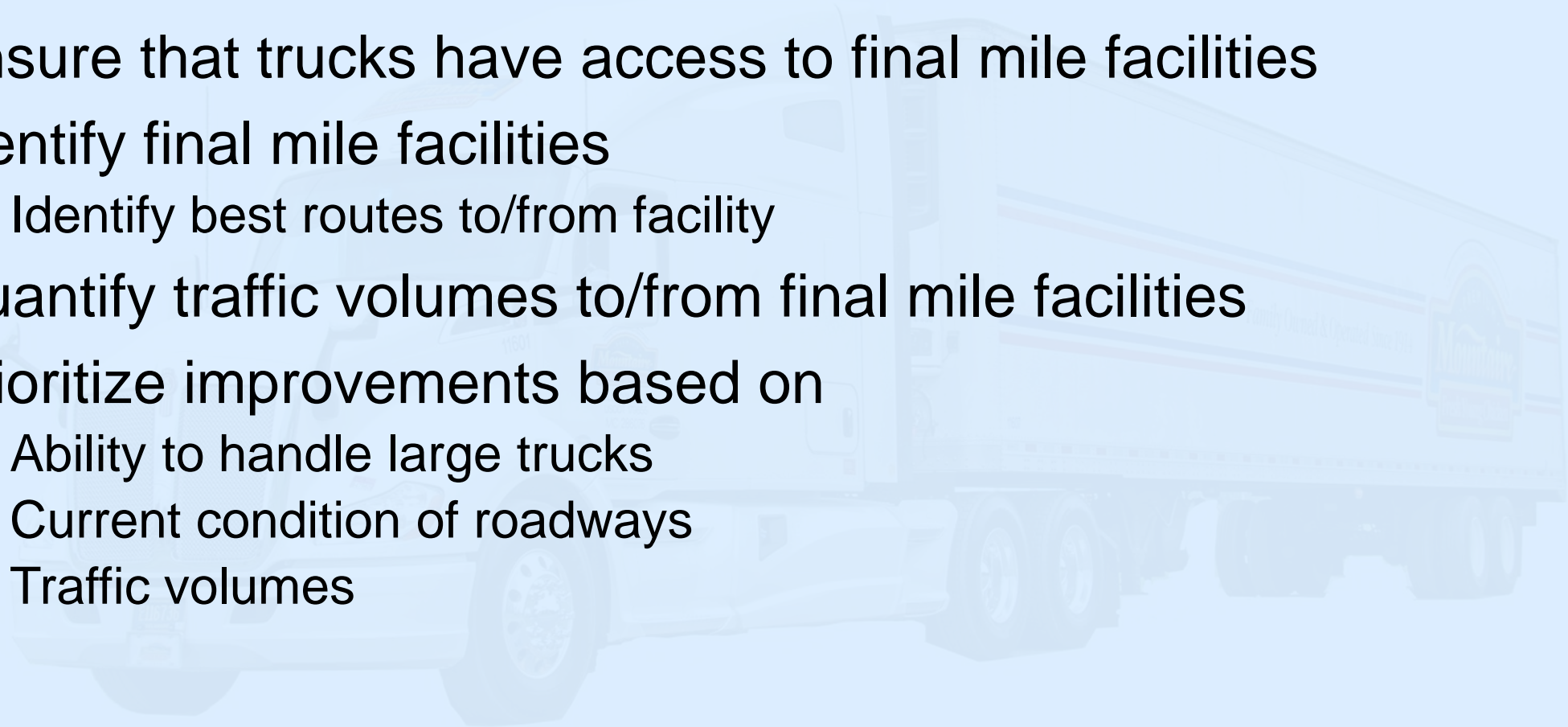


Final Mile Delivery Issues

- Traffic patterns have changed
 - Final mile facility no longer located in low-density traffic area
- Land use patterns have changed
 - Final mile facility no longer isolated from residential areas
- Difficult access to final mile destination
 - Traffic impediments
 - Lacking signage or confusing signage
 - Final mile highway (or access to it) in poor condition
 - Resulting in trucks using roads not designed for truck traffic
- Final mile facility may be in area where some trucks are restricted

Final Mile Priorities

- Ensure that trucks have access to final mile facilities
- Identify final mile facilities
 - Identify best routes to/from facility
- Quantify traffic volumes to/from final mile facilities
- Prioritize improvements based on
 - Ability to handle large trucks
 - Current condition of roadways
 - Traffic volumes



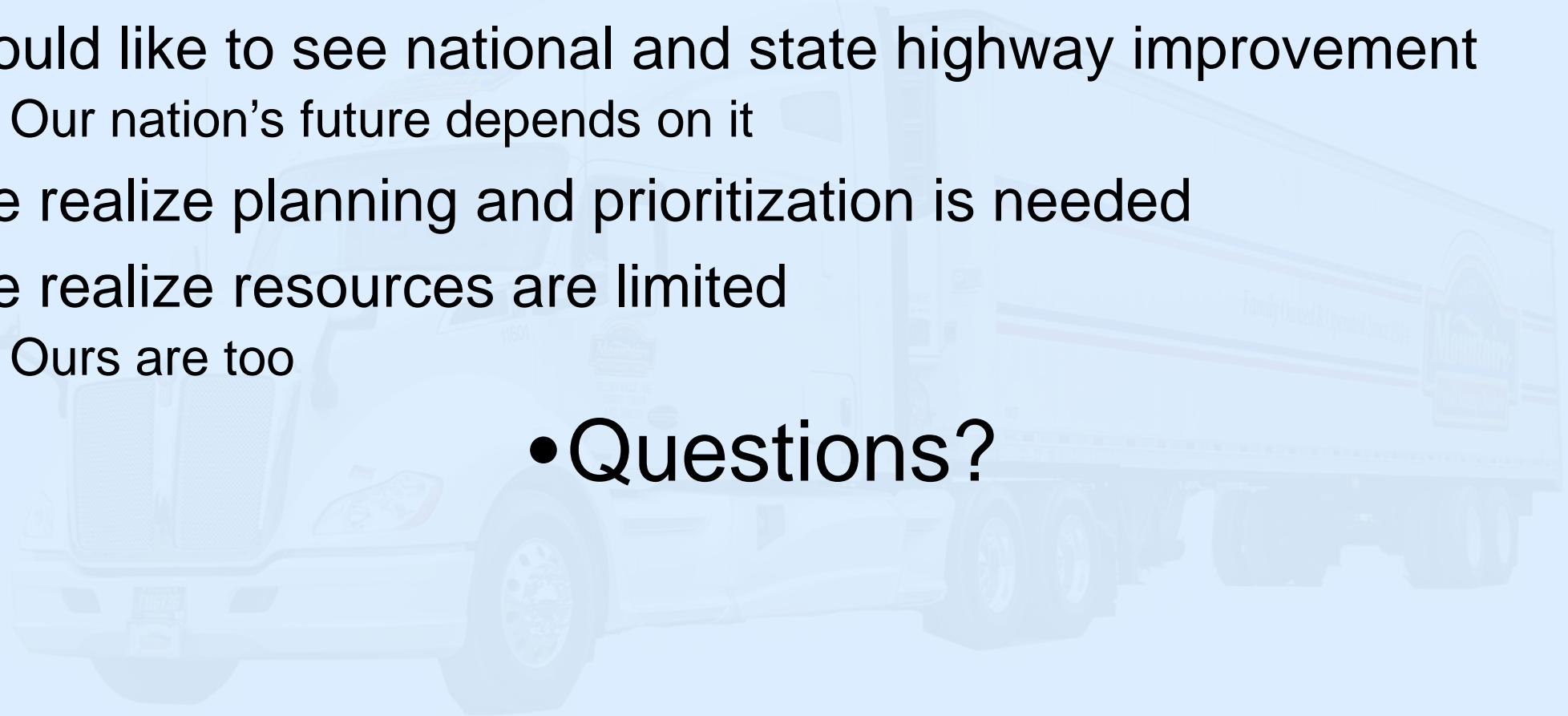
Final Mile Issues

- Difficult access to final mile facilities can impact delivery costs
 - Size/weight limits to access routes could mean some carriers cannot make pickups/deliveries
 - Limits competition for freight
 - Poor condition of highways increase operating costs (potholes cost Americans \$6.4 billion per year*)
 - Traffic delays increase operating costs
 - Cause problems for everyone when trucks wander onto roads that cannot handle trucks
- Trucking needs good infrastructure for peak performance
- America needs good infrastructure to operate well

**USA Today (March 13, 2015)*

D.M.T.A.

- Would like to see national and state highway improvement
 - Our nation's future depends on it
- We realize planning and prioritization is needed
- We realize resources are limited
 - Ours are too
- Questions?



Delmarva Freight Summit: Summer 2017

Trucking's Final Mile

By M. Lee Derrickson

Delaware Motor Transport Association, Inc.



TRUCKING
Moves America Forward

