

For Immediate Release

More Info: Mary E. Barton, Ph.D. Tel: (562) 773-4725



**What's New at CCDoTT?
Researchers To Unveil Latest Innovations
in Maritime Goods Movement at Queen Mary
January 16**

Jan 14, 2008—New and intriguing findings will be covered by maritime researchers on Jan 16 at the RMS Queen Mary. Just a few of the projects, funded by the Center for Commercial Deployment of Transportation Technologies (CCDoTT) are highlighted below.

Port Disruption Model

Imagine this scene: The lofty Vincent Thomas Bridge collapses. The busiest container port in the U.S. is crippled. Enormous passenger ships and cargo ships are stacking up outside the harbor.

Whether the cause was an earthquake or a terrorist, the disruption to freight transit, to the community, and to the national economy will be enormous.

Immediate questions arise: Where should offshore incoming ships be re-directed? How can critical goods awaiting entry to the West Coast's Gateway be delivered? How can exports stacked at the docks be re-routed and sent abroad? Who knows how to find the answers?

Fortunately, the answers are being developed, thanks to a new research project sponsored by the Center for Commercial Deployment of Transportation Technologies (CCDoTT). The design for developing a comprehensive "Port Disruption Model" will be unveiled at CCDoTT's forthcoming conference, IMPACT 2008, on Jan. 16, at the RMS Queen Mary in Long Beach, California. Blair Garcia of TranSystems, a subcontractor to CCDoTT, will make the presentation.

"Our Port Disruption model," said Steve Hinds, Program Administrator, "takes a system-wide approach, and that's what makes it unique. Most other approaches have looked at what to do with inbound ships and how they can best be re-routed. Our new model takes into account the impact of system-wide disruption and how the transportation system as a whole must respond to support recovery at the local, regional, national and international levels."

CCDoTT's Port Disruption Model will have many applications, according to Hinds. It will be useful for the military to support military surge and sustainment operation while reducing their impact on our strategic economic cargo movement capacity, for port authorities in disaster planning, for the Coast Guard, and for railroads and trucking companies which must plan for re-routing massive amounts of cargo. It will provide a necessary tool for both contingency and response/recovery operations across the cargo movement spectrum

Mag-Lev Freight System

The quiet "whoosh" of a Los Angeles-area magnetic-levitation freight system is materially closer

as CCDoTT's researchers design new, on- and off-loading equipment for cargo containers. Such links will be critical in order to mesh the mag-lev Electric Container Conveyor, or ECCO, with existing marine terminals and other elements of the existing transportation system. The result will be dramatically faster cargo throughput.

"We know from previous research that ECCO is technically and economically feasible in Southern California," commented Stan Wheatley, CCDoTT's Principal Investigator. "So we've tackled the challenge of how to integrate ECCO into the overall transportation system."

"Those new mechanical links make it possible for us, then, to produce cost/performance models for both a short- and long-haul ECCO system," he continued. A team of researchers at California State University, Long Beach, under direction of Dr. Ken James, is working with military and commercial system design experts to design the loading technology. James will present their progress at the Jan. 16 IMPACT 2008 conference aboard the RMS Queen Mary.

Agile Port Technologies

The Port of Savannah had seldom seen the likes of the massive military operation on its docks last Fall—loading everything from Humvees to ammunition carriers in support of U.S. troops in the Middle East in a 'round-the-clock three-day operation--which is being used as part of CCDoTT's Agile Port Technologies research.

"The results of that operation, using the military's legacy system," said Steve Hinds, Program Administrator for CCDoTT, "are serving as the baseline against which the CCDoTT's Agile Port demonstration will be measured. We will be able to demonstrate that our Agile Port systems can save both time and money on a large loadout." CCDoTT's Agile Port approach can be applied to civilian operations, as well. The most recent findings will be presented by Blair Garcia, of TranSystems, a subcontractor to CCDoTT, at IMPACT 2008 on Jan. 16.

CCDoTT will soon present its latest Agile Port findings to the U.S. Transportation Command, or USTRANSCOM.

Short Sea Shipping for the U.S. West Coast

Picture thousands of cargo containers abandoning their lanes on LA's freeways and, instead, plying the major shipping channels at sea, heading for nearby cities and ports on the coast. This picture is closer to reality today. The containers, of course, will be aboard ships especially designed for short sea shipping. CCDoTT's new, detailed analysis of specific ship and logistics options, port choices, and revenue sources will optimize short sea shipping on the West Coast.

Driven by congestion and air quality concerns, short sea shipping on the West Coast is becoming more likely every week. "The U.S. Congress has recognized short sea shipping as a viable alternative for the West Coast," said Steve Hinds, Program Administrator for CCDoTT. Private companies are seriously assessing its feasibility, and CCDoTT's research will bring objective, expert analysis to the fore. Doug Coates of TranSystems, a subcontractor to CCDoTT, will present the latest findings at IMPACT 2008 aboard the RMS Queen Mary on Jan. 16.

* * *