

Combining Truck and Vessel Tracking Data to Estimate Performance and Impacts of Inland Waterway Ports Dataset

Dataset available at: <https://doi.org/10.5281/zenodo.4279758>

(This dataset supports report **Combining Truck and Vessel Tracking Data to Estimate Performance and Impacts of Inland Ports**)

This U.S. Department of Transportation-funded dataset is preserved by Maritime Transportation Research and Education Center (MarTREC) in the Zenodo Repository (<https://zenodo.org/>), and is available at <https://doi.org/10.5281/zenodo.4279758>

The related final report **Combining Truck and Vessel Tracking Data to Estimate Performance and Impacts of Inland Ports**, is available from the National Transportation Library's Digital Repository at <https://rosap.ntl.bts.gov/view/dot/57487>.

Metadata from the Zenodo Repository record:

Title: Combining Truck and Vessel Tracking Data to Estimate Performance and Impacts of Inland Waterway Ports

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Description: The purpose of this project is to estimate the performance of multi-modal supply chains that use inland waterway ports. This is accomplished by developing a method to fuse publicly available datasets including truck and marine vessel tracking data and lock performance data. The study builds on a growing body of research related to multi-modal freight performance measurement, specifically freight fluidity measures. Freight fluidity measurement attempts to capture freight system performance from a multi-modal supply chain perspective. In this study, we effectively combine marine Automatic Identification System (AIS) data with truck Global Positioning System (GPS) data. Both data sources track vessel and vehicle movements and can be used to determine measures such as travel times, dwell times, and other freight activity characteristics. Two models are developed. These are referred to as the Multi-Commodity Assignment Problem (GMAP) and GMAP+. The GMAP model quantifies annualized commodities transloaded at inland waterway port terminals by fusing two mode-specific datasets, truck GPS and marine AIS. The GMAP+ model then assigns commodity flows to vessel trips. Additionally, as a data product, the GMAP and GMAP+ models are used to generate catchment area maps that depict water and truck flows for inland waterway ports in Arkansas.

Publication Date: November 18, 2020

DOI: 10.5281/zenodo.4279759

Communities: Maritime Transportation Research and Education Center

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Versions: Version 1

Recommended citation:

Sarah Hernandez, & Magdalena Asbornó. (2020). Combining Truck and Vessel Tracking Data to Estimate Performance and Impacts of Inland Waterway Ports [Data set]. Zenodo.

<https://doi.org/10.5281/zenodo.4279759>

Dataset description:

This dataset contains 3 file collections and 1 .pdf file described below.

Catchment areas.zip:

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- waterway_network.prj
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- AR_state.qml
- AR_state.prj
- AR_state.dbf

GMAP.zip:

- Port_Commodities.xlsx

MarTREC 6008 Final Research Report_SB_SVH (1).pdf

File Types:

- The .xlsx file is a Microsoft Excel file, which can be opened with Excel, and other free available software, such as OpenRefine.
- The .pdf file format is an Adobe Acrobat Portable Document Format (PDF) file and can be opened with the Adobe Acrobat software.
- The other file types correlate to ArcGIS shapefiles, most commonly used with the software ESRI.

National Transportation Library (NTL) Curation Note:

As this dataset is preserved in a repository outside U.S. DOT control, as allowed by the U.S. DOT's Public Access Plan (<https://ntl.bts.gov/public-access>) Section 7.4.2 Data, the NTL staff has performed *NO* additional curation actions on this dataset. NTL staff last accessed this dataset at <http://doi.org/10.5281/zenodo.3911555> on 2020-06-01. If, in the future, you have trouble accessing this dataset at the host repository, please email NTLDataCurator@dot.gov describing your problem. NTL staff will do its best to assist you at that time.