



Drayage Trucks waiting at LA/LB Marine Terminal





Truck Requirements

- Truck must be CARB compliant with a 2007 model year engine or newer
- Truck and driver must be registered in in the port clearing house system (Emodal)
- The truck must be registered in the port Drayage Truck registry and also the CA Air Resources (CARB) drayage truck registry
- The truck must have a valid RFID tag which is scanned at the terminal entrance and give the MTO the year, make and trucking company information
- All drivers must have Transportation workers Identification Credential (TWIC) card.

- Pier Pass fees must be claimed and are applicable to any loaded container that moves in or out of the port during dayside (peak hours) 08:00-16:30. Pier Pass is also a major cause of congestion in the ports. Pier Pass was formed for two purposes. One to move more truck traffic to nights in an effort to mitigate the traffic congestion caused by 16,000 port trucks. Secondly to relieve the port wide congestion brought on by year after year of double digit growth in the LA/LB seaport. (TODAY) Over 50% of total volume of the discretionary cargo moves during off peak gates.
- The trucking company must also check the availability status of the container. There are specific availability statuses that must be in place in order for the container to have an “available” status.

Pier Pass



OffPeak Tackles Port Congestion

OffPeak is a landmark effort to address chronic congestion and air quality issues in and around the Ports of Los Angeles and Long Beach. OffPeak uses the existing transportation infrastructure more efficiently by shifting cargo traffic out of peak commuting hours to nights and weekends.

This innovative solution will help increase movement of cargo, reduce waiting time for truckers, cut the number of trucks in rush-hour traffic, and reduce air pollution around the ports.

Beginning on July 23, 2005, all international container terminals in the Ports of Los Angeles and Long Beach will start five OffPeak shifts per week on nights and weekends. At that time, a Traffic Mitigation Fee will be required for cargo movement through the ports during peak hours, with certain exceptions.

- OffPeak shifts: 6:00 p.m. to 3:00 a.m. Monday through Thursday, and 8:00 a.m. to 6:00 p.m. on Saturday
- Peak hours: 3:00 a.m. to 6:00 p.m. Monday through Friday

What is PierPASS?

PierPASS is a not-for-profit company created by marine terminal operators to reduce congestion and improve air quality in and around the Los Angeles and Long Beach ports. PierPASS is responsible for managing the OffPeak program.

Why is the shipping industry working on a solution?

- We are responding to the needs of the port community, local authorities, and policy makers
- Port congestion in 2004 caused disruption; cargo volumes continue to grow
- Infrastructure improvements are regrettably years away
- We support measures to increase California state infrastructure funding, but little or no funding is currently available
- Other U.S. ports have limited capacity to handle cargo volume shifted away from Southern California; the Ports of Los Angeles and Long Beach account for 40% of all imports to the U.S.
- Opportunities to expand the ports are limited, but there is a chance of port expansion in countries outside of the United States, leading to possible loss of jobs and employment opportunities

How will OffPeak shift cargo operations to nights and weekends?

- Operations will shift through a market-based incentive
- With certain exceptions, containers entering or exiting marine terminals in the Ports of Los Angeles and Long Beach by road during peak daytime hours will be charged a Traffic Mitigation Fee
- The Traffic Mitigation Fee will not be charged – and will be refunded or credited if already paid – if the container enters or exits the terminals outside of peak hours
- OffPeak shifts (6:00 p.m. to 3:00 a.m. Monday through Thursday and 8:00 a.m. to 6:00 p.m. Saturday) will be adopted by all international container terminals in the Los Angeles and Long Beach ports



Marine Terminal Availability Website

The screenshot displays the website interface for Total Terminals International (TTI). The main content area is titled "Container Information" and shows a table with one container entry. The table has columns for Container No, Available for Pickup, TMF, Rail, Trouble Check, Appt Time, Yard Location, Hold Reason, Customs Status, Freight Status, USDA Status, Carrier Status, and Terminal Status. The container BSIU4029062 is listed with a "Hold" status under TMF, an appointment time of 07-15-2014 19:00~20:00, and a yard location of "In Yard(Deck)". The Customs Status is "Released".

Annotations with red text and blue arrows point to specific fields in the table:

- Pier Pass** points to the "Hold" status in the TMF column.
- Trucker p/u appointment** points to the "Appt Time" column.
- Must have a valid electronic yard location** points to the "In Yard(Deck)" in the Yard Location column.
- Electronic Releases from US Customs & Ocean Carrier** points to the "Released" status in the Customs Status column.

The table data is as follows:

Container No	Available for Pickup	TMF	Rail	Trouble Check	Appt Time	Yard Location	Hold Reason	Customs Status	Freight Status	USDA Status	Carrier Status	Terminal Status
BSIU4029062	Yes	Hold		Check	07-15-2014 19:00~20:00	In Yard(Deck)		Released	Released	Released	Released	Released

Freight Advanced Traveler Information System (FRATIS)

10 STEP PROCESS

To coordinate dynamic travel planning around the marine terminals and queues to move cargo out of the ports more efficiently







1

Drayage company will receive orders from customer



2

Company staff will enter orders in the system

System will identify orders going to the marine terminal

Dispatcher **Dashboard** Logged in as admin | Launch WEBFLEET

Home Add Order View Orders Settings Information Messaging Optimization Log Out

Add Import Order

Order Number 1234567	Due Date 11/20/2013	Time of Day Morning
Pickup Number	Container Number ABCDEF0	Bill of Lading
		Additional Jobs/Legs <input checked="" type="checkbox"/> Yard Pull <input type="checkbox"/> Requires Empty Move

Shipping Details

Shipper YUSEN TERMINAL	Consignee TABLETOPS UNLIMITED	Assign to Driver (Optional) - Select a Driver -
Container Owner Mediterranean Shipping Company S. A.	Container Container 45 HC	Chassis Chassis 45

[Save & Exit Steps](#) [Cancel](#)

Dispatcher **Dashboard** Logged in as admin | Launch WEBFLEET

Home Add Order View Orders Settings Information Messaging Optimization Log Out

Order List

All Orders | Morning | Evening [Add New Job](#)

Order Number	Ship	Ship Action	Shift	Due Date	Job Status		
1114843	YUS ITECALDNA	PLWC DLWC	Morning	11/20/2013	Unassigned	Duplicate	X Delete
1114844	WBCT ITECALDNA	PLWC DLWC	Morning	11/23/2013	Unassigned	Duplicate	X Delete
1114800	LBCT OPORCA	PLWC DLWC	Morning	11/22/2013	Unassigned	Duplicate	X Delete
1114872	HAN OPORCA	PLWC DLWC	Morning	11/22/2013	Unassigned	Duplicate	X Delete
1114890	APFCATER KYOCARVB	PLWC DLWC	Morning	11/22/2013	Unassigned	Duplicate	X Delete
1114892	SAPFCATER FLEGARIC	PLWC DLWC	Morning	11/23/2013	Unassigned	Duplicate	X Delete
1114891	LBCT ITECALDNA	PLWC DLWC	Morning	11/23/2013	Unassigned	Duplicate	X Delete
1114890	YUS OPORCA	PLWC DLWC	Morning	11/23/2013	Unassigned	Duplicate	X Delete
1114889	EVE OPORCA	PLWC DLWC	Morning	11/23/2013	Unassigned	Duplicate	X Delete



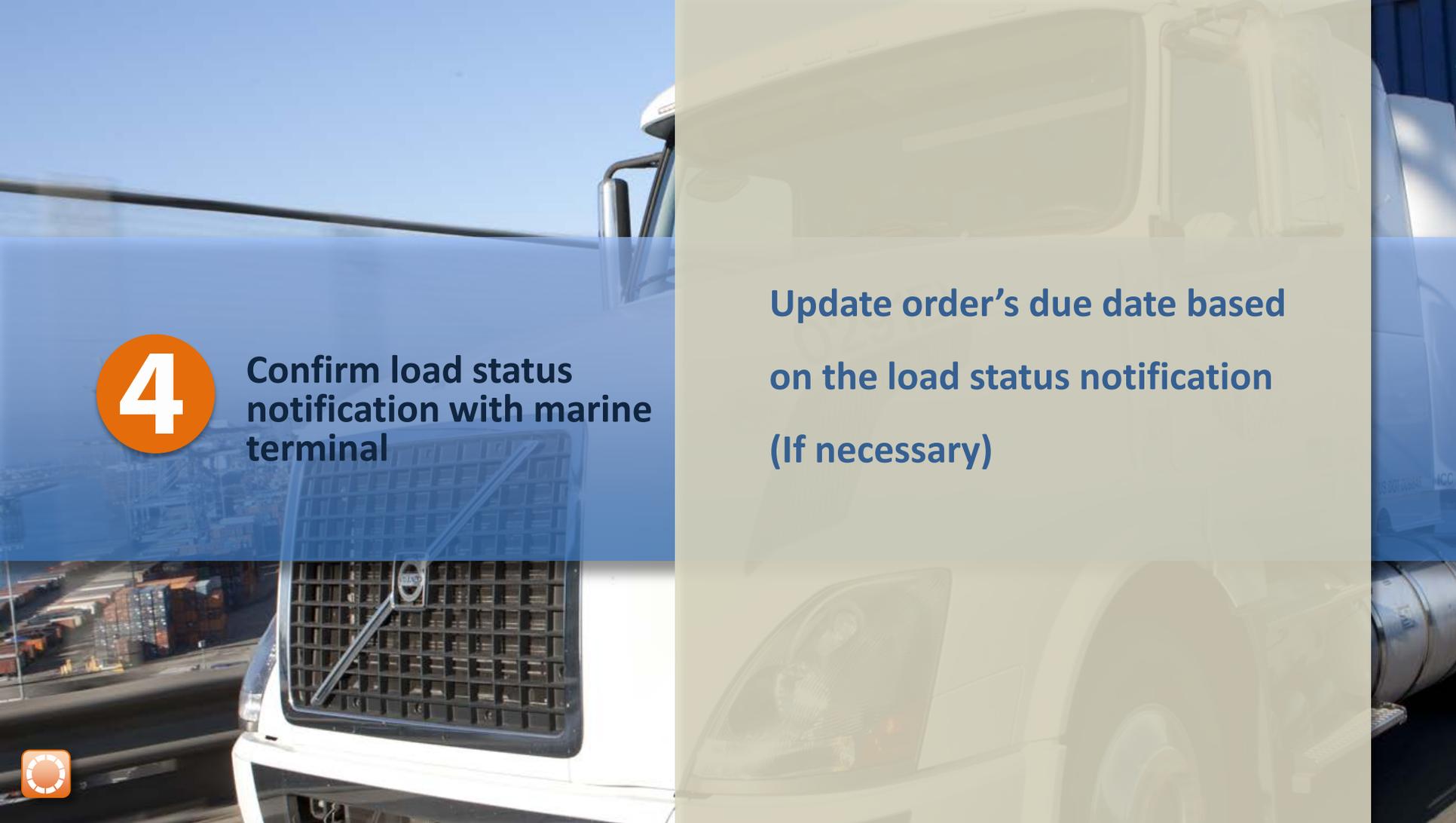
3

System will send notification
to marine terminal

Basic data to identify the order:

- Order number
- Pickup/booking number
- Container number
- Bill of lading number





4

Confirm load status notification with marine terminal

Update order's due date based on the load status notification (If necessary)





5

Dispatcher will run optimization algorithm for building next day plan



Algorithm will generate optimum plan (driver's itinerary)



System will identify orders going to the marine terminal

6 Dispatcher will review and approve algorithm plan

Dispatcher Dashboard

Logged in as admin | Launch WEBFLEET

Home Add Order View Orders Settings Information Messaging Optimization Log Out

Optimized Solution

Send to WebFleet

Plan Performance Measures

Optimum Plan	\$2,654.81	Current Plan	\$2,654.81
Orders: 34		Orders: 34	
Total Miles: 1499.74		Total Miles: 1499.74	
Total Bobtail Miles: 634.61		Total Bobtail Miles: 634.61	
Total Times: 58:59		Total Times: 58:59	
Driving Times: 24:59		Driving Times: 24:59	
Stop Times: 34:00		Stop Times: 34:00	
Waiting Time: 00:00		Waiting Time: 00:00	

Drivers Itinerary

Driver	Distance	Jobs
XC Hector Amaya	151.42 mi	1113941 1113941-YP 1114139 1114648-YP 1114739
XC Francisco Arias	184.30 mi	1114744-YP 1113947 1113949-YP 1113970
XC Artur Avelesan	198.24 mi	1114901 1114890-YP 1113948 1113964
XC Mikogus Baragansan	160.62 mi	1114899 1113946 1113947-YP 1113959-YP
XC Clifford Coburn	130.32 mi	1114648 1114128-4 1113945-YP 1114128-YP
XC Anam Zakarian	226.98 mi	1113943-YP 1113950 1113950 1113955-YP
XC Karapel Marzavangan	140.19 mi	1113945 1114744 1113942-YP
XC Armando Diaz	151.80 mi	1113946-YP 1113946 1113970-YP
XC Sergio Mendez	172.98 mi	1113943 1114739-YP 1113948-YP

Drivers: 9

Accept Plan and Send to WebFleet



7

System will send 1 day in advance notification for planned orders to marine terminal

Dispatcher Dashboard

Home Add Order View Orders Settings Information Message

Send a Message

Driver

017810 - Temporal Dispatching

Send an Alert To All Vehicles

Message

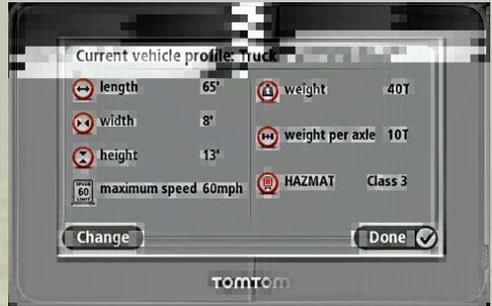
- Order ID data
- Driver assigned to order
- estimated arrival time to location for order execution



8

Dispatcher will dispatch drivers

Drivers will receive daily plan via on-board device



Drivers will be able to accept, navigate, and mark as completed orders via on-board device



9

System will send same day notification with current ETA to marine terminal

- Order ID data
- Dispatch driver
- Estimated time of arrival under current traffic conditions

Port
Logistic
Group
www.PortLogisticsGroup.com





10



Driver will arrive at the marine terminal and execute order



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