TRANSPORTATION MANAGEMENT SYSTEMS: AN EXPLORATION OF PROGRESS AND FUTURE PROSPECTS

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ABSTRACT

This research reports the experiences of both adopters and non-adopters of transportation management system (TMS) technology. TMS adopters represent a diverse array of companies, with a surprisingly high percentage of adopters using outsourced services for decision support activities. Motives for adoption tend to align with the firm's strategic needs though functionality focuses on the shipper's day-to-day operational needs. While expectations of system performance and return on investment vary greatly, TMS users illustrate a generally high level of satisfaction. Non-adopters view decision support for transportation activities as a low priority. The article explores future prospects for TMS development and adoption.

ENTRY-LEVEL HEAVY TRUCK DRIVERS AND HIGHWAY SAFETY: IS IT FINALLY TIME FOR FEDERALLY MANDATED TRAINING?

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ABSTRACT

This article examines the need for mandated instruction and a uniform curriculum for entry-level commercial drivers. The study also addresses the discontinuity resulting from the establishment of a uniform licensing standard without requiring preparatory training. The research involves a review of Federal regulations pertaining to obligatory operator instruction in the air, water and rail mode. The investigation concludes that weak support and lobbying efforts by certain trucking interests have thwarted the adoption of mandatory instruction and/or a uniform curriculum. The study also highlights a pressing need for policy revision given the imminent retirement of many "baby boom" generation drivers.

A Decision Support Approach to Designing the Inland Logistics Network in China

ABSTRACT

With the unprecedented growth of international trade, a growing number of multinational firms have coped with logistical challenges of shipping products to and from unfamiliar territories in foreign soils. These logistical challenges include the cross-border transportation of products originated from inland ports to another inland ports isolated from major waterways. In particular, the lack of access to major waterways would not only constrain the intermodal transportation option, but also make the door-to-door, containerized delivery services nearly impossible. Such a limited option would eventually lead to increased transportation costs and transit time, and thereby offsetting the low-cost global sourcing advantages. To aid multinational firms in addressing the problem of determining the optimal supply chain link between inland origin and destinations ports, this paper proposes a shortest-path model based decision support system. The usefulness of the proposed model-based decision support system was validated by its application to a real problem encountering the multinational firm that would like to strengthen its foothold in the Chinese market.

BOOK REVIEW:

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