Trucking Less Than Truckload Freight Forwarding Style

Covers various trends in supply chain and logistics management, transportation, just in time delivery, warehousing, distribution, inter modal shipment systems, logistics services, purchasing and advanced technologies such as RFID. This book includes one page profiles of transportation, supply chain and logistics industry firms.

"A history of the development of transportation systems, with suggestions for further efficiency"--Provided by publisher.

Less-than-truckload (LTL) is a $32-billion sector of the trucking industry that focuses on moving smaller shipments, typically with weights between 100 and 10,000 pounds, that do not require a full trailer to be moved. Currently, there are no widely accepted methods to estimate carbon emissions from LTL shipments which take into account all the complexities of a typical LTL network. This thesis seeks to address this issue by suggesting a methodology that allows different parties to estimate the emissions of individual LTL shipments with minimal input information. Throughout this research, we worked with C. H. Robinson, a Third-Party Logistics Provider (3PL), and Estes Express Lines, a privately-owned freight transportation company, and analyzed more than 1.5 million shipments. We developed two calculation tools: a detailed model, specifically designed for and based on Estes Express' network and operations, and a lower-precision generic model, adapted from the detailed one so that it could be applied to carriers whose network characteristics are unknown. We also assessed current estimation methods and found that they tend to underestimate the emissions from LTL shipments primarily because (1) they rely on direct over-the-road distances as opposed to actual shipped distances, which must include the intermediate stops, and (2) they fail to factor in the pick-up and delivery (P&D) sections, focusing solely on line haul operations. Therefore, while existing initiatives such as the GHG Protocol and the EPA SmartWay program provide guidance on how to estimate carbon emissions from transportation in general, the LTL industry still needs a specific approach that takes into account all of its unique characteristics. This thesis provides a contribution in that direction by suggesting a methodology to better estimate the carbon emissions of individual LTL shipments.

Containing the most influential papers from the International Symposium on Logistics, Developments in Logistics and Supply Chain Management demonstrates the evolution in logistics and supply chain management since the 1990s.

Investigation of the less-than-truckload sector of the trucking industry indicates no conclusive evidence of predatory pricing.

This dissertation addresses problems arising in freight routing and scheduling where full truckload (FTL) and less-than-truckload (LTL) carriers are used to serve transportation needs. Each of the problems investigated in this dissertation tries to optimize/maximize consolidation to decrease system transportation costs by (1) carefully choosing the timing and path of freight and/or (2) introducing consolidation points. Approaches are proposed that enable effective planning and operation of freight routing and scheduling for large-scale transportation networks. Chapter 2 presents solution approaches for a shipper pickup and delivery planning problem faced by many large retailers to move freight from suppliers to distribution centers. Each shipment is moved either direct via a LTL carrier or possibly consolidated with other shipments and moved by one or two FTL routes. When using a FTL carrier, the shipper takes advantage of contracted lane rates that establish prices per mile for a truck operated between two locations that are significantly less than the comparable LTL price for shipping a full truckload. Consolidated FTL routes may each visit multiple shipment origins (supplier locations) and/or destinations (distribution center locations). Additionally, FTL routes may move

shipments through a single crossdock facility en route. The challenge in this planning problem is to exploit as much as possible negotiated truckload lane rates and to judiciously make use of routes through crossdock facilities to consolidate shipments. The primary contributions of this section are that (1) an interesting new problem variant is introduced to the field of transportation and logistics that is important in practice and (2) the solution approach demonstrates that exploiting knowledge of the problem and solution structure to cleverly select subsets of path variables for evaluation during each iteration of an integer programming based local search heuristic is effective on path-based routing models. Chapter 3 evaluates how to route each customer shipment through a sequence of transfer terminals in a LTL carrier network. At each terminal stop, a shipment is unloaded from an inbound trailer and reloaded onto an outbound trailer. A load plan determines the specific sequence of terminal transfers to be used for freight moving between each origin and destination. The design of the load plan determines the linehaul transportation and handling costs required to serve customers. We develop an improved very large-scale neighborhood search heuristic for solving an integer programming model for load plan design. The main contributions of this section include (1) the investigation of the pros and cons of optimizing system-wide into a single destination versus optimizing freight for all destinations in a small region, and (2) a solution approach that can find load plans with costs 6 to 7\% lower than those used in practice, and can find 2.5 to 5\% additional cost savings using the same time budget when compared to an approach optimizing system-wide into a single destination. Chapter 4 addresses a strategic planning problem that extends the load plan design problem to consider terminal roles. We investigate two-stage approaches that first identify the set of transfer terminals and then develop the corresponding load plan. Computational results compare the terminals chosen as transfer facilities from the proposed integer programming based local search method with a traditional hub location formulation and a simple facility location formulation to depict the benefits gained from modeling additional information. The key contributions of this section are (1) the introduction of a new hub location problem variant incorporating freight dispatch timing and trailer transportation cost characteristics found in the LTL trucking industry and (2) a solution approach utilizing IP-based local search that demonstrates the importance of incorporating freight dispatch timing. Finally, Chapter 5 summarizes the main conclusions from this dissertation and discusses directions for further research.

Concludes that in most segments of the NWT trucking industry there is competition in both rates and services although within the LTL (less than truckload) general freight segment, rates are essentially uniform.

The immense, global transportation and logistics sector is vital to businesses of all types. This carefully-researched book covers exciting trends in supply chain and logistics management, transportation, just in time delivery, warehousing, distribution, intermodal shipment systems, logistics services, purchasing and advanced technologies such as RFID. This reference tool includes thorough market analysis as well as our highly respected trends analysis. You'll find a complete overview, industry analysis and market research report in one superb, value-priced package. It contains thousands of contacts for business and industry leaders, industry associations, Internet sites and other resources.This book also includes statistical tables, an industry glossary and thorough indexes. The corporate profiles section of the book includes our proprietary, in-depth profiles of nearly 500 leading companies in all facets of the transportation and logistics industry. Here you'll find complete profiles of the hot companies that are making news today, the largest, most successful corporations in the business. Purchasers of either the book or PDF version can receive a free copy of the company profiles database on CD-ROM, enabling key word search and export of key information, addresses, phone numbers and executive names with titles for every company profiled.

Con-way Inc., a $4.7 billion motor freight transportation and logistics company, traces

its heritage from 1929, when industry pioneer Leland James founded an intercity trucking company in Portland, Oregon. Initially named Consolidated Truck Lines, this company grew from a one-truck operation into one of the largest long-haul carriers in the United States by the early 1980s, and became one of the few freight transportation firms to originate in the West and successfully expand eastward. In 1983, three regional, less-than-truckload (LTL) freight companies Con-Way Central Express, Con-Way Western Express, and eventually Con-Way Eastern Express emerged to challenge the industry with a surprising nonunion presence. These beginnings laid the foundation for one of the most successful short-haul market trucking enterprises. Con-way s exponential growth included long-haul trucking, short-haul trucking, airfreight forwarding, ocean shipping, and logistics solutions. Not surprisingly, operations of the diversified company remain dedicated to customer satisfaction, a strong sign of the company s longevity and innovative spirit. In 2006, Con-way again displayed its keen ability to meet ever-evolving market needs in a tremendous rebranding effort to unite its 500 locations in 17 countries and more than 27,000 employees under one contemporary, unified presence. The Legend of Con-way: A History of Service, Reliability, Innovation, and Growth provides a compelling account of how Con-way adapted and thrived despite government regulations, fuel shortages, and union pickets, and continues today as a leader in the highly competitive transportation industry.
Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 34. Chapters: Trucking companies of the United States, United Parcel Service, Echo Global Logistics, CR England, Schneider National, Choice Logistics, Purolator USA, Swift Transportation, YRC Worldwide, AAA Cooper, Werner Enterprises, Con-way Truckload, Expeditors International, Pitt Ohio Express, CaseStack, Con-way Freight, Freightquote.com, Vizion Logistics, Braun's Express, Access America Transport, BAX Global, PeriShip, J. B. Hunt, Lakeville Motor Express, C. H. Robinson Worldwide, FFE Transportation, New England Motor Freight, ABF Freight System, Naparex, Blue-Grace Group, Groendyke Transport, The UPS Store, Computer Transportation Services, Knight Transportation, Prime, Inc., Star Transport, UPS Freight, Integrated Service Provider, A-P-A Transport Corp., IHC Services, Covenant Transport, Con-way Multimodal, Carbamoyl phosphate synthetase, Air Cargo Inc, Estes Express Lines, InterLogic, Total Quality Logistics, Consolidated Freightways, Averitt Express, American Freightways, Associated global systems, Vitran Express, Midwest Motor Express, Celadon Group. Excerpt: United Parcel Service, Inc. (NYSE: UPS), typically referred to by the acronym UPS, is a package delivery company. Headquartered in Sandy Springs, Georgia, United States, UPS delivers more than 15 million packages a day to 6.1 million customers in more than 220 countries and territories around the world. UPS is well known for its brown trucks, internally known as package cars (hence the company nickname "The Big Brown Machine"). UPS also operates its own airline (IATA: 5X, ICAO: UPS, Call sign: UPS) based in Louisville, Kentucky. UPS's primary business is the time-definite delivery of packages and documents worldwide. In recent years, UPS has extended their service portfolio to include less than truckload transportation (primarily in the U.S.) and supply chain... Fuel surcharge policies are utilized by transportation companies to transfer the expense associated with fuel prices to their customers. As fuel surcharges have become a significant portion of the expenses on transportation invoices, an increasing number of

shippers are expressing more interest in these policies. The objective of this study is to discover how less-than-truckload (LTL) carriers develop and utilize fuel surcharge policies to recover their fuel expenses. Thirty-nine top LTL carriers were called on to explain their perspectives and methodologies with regard to fuel surcharge policies. Part-to-whole qualitative analysis was conducted to summarize responses from a standardized interview protocol. In addition, 25 published fuel surcharge policies were obtained and analyzed to explore the disparities among LTL fuel surcharge policies. Findings show that, while carriers were reluctant to discuss their fuel surcharge development, in practice there were two primary methodologies that left all carriers with very similar fuel surcharge policies.

GET PAID TO COORDINATE With 70% of all manufactured and retail goods transported by truck in the U.S., it’s the perfect time to broker your own share of this $700 billion transportation industry. Learn to apply your time management and communication skills as you pair shippers and carriers to move cargo and make money in the process—straight from your home. The experts of Entrepreneur equip you with the knowledge you need to start your own business, manage day-to-day operations, prepare for minute-by-minute changes, and tackle unexpected challenges in freight transportation. You’ll learn how to: Gain the right training and education before you get started Set competitive rates, craft professional quotes and manage collections Get bonded and certified to meet industry requirements Manage delays, damage claims, and cargo loss effectively Find and build relationships with reliable carriers Track and manage your daily financials, sales and operations Organize your business with sample checklists, worksheets, and contracts Plus, gain new insider tips from industry experts including founders of Brooke Transportation Training Solutions and AGT Global Logistics. Whether you want to be your own boss, work from nearly anywhere, or capitalize on this stable, multibillion-dollar industry, freight brokerage business is for you. Use this book to get started today!

Includes Senate staff study "Trucking Mergers, Concentration, and Small Business: An Analysis of Interstate Commerce Commission Policy, 1950-56" by Walter Adams and James B. Hendry (p. 211-384).

Are you aware that the trucking industry is a booming business, and in coming years, its earning potential will increase manifold? Do you know that the trucking industry is safe from currency fluctuations because most of the revenue is generated domestically? The trucking industry is certainly a good predictor of the overall economy. Customers begin to ship more goods during the early stages of an economic upswing in anticipation of better business conditions. A drop in trucking demand, on the other hand, could signal the start of a recession. Customers can easily find a different shipper, so providing excellent service is a critical factor. The trucking industry is divided into two categories: truckload and less-than-truckload (LTL). Truckload carriers load a trailer with large amounts of cargo from a single customer, usually for delivery to a single location. LTL drivers load a trailer with small amounts of cargo from various customers, all of whom require different delivery destinations. Initiating an owner-operator trucking company is the right choice for people looking to establish a family business. It is because: - You just need to get a commercial driver's license (CDL) and take a quick course to learn the basics - You can work in this industry for as long as you want - Truckers have the unique advantage of operating independently - Truckers have complete control over their work schedule - Owner-operators are free to choose their clients and can take decisions on their own - Owner-operators generate more revenue than any other business This book covers all topics and terms related to starting a trucking business, such as: - History of Trucks and

Trucking Business - Trucking Business Types and how to start it - Marketing Strategy for Owner Operator Trucking Business - Managing Human Resource and Building Fleet for Trucking Business - The Most Common Reasons Why Trucking Business Fails - The Pros and Cons of a Trucking Business A freight broker is a middleman that connects two businesses by locating, evaluating, and commissioning a motor carrier that transports products for a shipper. The freight broker makes certain that the products reach safely at their ultimate destination. They profit by taking the difference between the amount paid by the shipper and the amount accepted by the motor carrier as payment. A freight broker facilitates the shipment of products by acting as a middleman between shippers and carriers. You may become a freight broker in one of two ways: an independent broker or an employee of a brokerage company. An independent freight broker deals with their contracts with shipping companies and is paid directly by them. In this book you will get to know about: - Responsibilities of freight broker - Licensing and business registration - Effective Business plan - How to become a successful freight broker and grow your business - How to find carriers and shippers - How to use social media to grow your freight broking business You will learn about the history of trucking, the evolution of the trucking industry, and regulations, and the impact of the same on the trucking business. You will be able to master the trucking industry's terms and jargon and the different market strategies and tactics for thriving in the trucking business. Moreover, You'll also learn about freight brokers and how starting your freight brokerage may be an easy and profitable way to succeed in the business. So what are you waiting for? Get your copy now.

For more than twenty years, shipment consolidation has been utilized as a method to significantly decrease the cost of transporting goods, people, and information. Due to ever-increasing fuel costs and customer expectations, consolidation strategies are becoming even more important in the freight transportation industry. The hub-and-spoke model has also been widely recognized as an effective design for shipment consolidation. This shipment consolidation takes advantage of transportation economies of scale by gathering the shipments from clustered origins around a transshipment center, called a hub, transporting them in bulk to other hubs, and distributing the shipments to clustered destinations. This research proposes mathematical models and solution methodologies that will determine the optimal set of hub-to-hub routes for the consolidation and transportation of less-than-truckload (LTL) shipments, shipments that were originally transported individually by commercial trucking. Data from a Fortune-500 manufacturing company concerning a large-scale domestic LTL network has been provided as a case example for the proposed methods. Results are given in which 8 scenarios are identified to save transportation costs when compared to previous policy. The methods can also be extended or tailored in a variety of ways.

A load plan specifies how freight is routed through a linehaul terminal network operated by a less-than-truckload (LTL) carrier. Determining the design of the load plan is critical to effective operations of such carriers. This dissertation makes contributions in modeling and algorithm design for three problems in LTL load plan design: (1) Refined execution cost estimation. Existing load plan design models use approximations that ignore important facts such as the nonlinearity of transportation costs with respect to the number of trailers, and empty travel beyond what is required for trailer balance that results from driver rules. We develop models that more accurately capture key operations of LTL carriers and produce accurate operational execution costs estimates; (2) Dynamic load planning. Load plans are traditionally revised infrequently by LTL carriers due to the difficulty of solving the associated optimization problem. Technological advances have now enabled carriers to consider daily load plan updates. We develop technologies that efficiently and effectively adjust a nominal load plan for a given day based on the actual freight to be served by the carrier. We present an integer programming based local search procedure, and a greedy randomized adaptive search heuristic; and (3) Stochastic load plan design. Load plan design models commonly represent origin-destination

freight volumes using average demands, which do not describe freight volume fluctuations. We investigate load plan design models that explicitly utilize information on freight volume uncertainty and design load plans that most cost-effectively deal with varying freight volumes and lead to the lowest expected cost. We present a Sample Average Approximation approach and a variant of the method for solving the stochastic integer programming formulations.

The North American Industry Classification System (NAICS) is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy. It is a joint work between the Untied States, Canada, and Mexico that allows a high level of comparability between the countries. The NAICS officially replaced the SIC (Standard Industrial Classification) system in 1997. The publisher has included the SBA Size Standards Table as an appendix at the back of this book to assist users of the data. Should you have suggestions or feedback on ways to improve this book please send email to Books@OcotilloPress.com If you would like to order a copy of this book as a 3 ring punched looseleaf print please contact Books@OcotilloPress.com

With the majority of the nations cargo being transported via trucks, this industry is rapidly growing. Trucking employs people with a variety of skills, offering work opportunities that will meet the needs of almost anyone who wants to be involved with t

There are approximately 4,000 fatalities in crashes involving trucks and buses in the United States each year. Though estimates are wide-ranging, possibly 10 to 20 percent of these crashes might have involved fatigued drivers. The stresses associated with their particular jobs (irregular schedules, etc.) and the lifestyle that many truck and bus drivers lead, puts them at substantial risk for insufficient sleep and for developing short- and long-term health problems. Commercial Motor Vehicle Driver Fatigue, Long-Term Health and Highway Safety assesses the state of knowledge about the relationship of such factors as hours of driving, hours on duty, and periods of rest to the fatigue experienced by truck and bus drivers while driving and the implications for the safe operation of their vehicles. This report evaluates the relationship of these factors to drivers' health over the longer term, and identifies improvements in data and research methods that can lead to better understanding in both areas.

This report summarizes the activities performed in a one-year study with the objective to develop an understanding of the interrelationships of urban goods movement and congestion and identify performance measures that will help evaluate the impact of goods movement in the urban area. Through a survey instrument and state-of-the-practice review, this research project investigated the impacts and interactions of commodity movements within an urban area, given traffic congestion. Researchers generally found that traditional mobility monitoring performance measures (e.g., delay, travel time index) can be adopted for freight-related mobility performance measurement. From the surveys conducted, and the state-of-the-practice review, researchers also found that 1) recurring congestion (and most typical incident congestion) is a problem that carriers/shippers can plan for, and in most cases, they can deal with congestion as it comes along; and 2) carriers/shippers tend to estimate a time cushion (buffer) into their schedules to meet their delivery times. There are times when urban congestion levels can impact freight operations (e.g., just-intime [JIT] deliveries for manufacturing, less-than-truckload [LTL] trips by truck). Researchers also documented the interrelationship of how decisions by either the public sector or the trucking companies can influence one another. The results of this research will be valuable to decision-making staff at metropolitan planning organizations (MPOs) and local transportation organizations to understand the big picture of local truck movements, as well as performance measures that will assist public transportation agency staff in considering freight movements and impacts in project prioritization and selection.