



Open Comments from 2013 Safe Truck Parking Survey

Ports, Ports of Entry, Rail Yards

Introduction:

Imported and Exported consumer goods enter the United States through marine ports and ports of entry at U.S. border countries, Mexico and Canada. This freight must be moved from these regions by rail and truck. Since the United States primarily imports consumer goods from outside of the United States, most of the port traffic from truck drivers is to move high value merchandise that is entering the United States; therefore these trailers and freight containers are loaded with expensive cargo.

Truck drivers are required to have special security clearance to enter ports. The Transportation Security Administration has instituted the "[Transportation Worker Identification Credential](#)" (TWIC®) security program. Truck drivers must comply with federally mandated rest periods and security precautions yet they are not provided any safe haven truck parking once they leave port facilities and are not allowed to stay on these secure property locations.

Port areas are generally high crime regions. Truck drivers that are serving these facilities are placed at increased safety risk when moving consumer goods because they do not have safe truck parking options.

In the 2013 truck parking survey, truck driver comments identified safety risk areas at or near ports, rail yards where freight must be moved by truck drivers, remote chemical plants near ports, steel mills and military yards.

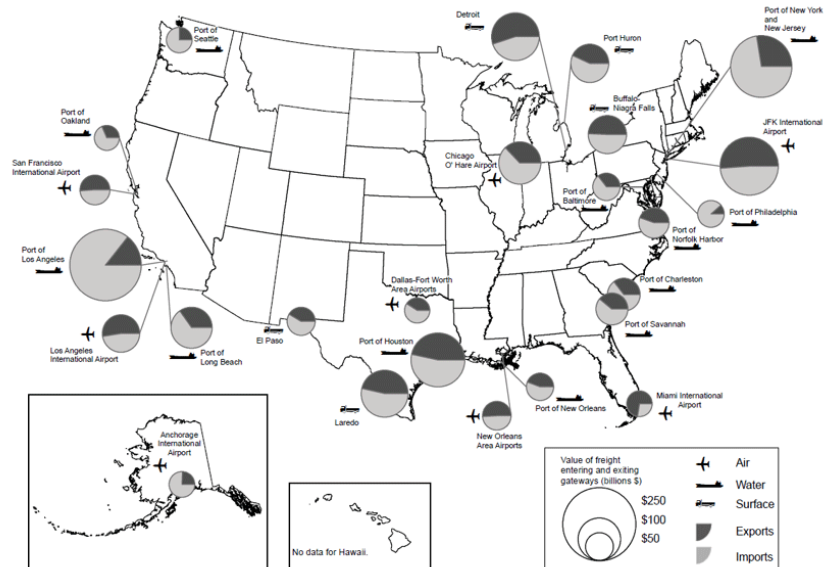
The relationship of these areas is that they require increased safety and security precautions to allow entry to their property but do not provide any safe truck parking solution which places the truck driver and the sensitive cargo at risk upon leaving the facility or port.

Ports are not only the center of a great deal of export/import activity; they are also home to industrial parks where cold storage and other freight warehouses exist.

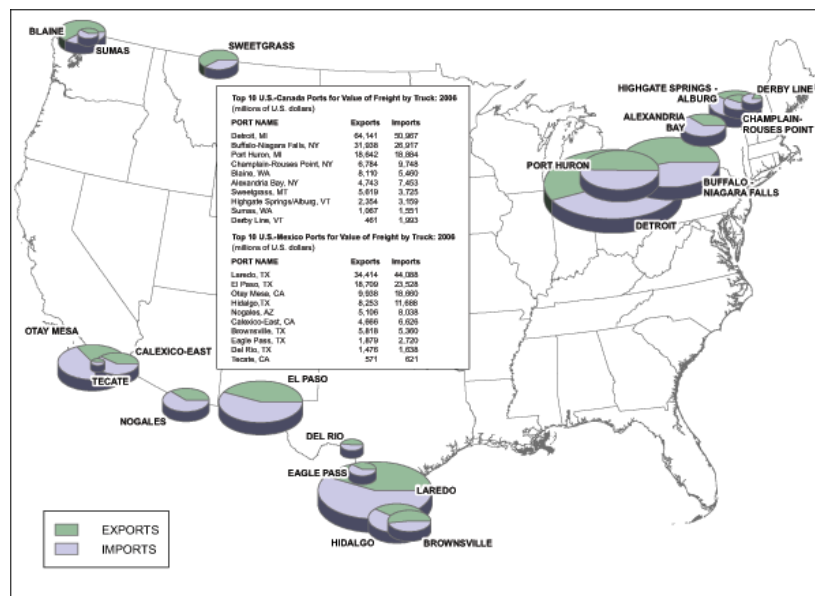
Truck drivers mentioned inland ports where river commerce and rail freight meet and border state ports of entry as additional problem areas when trying to locate safe truck parking.

Ports and Ports of Entry most mentioned in the 2013 truck parking survey correlate with the following data maps from the Bureau of Transportation Statistics:

- [“Top 25 Container Ports for U.S. International Maritime Freight: 2008”](#)
- [“Top Ports for TransBorder Merchandise Freight by Truck: 2006”](#)
- [“Top 25 U.S. Freight Gateways, Ranked by Value of Shipments: 2009”](#)



Top 25 U.S. Freight Gateways, Ranked by Value of Shipments: 2008



[Top Ports for TransBorder Merchandise Freight by Truck: 2006 Bureau of Transportation Statistics](#)

FACT: November 8, 2013, The White House issued a press release statement concerning the [“Modernizing and Investing in America’s Ports and Infrastructure”](#) the words “Truck” or “Parking” do not appear in this document as part of the vision of areas that need improvement.

FACT: A report on the [“Establishment of the Task Force on Ports”](#) issued by The White House that is comprised of 10 notable government agencies including the Department of Transportation does not mention the word “trucking”.

The [Panama Canal Expansion](#) will impact east coast truck parking issues that are already in a crisis situation for truck drivers if they are not addressed in the states where port modernization projects are currently underway.

RESULTS: 2013 Truck Parking Survey Question 11.

“Please identify which Ports and/or surrounding facilities have an inadequate amount of safe parking.”

Current Problem Ports by State in Alphabetical Order:

Most Mentioned States with Inadequate Ports	Most Mentioned Cities with Inadequate Port and Related Freight Traffic
Alabama	Mobile
California	Oakland, Port Hueneme, Long Beach, Los Angeles, San Diego
Connecticut	New Haven
Delaware	Wilmington
Florida	Port of Miami, West Palm Beach, Jacksonville, Tampa, Port Manatee
Georgia	Brunswick, Savannah
Louisiana	Baton Rouge, New Orleans
Maryland	Baltimore, Dundalk,
Massachusetts	Boston Harbor Area
Mississippi	Gulfport
New Jersey	Port of Newark/Elizabeth Marine Terminal, Global Marine Terminal Bayonne, Port of Jersey, Jersey City

New York	Port of New York, JFK Cargo Facilities
Oregon	Portland
Pennsylvania	Port of Chester, Port of Philadelphia
South Carolina	Port of Charleston
Texas	Port of Houston, Port of Galveston, Port of Freeport
Virginia	Chesapeake, Portsmouth, Port of Norfolk, Port of Newport News
Washington	Port of Seattle, Tacoma



Non Ocean Ports, Rail Yards, and other high security freight locations most mentioned:

- Indiana Burns Harbor
- Oklahoma Port of Catoosa
- Ohio Port of Cleveland
- Tennessee Presidents' Island and Port of Memphis TN
- Wisconsin Milwaukee



- CSX Rail Yards
- BNSF Rail Yards
- Military Installations
- Chemical Plants (Dow Chemical, Conoco Phillips)

