

FINAL
TRUCK COUNT AND ASSESSMENT STUDY
PHASE II

for
Providence, Rhode Island Port Area

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ACRONYMS AND ABBREVIATIONS

Ave	Avenue
DEM	Department of Environmental Management
DERA	Diesel Emissions Reduction Act
DOA	Department of Administration
DOT	Department of Transportation
EPA	United States Environmental Protection Agency
FMCSA	Federal Motor Carrier Safety Administration
I	Interstate
Inc.	Incorporated
NB	Northbound
PANYNJ	Port Authority of New York and New Jersey
ProvPort	Port of Providence
RI	Rhode Island
SB	Southbound
TWIC	Transport Worker Identification Credential
U.S.	United States
USDOT	United States Department of Transportation

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1.0 INTRODUCTION

The United States Environmental Protection Agency (EPA), Region 1 planned a two-phase Truck Count and Assessment study for the Providence Port area of Rhode Island (RI).

The purpose of Phase I was to develop a representative inventory of medium and heavy-duty freight trucks (Class 5-8) and the activity they engage in while serving businesses and other facilities in the Providence working port study area. The working port study area encompasses the Port of Providence (ProvPort), approximately ten businesses that are tenants of ProvPort (operated by Waterson Terminal Services [WTS]), and many independent industrial properties. Phase I was completed in September 2020, and the results were summarized in the September 2020 Truck Count and Assessment Study Phase I Report.

EPA has exercised the option to conduct Phase II of the Truck Count and Assessment Study. The purpose of Phase II is to identify potential strategies to reduce air emissions and other impacts (e.g., noise and congestion) from heavy-duty trucks and their activity. This was accomplished through targeted interviews with port area businesses, trucking companies, and individual drivers to understand truck trip types, truck purchasing/replacement practices, and existing company programs, policies, as well as driver knowledge and attitudes.

2.0 BACKGROUND

As part of the port-community engagement aspect of EPA's National Ports Initiative, EPA Region 1 has been working with state and local agencies, port businesses, and community groups in Providence, RI to identify ways to reduce the environmental impacts of the working port on employees and neighbors while supporting vital maritime commerce. A near-term goal of this work is to assess the degree to which trucks serving the Providence port area, among other sources, are contributing particulate matter and other air pollutants to ambient conditions at the port and in nearby neighborhoods. Trucks not only travel in the area, but also queue up to enter some port area businesses. These queueing trucks have been observed to idle while waiting, violating RI's 5-minute idle limit, restrict access to bicycle lanes, and use secondary roads through residential areas to access the interstate.

Information obtained from the overall study will inform the following entities and programs:

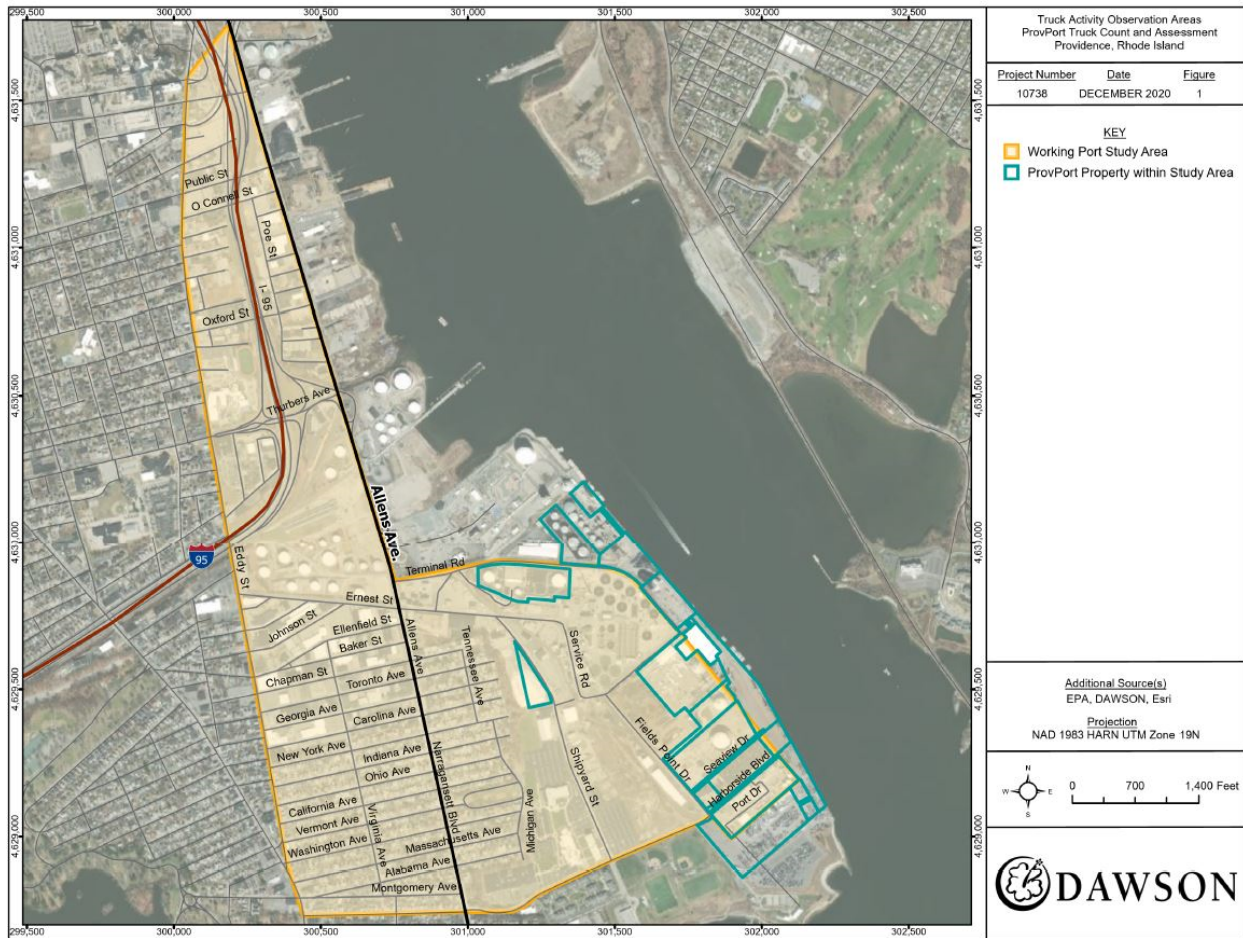
- RI Department of Administration, Division of Statewide Planning's (RIDSP's) freight assessment and planning efforts;
- RI Department of Transportation's (RI DOT's) Allens Avenue (Ave) Road Safety Assessment;
- RI Department of Health's air quality monitoring and asthma reduction efforts;

- RI Department of Environmental Management's (RI DEM's) diesel emissions reduction program; and
- Planning, sustainability and environmental justice priorities of Providence, RI city government.

RI DEM plans to use data from this study for Diesel Emissions Reduction Act (DERA) funding and other projects to replace older trucks that frequent the port. Similarly, RI DOA and RI DOT plan to use the results of this project to identify efficient logistical strategies that can remove waiting trucks from public roadways, improving pedestrian and bicyclist safety while preserving driver comfort and productivity.

Where Phase I obtained data on truck locations, volumes, and characteristics, Phase II concentrated on detailing the types of truck trips taking place in the Providence Port Area, and identifying strategies to lessen the environmental effects of trucking in the port area. The study area for Phase II is shown in yellow in **Figure 2-1**, and largely within it, the boundaries of ProvPort (the subset of the port area operated by Waterson Terminal Services).

Figure 2-1: Phase II Study Area



3.0 DATA COLLECTION PLAN

3.1 BUSINESS OWNER AND FLEET MANAGER INTERVIEW PROCESS

The Phase I interviews focused on interviewing owners and operators of businesses in the Providence Port Area. All of the businesses interviewed in Phase I indicated that they do not own or operate their own trucks. For some wholesale businesses (salt, petroleum products), customers pick up product at the port business with their own or contracted trucks. Port business that do deliver product to customers reported contracting to trucking companies. In order to meet the goals of Phase II, the pool of interviewees was expanded to include trucking companies and individual drivers, those most involved in the minute-to-minute operations of trucks in the Providence port area.

The list of proposed interviewees for Phase I was revisited at the beginning of Phase II. In order to provide the fullest possible picture of port area businesses, businesses that did not respond to interview requests in Phase I were re-contacted, often through the help of intermediaries in the Providence port community. Phase II business interviews began with the same questions as asked in Phase I. If a business owner indicated that they also

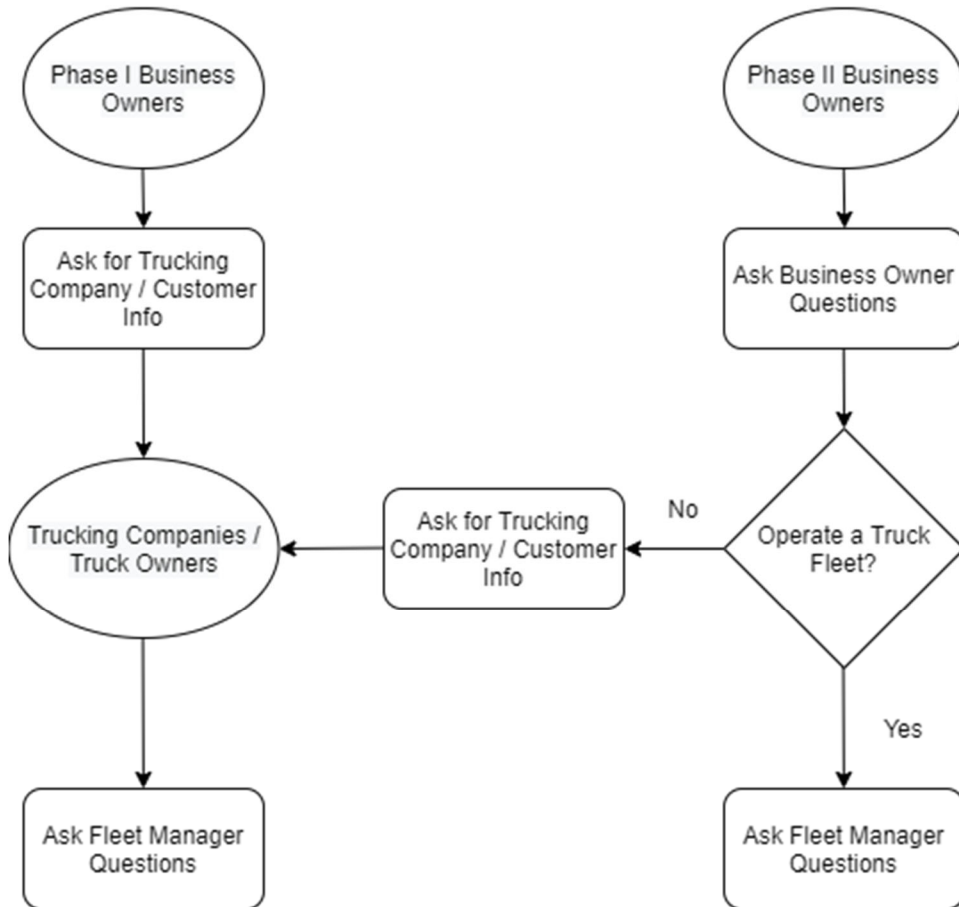
owned or operated their own truck fleet, additional fleet manager specific questions were also asked during the interview. If a business owner indicated they contracted for trucking services, or customers used their own trucks for pick-up, the business owner was asked to provide contact info for their customers or contracted trucking companies.

Phase I interview subjects were contacted again and asked to provide contact information for their customers or contracted trucking companies.

A list of trucking companies and port business customers operating trucks was compiled based on the results of the Phase I and Phase II Port Business interviews. The project team contacted each trucking company (and customers operating their own trucks) to schedule and complete interviews.

Figure 3-1 shows the process by which Business Owner and Fleet Manager Interviews were conducted. Interview questions for Business Owners and Fleet Managers are included in **Appendix A**.

Figure 3-1: Business Owner and Fleet Manager Interview Process



The following Port Area business were interviewed in Phase II:

- Hudson Terminal
- Harsco Recycling (formerly Stericycle)
- Sims Metal Management
- Schnitzer Steel Industries, Incorporated (Inc.)
- Univar Solutions USA, Inc.
- Lehigh Cement

The following Fleet Managers/Trucking Companies were interviewed in Phase II:

- DJ Cronin
- Kafin Oil
- Henry Oil
- Schnitzer Steel Industries, Inc.
- MidAmerica Salt, LLC
- Univar Solutions USA, Inc.
- E. Constatini Trans, Inc.

3.2 TRUCK DRIVER INTERVIEW PROCESS

Truck drivers were interviewed in order to obtain detailed information on trip information, routes, truck ages, and driver attitudes. The driver interviews were also used as a means of connecting with owner-operators to understand their specific needs and perspectives, as opposed to the needs and perspectives of trucking companies. The Project Team worked with Waterson Terminal Services and individual ProvPort tenants to interview drivers on the ProvPort property. Drivers were approached for short interviews during truck loading/unloading or waiting periods. Interviews were conducted at the following locations over the course of three days:

- McInnis Cement,
- Grimaldi Export Car Terminal,
- Schnitzer Northeast, and

- ProvPort central parking area.

Sixty-One (61) drivers were interviewed, of which 14 were independent owner-operators. Driver interview questions are included in **Appendix A**.

4.0 INTERVIEW RESULTS

4.1 CONTINUATION OF PHASE I PORT AREA BUSINESS INTERVIEW RESULTS

4.1.1 KEY TAKEAWAYS

Key takeaways from Phase I included:

- None of the businesses operate their own trucking fleets; customers either pick up/drop off product or the businesses contract to trucking companies;
- Business do not dictate routes to trucking companies, just destinations;
- Phase I interviewee industries included: salt, cement, car export, cement, propane, heating oil, and asphalt; and
- Salt and fuel oil business are busiest during the fall and winter months.

Six additional port area businesses were interviewed during Phase II. The Phase II interviews increased the breadth of industries included in the study, adding a hazardous waste company, a chemical distribution company, two metal recycling firms, one additional petroleum company and one additional cement company. Of the six companies interviewed, Schnitzer Steel Industries and Univar were the only companies interviewed during Phase I or Phase II that operate a trucking fleet. The other companies either contract for trucking, or customers provide their own trucking for pick-up or drop-off at the port area business. As in Phase I, the companies stated that they do not dictate routes to their drivers, customers, or contracted trucking companies. Univar was the only company interviewed in Phase I or Phase 2 that operates an appointment window/scheduling system at their facility, with the rest of interviewees operating on a first-come/first-served basis for pickups and deliveries. All told, the results of the Phase II port area business interviews were similar to those of Phase I.

4.1.2 SUGGESTIONS TO IMPROVE EFFICIENCY AT THE PORT / GENERAL COMMENTS

One company stated that trucks associated with Sims Metal Management do idle for extended periods on Allens Ave, though idling has been less prevalent during the COVID pandemic.

A cement company suggested the implementation of separate entrance lanes at ProvPort for TWIC (Transportation Worker Identification Credential) cardholders and non-TWIC cardholders as a means of speeding entry for credentialed truckers.

One cement company did express support for truck staging areas along Terminal Road.

4.2 FLEET MANAGER INTERVIEWS

Fleet Manager interviews focused on the specifics of trucking behavior and truck characteristics in the Providence port area. These interviews were conducted with Port Area Businesses that operate their own trucking fleets, customers who pick up or deliver products at port businesses, and trucking companies that serve the port. The following sections provide a summary of the Fleet Manager interviews, roughly broken down by subject matter in the order that interview questions were asked.

4.2.1 BUSINESS TYPE AND DESCRIPTION

Four trucking companies, two heating oil companies, and three port businesses that own or operate truck fleets responded to interview requests:

- Trucking Companies
 - 1 general hauler, specializing in propane but owns multiple types of trucks/trailers;
 - 1 bulk hauling firm (salt, aluminum oxide, cobblestones);
 - 1 scrap metal trucking company; and
 - 1 gasoline tanker truck company.
- 2 Heating Oil Companies
- Port Area Businesses
 - 1 metal recycling business,
 - 1 salt business, and
 - 1 chemical distribution company.

Of note is that the salt company only operates its own trucks in other markets, while in Providence their customers pick up product at their facility, and, as such, they did not have Providence-specific information to give in terms of truck ownership.

Each of the trucking companies serves multiple port area businesses, picking up goods at port businesses and delivering to customers, and are hired either by port businesses or by customers of port businesses. The heating oil companies pick up heating oil at multiple heating oil terminals in the port and distribute directly to homes and businesses. The port businesses in this group use their owned or leased fleets to transport goods to and from the port.

The three port area businesses interviewed each operates at a national scale, with Providence being one location among many. Of the four trucking companies, the general hauler operates throughout New England, and the bulk hauler, scrap metal hauler, and gasoline tanker company operate in RI and surrounding states. Each of the heating oil companies operates solely in the Providence area.

4.2.2 NUMBER OF CUSTOMERS

Each of the trucking companies serving port businesses served more than one business, with general and bulk haulers serving three to six businesses, and the gasoline hauler visiting three fuel terminals. Similarly, the heating oil companies purchase heating oil from multiple terminals.

4.2.3 TRUCKS OWNED

Truck fleets in the Providence area ranged from three and six trucks in size for the heating oil companies, to 400 trucks for the general hauler trucking company. The median fleet size was 14 power units (single-unit truck or tractor cab) among the companies interviewed. Truck fleets are uniform in type for the specialized smaller businesses (heating oil, scrap hauling company, gasoline tanker company), whereas the large general hauler owns more than ten types of trailers including propane/petroleum/oil tankers, bulk trailers, and flatbeds. Of note is that the national firms (chemical distribution, salt, metal recycling) each operate trucks in other markets, and only the Providence-based trucks were included in the assessment of trucks owned (for example, the chemical distribution company owns more than 1,000 trucks across the country, but only 24 are based in Providence).

4.2.4 TRUCK AGE

Trucks owned by interviewees ranged from new (2021 model year) to 24 years in age. Average truck age per company was 7 years. **Table 4-1** shows truck ages, fleet sizes, and company types. The largest fleet owners tended to have the newest trucks (general trucking company and national chemical distribution company), though each company had at least one truck that was younger than 4 years of age.

Table 4-1: Company Type, Fleet Size, and Truck Ages for Fleet Manager Interviewees

Company Type	National Firm (Trucks in Other Markets)	Trucks Owned (Providence / New England Area)	Average Truck Age	Newest Truck Year	Oldest Truck Year
Heating Oil		3	10	2020	2002
Heating Oil		6	7	2020	1998

Company Type	National Firm (Trucks in Other Markets)	Trucks Owned (Providence / New England Area)	Average Truck Age	Newest Truck Year	Oldest Truck Year
General Trucking		400	3	2021	2004
Bulk Hauling		16	15	2019	1996
Gasoline Tanker Company		25	5	2020	2000
Scrap Metal Trucking		7	Did not answer	2017	1996
Metal Recycling	Yes	12	6	2020	2005
Chemical Distribution	Yes	24	4	2017	2015

4.2.5 IDLING CONTROLS

Of the companies interviewed, six answered the question about whether their trucks have anti-idling controls. Three companies' trucks do have anti-idling auto-shutoffs, two did not, and one company was unsure if their trucks had the technology. One of the heating oil companies stated that the engine must remain on during pumping operations, which represents the bulk of their idling, though most of this idling takes place outside of customer homes as opposed to within the port.

4.2.6 SUBCONTRACTING

Four of the companies interviewed indicated that they do subcontract some of their trucking:

- General trucking firm: 15% to independent owner-operators,
- Bulk hauling firm: 50% to independent owner-operators,
- Chemical distribution: 50% to managed transportation companies, and
- Metal recycling: 75% to third-party trucking companies.

4.2.7 TRUCK TRIPS PER DAY

As previously mentioned, the heating oil and salt companies stated that they are busiest during the fall and winter months. Similarly, the Phase I interviews indicated that for some bulk import businesses such as salt and cobble stones, trucking volume is concentrated around ship calls at the port. Fleet managers reported that trips to the port for their company range from zero truck trips per day for the salt companies in summertime, to 200+ trips per day for the bulk hauling company with multiple port customers. Many of the routes are short enough to allow for multiple round trips per truck. **Table 4-2** summarizes the truck trip data obtained from the fleet manager interviews. Of note, truck trips are

correlated with both the tonnage of product shipped from each of the port business, as well as the size of the trucking company and the percentage of each trucking company’s business that is Providence port based. Trips also include trips made by subcontracted trucking companies.

Table 4-2: Trips to Providence Port Area per Day per Company

Company Type	Trucks Owned (Providence / New England Area)	Trips Per Day	Repeat Trips to Port per Truck per Day
Heating Oil	3	3 to 6	1 to 2 loads per truck (2 loads in busy season)
Heating Oil	6	6	1 load per truck
General Trucking	400	60	Up to 4 loads per truck
Bulk Hauling	16	216 to 254 at peak times (cobble ship in port, winter salt operations)	4 loads a day for aluminum oxide, multiple loads for other products
Gasoline Tanker Company	25	Up to 40	2 to 4 loads per truck depending on volume
Scrap Metal Trucking	7	18 to 24	3 to 5 loads per truck
Metal Recycling	12	Did not answer	
Chemical Distribution	24	Normally 1 per truck (24/day)	Sometimes 2 trips per driver

4.2.8 MILEAGE AND ROUTING

As implied by the fact that individual trucks and drivers make multiple trips to the port, many trips to/from the port are short trips. Mileage estimates per individual trip ranged from trips of approximately 10 miles or fewer for the heating oil companies, to approximately 100 miles for gasoline trucking. These distances were in line with the business coverage distance information obtained during the Phase I interviews, which showed that most port-based businesses operate in a market defined by the distance to other ports sourcing the same product (as distance from a port increases, so does trucking costs). Driver daily mileage was estimated at 100 to 250 miles per day for bulk hauling and 200 miles for chemical distribution.

Each trucking company and port business reported a wide variation in routes taken by their trucks, based on the wide variety of destinations they serve. This was especially apparent for the heating oil companies (up to 1,000 individual customers) and for the

general trucking company, which reported 500 drop-off destinations from the six businesses they serve at the port. However, most companies stated that their drivers tend to utilize Allens Ave in the vicinity of the port, and Interstate (I)-95, I-195, Route 6, and Route 10 as routes to the port area. With the exception of heating oil companies that have defined routes connecting the multiple oil drop-off locations for a given day, companies stated that they generally do not dictate specific routes to their drivers, just the drop-off or pickup location.

4.2.9 EMPTY HAULS

An “empty haul” is a truck trip without a cargo, either with an empty trailer, or by a truck cab without a trailer. These trips generally precede a pickup or follow a drop-off (known as a back-haul) and are a result of the fact that most pick-ups or drop-offs to a business do not have a corresponding reverse pick-up or drop-off. Four fleet managers stated that all of their trips to the port are empty hauls, where two additional companies stated that 90% of their trips to the port are empty hauls. The large general trucking company and the scrap metal trucking company each stated that approximately 50% of their trips to and from the port are empty hauls, implying that some trucks may be dropping off goods at the port and then immediately picking up a new load at the port.

4.2.10 SCHEDULING SYSTEMS/APPOINTMENT WINDOWS

None of the companies interviewed for Phase I operates a scheduling system or appointment windows for trucks serving their facilities. Instead, they accept trucks on a first-come/first-served basis during normal business hours. The Phase II fleet manager interviews indicated that none of the port businesses served by the fleet managers operates a scheduling system, with the exception of the chemical distribution company, which does operate an appointment system for their own and third-party trucks accessing the facility. Individual trucking companies do maintain their own internal dispatch systems, but individual trucks arrive and depart the port on a first-come/first-served basis once they are dispatched to the port.

4.2.11 TRUCK REPLACEMENT POLICIES, PURCHASING CHALLENGES, AND INCENTIVE PROGRAMS

Of the fleet managers interviewed, four had defined fleet replacement strategies, while the other companies replace trucks as they deem necessary, but not on a regular schedule. Replacement strategies included replacing trucks after a pre-set time period, or after hitting a certain mileage number. The companies that do have fleet replacement policies tended to have the youngest fleets.

Cost was cited as the major challenge to purchasing new trucks for those that answered the question. State and federal programs, including the EPA’s DERA have provided funds to help defray the cost of replacing or upgrading older trucks to more fuel-efficient and lower-emission trucks. Of the fleet manager interviewees, two companies (both oil

companies) were unfamiliar with the programs but expressed interest. The general trucking company participated in a similar program in Vermont, while the bulk trucking company reported participating in a program in the Providence port area. The chemical distribution company has also participated in similar programs nationally. **Table 4-3** summarizes the replacement policies, purchasing challenges, and incentive programs as reported by the fleet manager interviewees.

Table 4-3: Truck Replacement Policies, Purchasing Challenges, and Incentive Programs

Company Type	Trucks Owned (Providence / New England Area)	Average Truck Age	Replacement Policy	Purchasing Challenges	Familiar with Incentive Programs?
Heating Oil	3	10	None	Cost	Unfamiliar, would be interested
Heating Oil	6	7	No set policy, replace as needed	Cost	Unfamiliar, would be interested
General Trucking	400	3	Purchase 25 new trucks per year, lease 25 new trucks per year	None	Yes, participated in VT
Bulk Hauling	16	15	None	None	Yes, participated through Providence Port
Gasoline Tanker Company	25	5	1 truck yearly	Availability and cost	Did not answer
Scrap Metal Trucking	7	Did not answer	After roughly 500K miles	Cost of maintenance	No
Metal Recycling	12	6	Did not answer	Did not answer	Did not answer
Chemical Distribution	24	4	Yes	None	Yes

4.2.12 ANTI-IDLING TECHNOLOGIES AND POLICIES

Three companies (gasoline trucking, scrap metal trucking, and chemical distribution) identified their vehicles as possessing engine auto-shutdown technology that turns off the engine if the vehicle does not move for a set time, thereby eliminating excess idling. One company stated they discouraged employees from idling, while another stated that company policy was to not idle for longer than five minutes (in keeping with RI's five-minute idling limit).

4.2.13 SUGGESTIONS TO IMPROVE EFFICIENCY AT THE PORT / GENERAL COMMENTS

Fleet managers were asked to opine on potential "improvements" that might decrease emissions and increase driver comfort or business efficiency. Two companies stated that they did not see a need for truck parking or staging in the port area, though one of the two companies stated that their tenancy of a parcel outside of the port did allow them storage space. One of the companies mentioned traffic during rush hour as an impediment to business but suggested that there's nothing that can be done about traffic and that traffic comes with the territory. The salt company stated that weight restrictions on trucks do slow the unloading/loading of ships carrying product in bulk, as there is excess capacity in the trucks once they reach their legal weight (or overweight, if permitted), resulting in more trips by partly-full trucks than would be made by full trucks. The company asked the question whether it is better for air quality/traffic efficiency/roadway lifespan to split the same weight among four lower-weight trucks, or three heavier trucks instead. The chemical distribution company stated that they were happy with their appointment scheduling system, as well as the driver swipe/remote access system that they utilize at their both their port and off-port facilities.

All the trucking companies interviewed had issues with the recently implemented trucking tolls in RI and one company raised concerns with the accuracy of the tolls being charged, stating that they were paying approximately \$3,000 per month in tolls and wondered whether their trucks were being assessed at the appropriate class.

4.3 TRUCK DRIVER INTERVIEWS

As discussed previously, 61 drivers were interviewed at the following locations over the course of three days:

- McInnis Cement
- Grimaldi Export Car Terminal
- Schnitzer Northeast
- ProvPort central parking area

Fourteen of these drivers were independent owner operators. Owner operators own their own vehicles and act as independent contractors to trucking companies or port businesses.

4.3.1 TRUCK AGE

USDOT numbers recorded from driver’s trucks were used to determine the owner of each truck and the fleet size for each company based on Federal Motor Carrier Safety Administration (FMCSA) records. Driver interviewees operated trucks ranging in age from new to 22 years, with an average age of 9 years. In general, truck age was correlated with fleet size: larger truck fleets tended to have newer trucks. For example, no truck driver driving a truck older than 12 years drove for a fleet with more than 16 vehicles. **Table 4-4** details driver truck age and fleet size.

Table 4-4: Driver Interviewee Truck Age and Fleet Size

Truck Age (years)	Trucks Recorded	Median Fleet Size	Largest Fleet Size	Smallest Fleet Size
0-5	29	19	186	1
6-10	2	9	17	1
11-15	11	5	51	1
16-20	8	2	16	1
20+	2	6	8	3

4.3.2 OWNER/OPERATORS

A specific set of questions were tailored to owner operators given that they are both truck drivers and truck owners. Among the fourteen owner operators interviewed, truck age ranged from one year to 20 years. Drivers were interviewed as to their replacement plans/timelines for their trucks, and only three stated that they had replacement schedules (from 5 to 10 years), with two additional drivers stating that they planned to replace their vehicles within the next year.

Owner operators were most prevalent at the auto export terminal, with eleven of the fourteen total owner operators working in the auto export businesses (driving car transporters, a pickup truck with trailer, a flatbed, and a tow truck). Two drivers were driving bulk hauling vehicles (a bulk trailer and a dump truck).

Trips to the port per week were generally in the range of three to five trips for car transporters, with the two bulk transports operating roughly five to ten trips per week.

In terms of future purchasing decisions, half of the owner operators indicated they would purchase a new truck next, while five would buy used, and two would buy either type. Cost was the only reason given for buying a used truck. For the owner operators who would consider buying a used truck, the range of subsidy to purchase a new truck instead

would be between \$10,000 and \$40,000. Owner operators who planned to purchase new trucks stated that they would be receptive to receiving a subsidy for purchasing a new truck. **Table 4-5** details the results of the owner operator specific questions.

Table 4-5: Summary of Owner Operator Interviews

How Long Owned This Truck	Replacement Schedule Miles/Years	New or Used Replacement	Why Used?	New Purchase Subsidy Desired	Trips to Port per Week	Model/Year of Truck	Truck Body Type
20 yrs		Used		Unanswered	5-10	1999 Kenworth	Bulk Trailer
>10 yrs		New		\$70k	5-10	1998 Mack	Dump Truck
>10 yrs		Either		\$20k	5	2001 Dodge	Tow Truck
8 yrs		New		\$10k	4		Car Transporter
7 yrs	Need to replace in 2020/2021	New		\$10 -15k	3-4		Car Transporter
7 yrs	Every 7-10 yrs	Used	Cost	\$40k	4-5		Car Transporter
6 yrs		Either		\$20k	3+		Flat Bed
6 yrs	Every 6-7 yrs	New		\$10 -15k	4-5		Car Transporter
4 yrs		Used	Cost	\$10-15k	4		Pickup Truck
3 yrs		New - Semi			3-4		Car Transporter
2 yrs		New			5	2018 Ram 3500	Car Transporter
2 yrs	Every 5-7 yrs	Used			3-4		Car Transporter
1 yr		New		No need	4-5		Car Transporter
	Need to replace soon	Used	Cost	\$10 -15k	4		Car Transporter

4.3.3 ROUTING/TRIP CHARACTERISTICS

Drivers were asked to describe their route in the Providence port area, to share the origin of their trips to the port, and their destination after leaving the port. Eighty percent (80%) of truck drivers were heading to or from locations to the north of the port, generally utilizing Allens Ave from I-95 southbound (SB) to the port, and from the port to I-95 northbound (NB). For drivers going from the port to I-95 SB, Ernest Street was the only route mentioned by drivers, though not all drivers answered the question.

Sixty-eight percent (68%) of trips were round trips that began and ended at the same location with an intermediate stop at the port; 32% were one-way trips. All drivers had an empty haul for at least one direction of their trip.

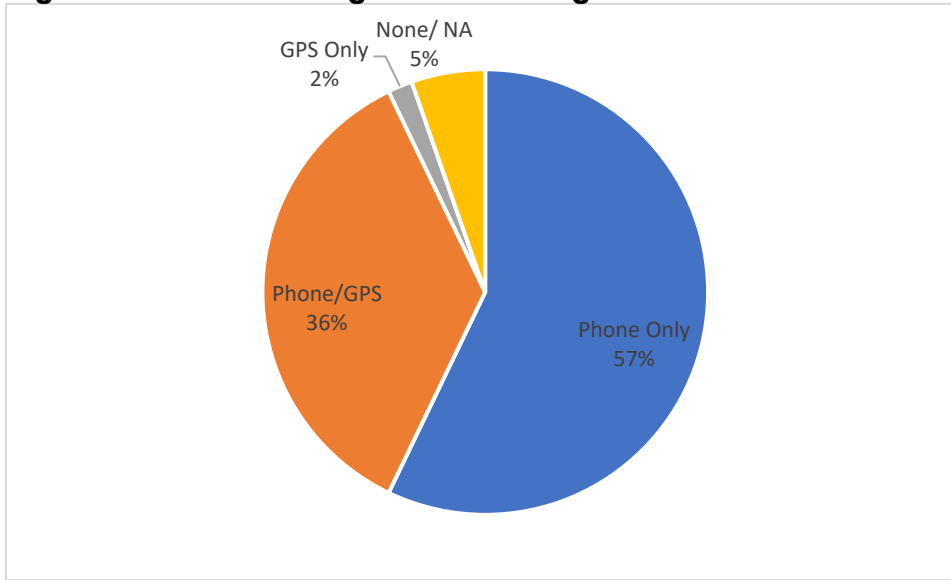
4.3.4 IDLING

All of the drivers but one stated that they do not idle longer than the 5-minute RI state idling limit (which does contain exceptions for certain types of idling). The remaining driver stated they sometimes idle 5-10 minutes.

4.3.5 WAYFINDING

The majority of drivers (57%) indicated that they use a smartphone as their primary means of navigation, with 36% indicating they use a smartphone or a standalone GPS unit, as shown in **Figure 4-1**. Only one driver stated that they used a GPS unit exclusively. Standalone commercial GPS units allow the operator to input data on truck weight, size, and cargo in order to provide routes that avoid low bridges, weight-limited roadways, or other impermissible routes. Smartphone GPS apps such as Google Maps, Apple Maps, or Waze, do not provide this feature, and truck drivers relying solely on these mapping apps may be routed onto local roads through neighborhoods during congested time periods, or onto routes which cannot accommodate their truck (due to weight limits, bridge heights, or other factors).

Figure 4-1: Driver Navigation Aid Usage



4.3.6 PORT VISITS PER WEEK

Interviewees made anywhere from one trip per week to 45 trips per week to the port. The average weekly trips per driver was between 9 and 11 trips, with the median trips per week at 5 trips. **Table 4-1** shows the number of trips per driver to the port area in an average week.

Table 4-6: Trips to Providence Port Area per Week

Trips	Drivers	Percentage of Drivers
1-5	18	33%
5-10	26	47%
10-20	5	9%
20+	6	11%
Total	55*	100%

Note: *Total includes only the drivers who answered the question

4.3.7 TRUCK BODY TYPE

Thirty percent (30%) of interviewees were operating bulk trailers, and 13% were operating dump trucks. 26% of vehicles were carrying cars (car transporter, flat bed, pickup, tow-truck).

Figure 4-2 and **Figure 4-3** show the number of interviewees and the relative ages of their trucks by truck type. Bulk trailers and dump trucks tended to be the newest vehicles driven

by interviewees, while car transporters tended to be older. An important note is that the raw numbers of truck body types recorded are based on a small sample size collected at three distinct locations and should not be taken to be a representative sample of trucks in the port area. The Phase I data does provide a comprehensive look at truck volumes by type throughout the port. However, within each cargo type, the age distributions collected from interviewees may hold true throughout the port. Bulk trucks (aggregate, stone, metal) were the largest share of trucks observed during the Phase I truck counts.

Figure 4-2: Interviewee Truck Body Types by Age

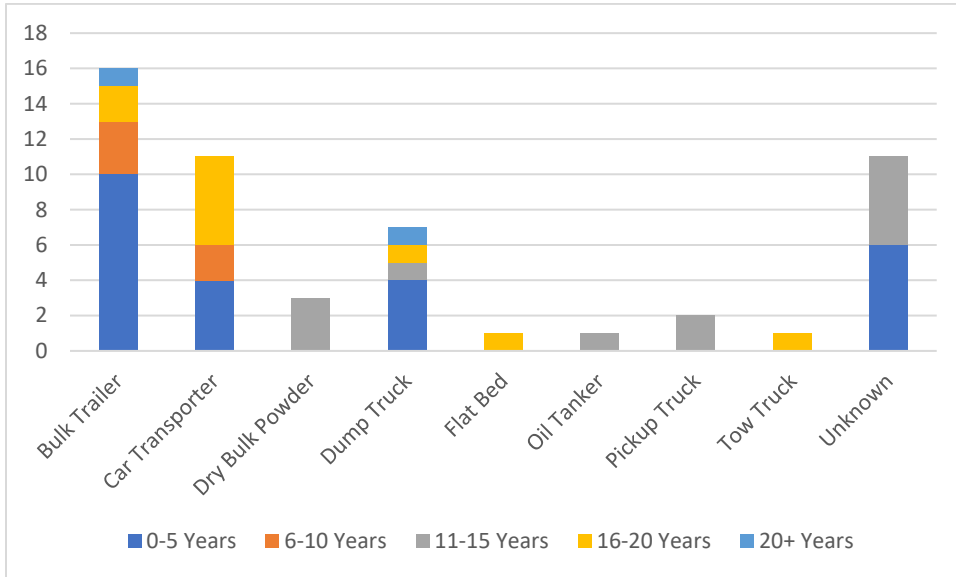
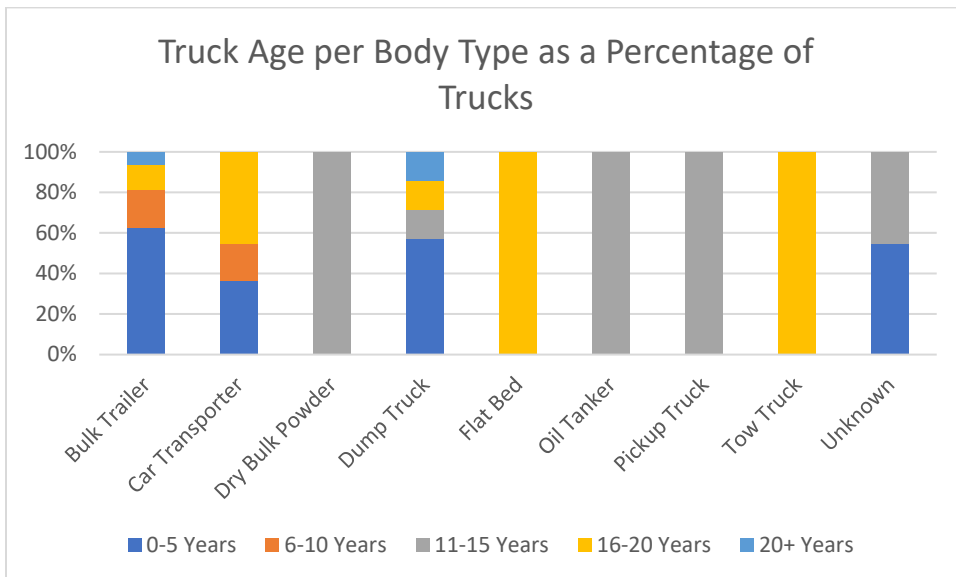


Figure 4-3: Interviewee Truck Age per Body Type as a Percentage of Trucks



4.3.8 SUGGESTIONS FOR PORT IMPROVEMENTS AND APPOINTMENT SYSTEMS

Of 54 drivers who answered a question about their interest in a waiting area for drivers, three indicated “yes”, and one indicated “maybe”; all others stated they were not interested.

Fifty-eight percent (58%) of drivers stated that they had not encountered appointment systems at port businesses. Thirty-three percent (33%) of drivers stated that they would benefit from, or support, implementing appointment systems at the companies they visit.

5.0 POTENTIAL STRATEGIES

This section of the report identifies a series of strategies and approaches that could be adopted to reduce truck emissions and reduce the impact of truck activity on near-port communities.

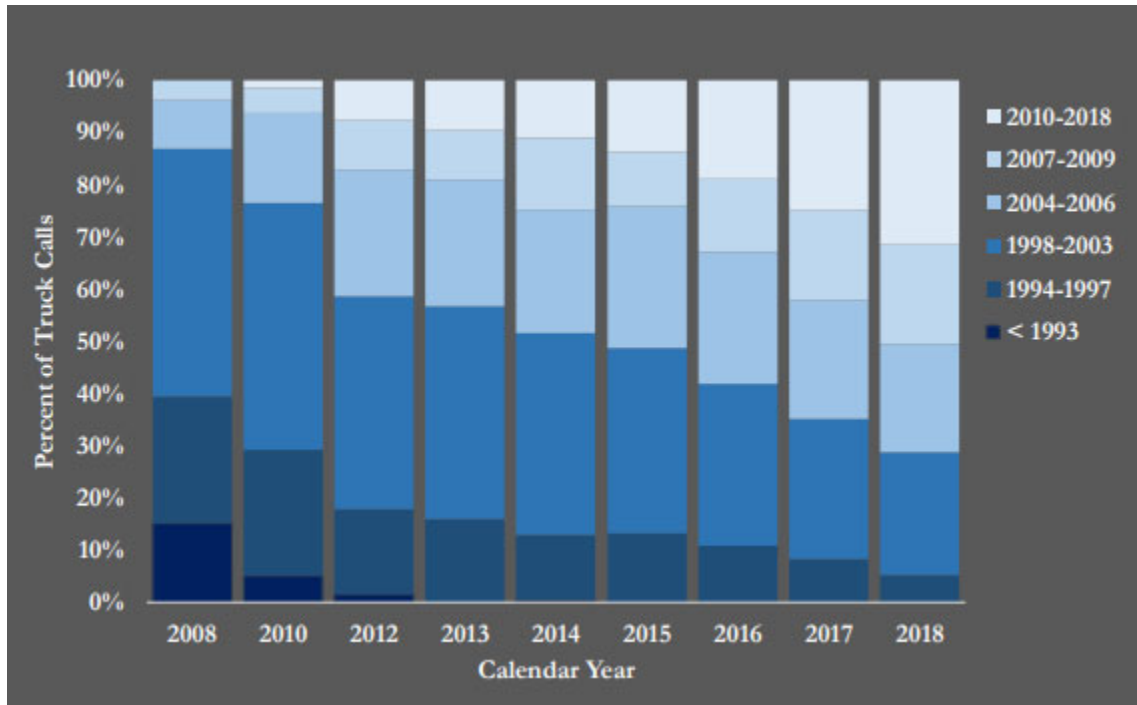
5.1 TRUCK REPLACEMENT

Typically, newer trucks have lower emissions than older trucks. The first United States (U.S.) emissions standards for heavy duty engines were established in 1974. Ever since then, emission standards have over time become more stringent and driven the implementation of different technologies, including exhaust treatment systems such as Diesel Particulate Filters (DPFs) that reduce engine particulate matter (PM) and Selective Catalytic Reduction (SCR) systems that reduce oxides of nitrogen (NOx). Model year 2010 and newer trucks are typically equipped with both SCR and DPF systems. Model year 2007 to 2009 trucks are usually equipped with DPF systems, but not SCR systems. Pre-2007 trucks do not employ either DPFs or SCR systems.

In 2020, Transport Topics reported the average age of a Class 8 truck was 6 ½ years in the U.S. Therefore, we should be seeing more model year 2010 or later trucks than earlier model year trucks. The analysis (albeit from limited field data) associated with this project identifies an average truck age of 7- 9 years old based on the driver and fleet manager interviews. It is worth putting this in the context of comparable but more detailed information captured by the Port Authority of New York and New Jersey (PANYNJ) over the course of multiple years.

Figure 5-1 identifies the percentage of truck calls by model year of trucks visiting PANYNJ terminals over the course of ten years. It illustrates how calls made by older trucks with model years pre-2007 are declining over time, but they still make up just over 50 percent of truck calls in 2018. It is assumed that a similar pattern exists for truck trips to the Providence working port area, with trips by the oldest trucks decreasing each year as newer trucks enter the fleet, but still with a sizable percentage of model year 2010 or older trucks.

Figure 5-1: Truck Calls by Model Year PANYNJ Facilities (2008-2018)



Source: PANYNJ 2018 Multi-Facility Emissions Inventory

It has been reported that a Class 8 truck has three phases to its lifecycle:

- 1st owner – typically a fleet owner, and truck is driven for about 480,000 miles;
- 2nd owner – owner operator or small size fleet that would drive the truck for another 640,000 miles; and
- 3rd owner – owner operator drives truck for an additional 400,000 miles.

A used Class 8 truck sold for an average price of \$38,442 in August 2020.¹ A new Class 8 truck would usually cost \$113,000 for a day cab model and \$125,000 for a sleeper cab. Smaller companies and owner operators typically have challenges accessing funding and capital to purchase newer trucks, hence in some industry sectors, there is a prevalence of older trucks. Trucks with specialized equipment or modified for a particular purpose may also be in use longer as operators seek to maximize the return on their investment.

Clean truck programs and other financial initiatives can assist in replacing older trucks with newer trucks and help bridge the price differential between a used truck and a new truck. EPA reports that for every dollar invested in a clean diesel project, communities get

¹ <https://www.ttnews.com/articles/dealers-jumping-back-used-class-8-market>

\$13 in cumulative health benefits. In 2020, RI DEM will receive \$410,410 to help replace four pre-1999 drayage trucks that serve the Port of Providence.

The information and data gathered through the field surveys and interviews could be used by government agencies to target and engage with those operators who are the predominant users of the port. The objective would be to seek their participation in replacement truck programs and increase the number of newer trucks visiting the port. However, one challenge with RI-managed programs is that vehicles need to be registered in RI and accrue most of their miles in RI. This precludes port users who are based over the state line in Massachusetts. Those companies would need to apply via a Massachusetts truck replacement program. Consideration could be given to apply for DERA or other funds on a regional basis to address situations such as this.

Looking to the future, the advent of electric trucks will significantly reduce emissions associated with trucking activity. A proportion of the short haul trips associated with the port lend themselves to electric truck duty cycles. Heavy duty electric trucks are starting to be used on the nation's highways, though much of this effort is concentrated in California. It will no doubt take some time for electric trucks to percolate into the Providence Port trucking market, but collaborative efforts including financial assistance between government and trucking companies, could accelerate the introduction of these trucks and deliver benefits associated with zero-tailpipe-emission vehicles.

5.2 TRUCK MANAGEMENT STRATEGIES

Managing when and how trucks arrive at the port can assist in reducing the impact of port related trucking activity on the surrounding community.

5.2.1 VEHICLE BOOKING SYSTEMS

Vehicle booking or truck reservation systems can be used to regulate the arrival time of trucks at port terminals. The main purpose for their introduction is to align port terminal processing capacity with the number of truck arrivals. The additional benefit is that it reduces the number of queuing trucks waiting to enter a facility and associated idling. Such systems have typically been deployed in busy container terminals, but not in bulk terminals such as the Port of Providence. While this strategy does not seem applicable at this moment in time due to lack of reported waits and delays in processing, it could be a consideration for mitigating increased truck activity associated with any growth at the Port.

5.2.2 TRUCK QUEUING/STAGING AREAS

Trucks waiting to access port terminals can be an issue, specifically if there are limited facilities to park prior to entering port facilities. Developing permanent or temporary truck staging areas can reduce traffic congestion on surrounding roads and provide more appropriate places for truck parking, that alleviate community concerns. An example of

a port specific staging area is the one proposed by the Port of Corpus Christi Authority as shown in **Figure 5-2**. This combined truck queuing area comprises a truck parking area, a scheduling system and an administration building. The project will alleviate safety problems associated with traffic congestion on the Joe Fulton International Trade Corridor caused by the long backup of trucks waiting to enter the ADM grain facility.

Figure 5-2: Proposed Truck Staging Area at the Port of Corpus Christi

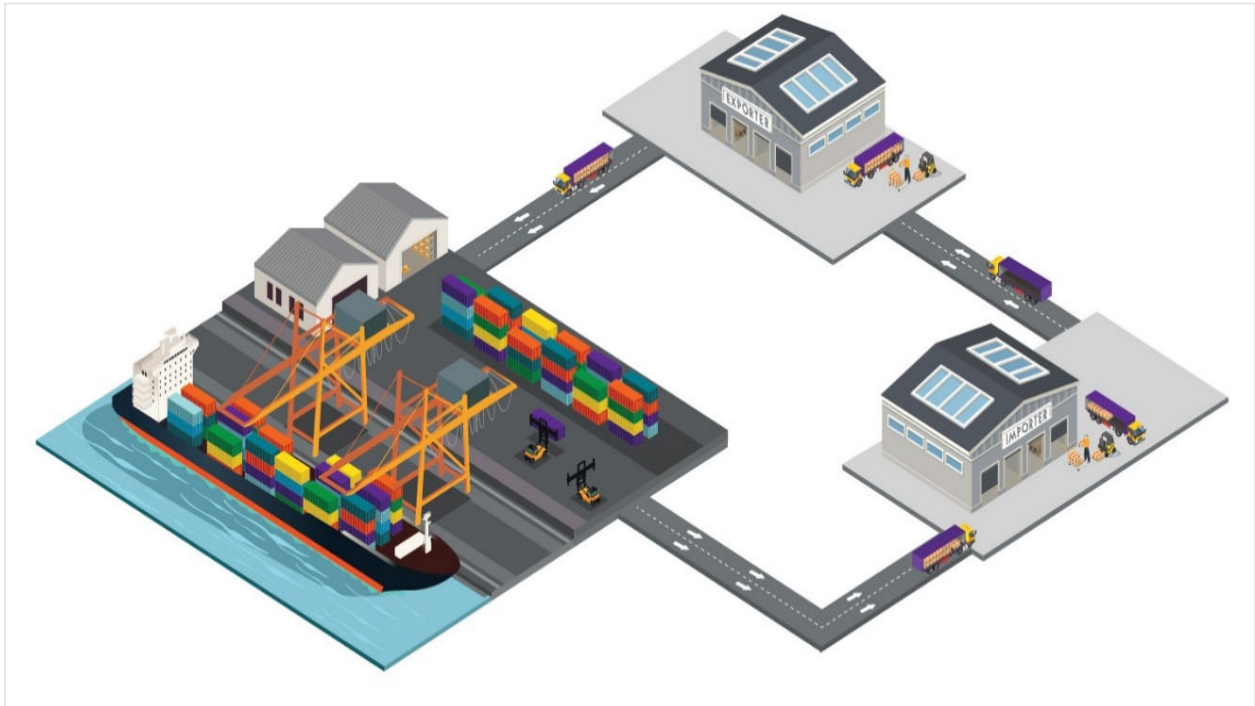


5.3 EFFICIENCIES

It is unfortunately the nature of logistics and trucking that some transportation moves will be operated as empty journeys to reposition the truck and driver to collect another load. This movement is not efficient and typically incurs costs to the trucking company, produces emissions and entails a truck journey on a highway.

One solution is to reduce the number of empty truck miles travelled. A number of terms including dual transactions, matchbacks, street turns and load matching, are used to describe transactions between shippers, goods receivers, and transport companies to better align trucking capacity with their respective needs. For example, goods receiver “A” receives a delivery of material from the port, while next door, shipper “B” has a shipment to go to the port. A normal transaction would mean a dedicated truck is used for goods receiver “A” and another truck for shipper “B”. This results in four truck trips in total, with two trips being empty. If the transport operator (driver, dispatcher or fleet owner) knew of both transport requirements and was able to coordinate with parties “A” and “B”, the number of truck trips and the number of empty miles would be reduced. A schematic of this system is shown in **Figure 5-3**.

Figure 5-3: Matchback System between Port, Importer, and Exporter



By matching these two “needs” a more efficient process can have the following benefits:

- Reduces truck miles travelled, emissions, highway congestion;
- Reduces the number of trucks entering port terminals; and
- Reduces costs and increases revenue generating miles for truckers.

Unfortunately, while a process such as the one above has benefits, it also has some challenges. Knowledge as to where available loads are and the administration associated with booking and being paid for the load are notable challenges. However, on-line load matching systems have significantly helped give visibility to truckers as to where loads might be. Furthermore, the nature of the Port of Providence’s different commodities and the associated transportation equipment necessary for each commodity type, adds additional challenges. For example, a gasoline truck that returns empty to the port could not take a return load of scrap metal back to the port, but a bulk truck that was used to move salt from the port terminal could be used for a return load of scrap metal. Seasonality and vessel arrival schedules further complicate the process. Despite these challenges, a more detailed assessment involving goods shippers and receivers and port transportation companies could identify some synergies and truck movements that could be aligned with coordination.

5.4 ENVIRONMENTAL SCHEMES AND CREDENTIALS

Voluntary schemes, such as EPA SmartWay and Green Marine, seek to influence and address environmental issues by involving stakeholders to encourage and adopt a range of sustainable initiatives. Registered SmartWay Carrier Partners measure, benchmark, and track their efforts to increase efficiency and fuel economy. SmartWay Shipper Partners seek to hire SmartWay-registered Carrier Partners to contribute to their emissions reduction profiles.

According to EPA, companies that register with SmartWay receive:

- Environmental performance data for use in sustainability reports and sustainability accounting.
- Access to detailed reports and statistics about their efficiency and their performance compared to their peers.
- Documentation of their performance that they can share with their customers and other stakeholders to show that they are SmartWay Partners in good standing.
- Rights to use the SmartWay logo to promote their participation in a variety of ways.
- The option of putting the SmartWay logo on their tractors and trailers if the equipment meets EPA standards.

One solution is to incentivize or require trucking companies associated with the Port of Providence to join the EPA SmartWay program to improve their environmental credentials. Some trucking companies serving the Port of Providence, and shippers present at the port, are already members, but others are not. Working with Port Management and other stakeholders to incentivize and use peer pressure to increase the number of trucking companies adopting such schemes is one mechanism. Another is using the power of public procurement. Some local and state entities such as Boston, MA have implemented ordinances that require the city to only contract with vendors who have installed truck safety equipment such as side guards, convex mirrors and blind spot awareness decals. These safety components are above and beyond what is mandated by typical truck legislation, but are supporting the city's initiatives to reduce truck related collisions involving trucks and bicyclists and pedestrians resulting in killed or serious injury outcomes. A similar approach requiring trucks involved in public contracts and the Port of Providence (e.g. movement of salt and heating oil to public entities), to be accredited with the SmartWay program and use post-2009 trucks has some merit.

5.5 TRUCK INTRUSION

A key concern of local communities is the intrusion of truck movement into their communities, with local roads being used as cut throughs. Other cities and jurisdictions have addressed this issue by defining a truck route network. One example is in New York

City. **Figure 5-4** illustrates the truck route network in Lower Manhattan. This is a network of roads that commercial vehicles must use. An operator is allowed to travel on a street that is not a designated truck route for the purpose of arriving at his or her destination, such as making a delivery or collection. When accessing such a location, the operator must leave a designated truck route at the intersection that is nearest to his/her destination, proceed by the most direct route, and then return to the nearest designated truck route using the most direct route.

Figure 5-4: New York City Truck Routes



Truck route networks such as the New York City example have a number of benefits:

- Define the highway network that commercial vehicles can or cannot use.
- Don't exclude trucks from making local deliveries and supplying shops and other businesses in the area.
- Provide an effective platform for communicating to truck drivers as to which routes they can use, when used in conjunction with maps and road signs.
- Support enforcement activities and community efforts against off route trucks.

There does appear to be merit in applying such a scheme within Providence, subject to the engagement and acceptance of authorities, communities and appropriate law enforcement stakeholders.

An additional approach is to develop infrastructure that can segregate truck traffic from residential communities and other sensitive locations. An example of a scheme is the dedicated freight corridor to serve the Conley Terminal in the Port of Boston. This dedicated corridor was implemented alongside the Thomas J. Butler Memorial Park (Figure 5-5 and Figure 5-6) which provides a buffer between the truck route and nearby residential areas.

Figure 5-5: Dedicated Freight Highway Corridor to Conley Terminal

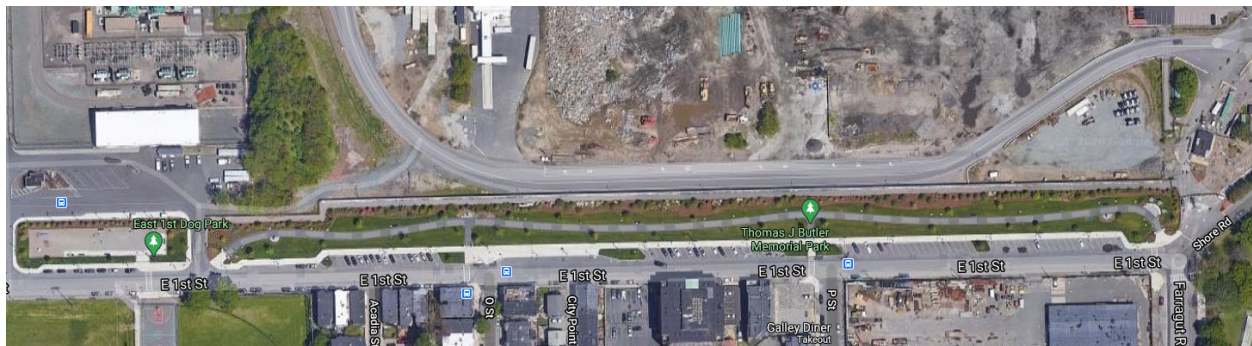


Figure 5-6: Thomas J. Butler Memorial Park



As this study and others have determined, access to the Port of Providence from I-95 NB is relatively straightforward. However, to access I-95 SB in this location is challenging and requires trucks to travel on local streets. One potential solution is to investigate the use of a more direct I-95 SB access route with new infrastructure to reduce truck traffic on local streets. It is recognized however that geometry of the highway, availability of real estate and infrastructure costs represent significant challenges to implementation.

5.6 ANTI-IDLING MEASURES

Excess idling is detrimental to both health (unnecessary emissions) and economics (wasted fuel). As such, there are incentives to discourage idling where possible. There are two primary approaches to addressing idling:

1. Eliminate the opportunity to idle, or
2. Encourage drivers to choose not to idle.

5.6.1 OPPORTUNITY

Technology is one means of removing the opportunity for drivers to idle. For long-term idling (often associated with sleeper cabs parked overnight, or parked and loaded refrigerated trucks), auxiliary power units (APU) are small generators that can be used to power heating/cooling, refrigeration, or cabin power without running the truck engine. Idle limiters (also known as idle shutdown timers) are stock or after-market devices that shut down the engine of a truck after a preset time, generally between three and five minutes (as long as the vehicle is stationary and brakes are applied). Such a device is shown in **Figure 5-7**.

Figure 5-7: After-market Idle Limiter



Scheduling is another means of removing the opportunity for drivers to idle. Idling often occurs during periods of downtime, such as waiting for a business to open or waiting in a queue. Appointment/scheduling systems as discussed previously and efficient schedules are two means of minimizing driver downtime in which idling might occur.

5.6.2 BEHAVIOR

Idling is a driver choice, and as such discouraging idling is one means of addressing the issue. This can be done through enforcement or training.

Commercial driver training should emphasize the environmental and economic reasons why idling should be limited. For example, training for package delivery drivers should emphasize that the driver should shut down the engine every time they make a delivery, no matter how short that delivery might be.

Some fleets, notably SmartWay Carrier Partners, incentivize their drivers to minimize idling by awarding them a share of fuel savings achieved thereby. And some shippers including those participating in SmartWay obviate the need to idle by providing driver waiting rooms and other amenities to keep drivers comfortable and productive while waiting.

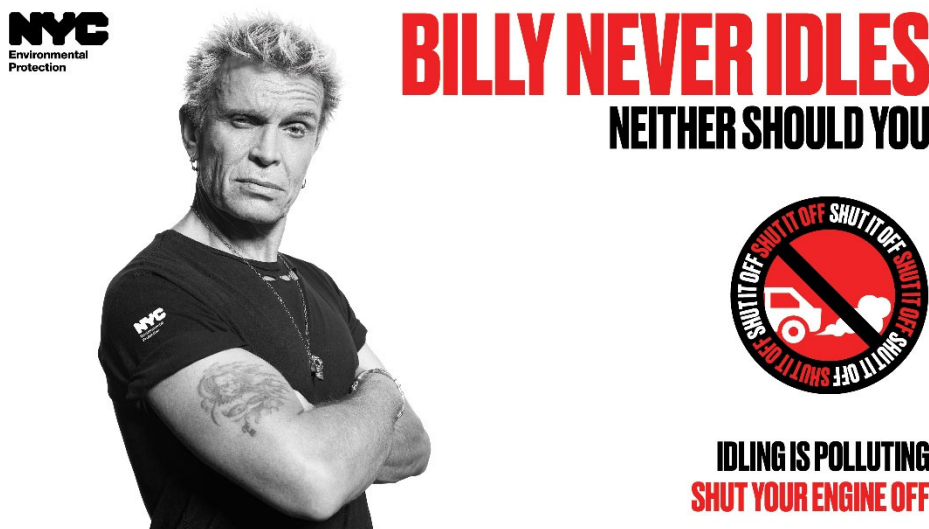
Similarly, public education is one means of reducing idling. Education promotes the message to the general public that idling is harmful to people and the environment, and also costs money out of their pocket.

Enforcement is the other means of influencing behavior. Currently, RI has a 5-minute limit on idling for diesel vehicles (with exceptions), which can be enforced by a number of different law enforcement and administrative agencies. One issue is that law-enforcement

resources are limited, and officers may not concentrate on idling violations sufficiently to ensure compliance. Ensuring that this law is enforced consistently and equitably is one means of discouraging idling by diesel vehicles. Where idling trucks also obstruct travel lanes (vehicular or bicycle), enforcing “no standing” restrictions can serve to reduce idling and improve safety.

New York City recently undertook a major push to limit truck idling, pairing a public messaging campaign with new enforcement efforts. A large scale public messaging campaign (billboard, radio, TV, internet) starring Billy Idol was undertaken, pushing the message that “Billy Never Idles” as shown in **Figure 5-8**.

Figure 5-8: New York City Anti-Idling Billboard



To complement the public messaging campaign, New York City expanded their enforcement program by creating a means for residents to record video of trucks idling longer than the legal limit and submit online to the Department of Environmental Protection. This program, called the “Citizens Air Complaint Program” shares 25% of the assessed fine with the resident if the complaint is substantiated. The New York City process is fairly involved in order to meet standards of evidence necessary to issue a violation, requiring video with a timestamp and a notarized affidavit. A similar program, carefully crafted, might provide one means for Providence residents who report truck idling in their neighborhoods to provide their own enforcement in real-time.

6.0 CONCLUSION

The Providence Port primarily serves bulk cargo and petroleum shipping. Trucking observed in Phase I, and the interviews in Phase I and Phase II, reflected this fact. The results of this study show that the business community in the Providence port area is diffuse, with many individual port business and trucking companies that serve them. In addition, there are a number of industrial businesses located in the general port area that

do not themselves depend on maritime shipping. The Phase I trucking survey showed that most heavy Class 5-8 trucks in the port area appear to be port-related, though there is non-port trucking traffic on Allens Ave and throughout the study area associated with local deliveries (to homes, pharmacies, gas stations, and other businesses in the area).

Most port businesses do not own or operate their own trucks, and instead contract to independent trucking companies. These companies range in size from independent owner operators to regional-scale companies with hundreds of trucks. One interviewed national port business does operate more than 1,000 trucks, of which 24 are based in Providence.

Port businesses tend to import and export within an approximately 100-mile land radius, with some companies serving local markets only (heating oil). Of note to the project goals to decrease emissions resulting from heavy trucking, many of the trucks at the port do make multiple trips per day to the port. This is especially the case for the bulk hauling trucking companies, which make as many as five short trips to and from the port on a busy day.

Approximately half of the trucking companies interviewed were familiar with programs such as DERA that can provide funding to replace aging trucks. Truck age ranged from new trucks to those as old as 24 years, with average ages being 7 years as reported by truck companies, and 9 years as reported by drivers.

Potential strategies require working with businesses, truckers, or government depending on the type of intervention. The data obtained in Phase I and Phase II do allow for targeting of interventions towards those trucks that are oldest and visit the port most often.

The following strategies are worth investigating further as means to decrease emissions and other detrimental aspects of trucking in the port area (though each does carry its own challenges):

- Targeting older trucks for replacement through incentive programs or other means;
- Implementing truck management systems to limit the time that trucks are parked or idling on local streets;
- Implementing dual transaction/matchback systems that seek to link importers and exporters to eliminate redundant truck trips;
- Expanding existing environmental credentialing programs and/or using public procurement programs to encourage uptake of credentialing programs;
- Investigating measures to decrease truck intrusion into residential neighborhoods through truck route programs or infrastructure; and
- Addressing idling by decreasing opportunities to idle, and enforcement.

These strategies would require buy-in from multiple stakeholders, and further study to design specific policies, systems or infrastructure.

APPENDIX A

Interview Questionnaires

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INTERVIEW QUESTIONS – INITIAL INTERVIEW FOR PORT BUSINESSES

Company:

Interviewee:

Interview Date:

1.0 COMPANY

1A. Please describe what your company does? (business sector, etc.)

2.0 Truck Fleet

2A. Does your company base and operate a truck fleet from your location in Providence, RI? **(If “Yes” Proceed to Question 7- skip questions 2B through 6)**

2B. If you do not operate a fleet at this location, who arranges for trucks to collect/pick up at your location?

2C. Could you provide contact info for customers/fleet managers that we could talk to about their fleet characteristics?

3.0 TRUCK ACTIVITY

3A. How many trucks serve your location on an average day?

3B. Do you operate a delivery window, appointment or scheduling system for trucks collecting or delivering at this location?

3C. Is there a particular day generally that you are busier?

3D. Is there a particular time window in which you are busiest, please describe the flow of trucks throughout the day?

4.0 COVERAGE

4A. What is the geographical location of customers served from this location? (how far do trucks go or where do they come from).

5.0 ROUTING

5A. Do you know of any particular routes that trucks take to get to and from your location?

5B. Do you prescribe any routes that trucks should take?

5C. Do you know if the lack of a direct connection from Allens Ave to I-95 SB is an impediment to your business' trucking?

6.0 GENERAL

6A. COVID-19: has the pandemic affected your business?

6B. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

TRUCK FLEET QUESTIONS (APPLICABLE ONLY IF BUSINESS OWNER OPERATES THEIR OWN TRUCK FLEET)

7.0 Truck Fleet

7A. How many tractor units/single unit trucks do you operate from your location or location that serve the port and surrounding area in Providence?

7B. How many vehicles does your company own or operate nationally?

7C. Do you contract for trucking or manage owner-operators in addition to trucks you own?

7D. What percentage of your managed fleet is subcontracted?

7E. How many drivers do you employ in the Providence area?

7F. How many do you subcontract?

8.0 FLEET CHARACTERISTICS

8A. What is the average age of your truck fleet at this location?

8B. What is the age of your newest truck at this location?

8C. What is the age of your oldest truck at this location?

8D. Do you have any data on your fleet age you could share? (e.g. model/engine year of trucks on fleet and number)

8E. Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?

9.0 TRIP CHARACTERISTICS

9A. How many trips a day do you dispatch to your facility(s) in the Providence Port area?

9B. What is the average trip distance per day for trucks serving your facilities?

9C. What is the average number of trips per truck per day to/from each of your location within the port area?

9D. What are the origins and destinations for your truck trips to the port area by customer?

9E. What are the most common routes for each customer?

9F. What percentage of trips to/from the port are empty hauls?

10.0 TRIP MANAGEMENT

10A. How are trips managed in terms of dispatch and pick-up/delivery times?

10B. Do you operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?

10C. **If “NO”** – Do you foresee any future situations where such systems might be used?

10D: Do you feel like you understand the choices and benefits of these systems?

10E: **If “NO”** – Would you like to learn more?

10F. Do you have company policies for drivers in terms of idling?

10G What policies/interventions would you recommend to minimize truck idling?

11.0 FLEET REPLACEMENT AND ATTITUDES

11A. Do you have a defined and regular fleet replacement strategy/policy?

11B. What do you see as the major challenges in purchasing new trucks for your fleet?

11C. Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?

11D. **IF UNFAMILIAR** - Would you be interested in participating in such a program if it were available?

11E. **IF FAMILIAR** - Have you participated in such a program in the past?

11F. **If “Yes”** - Did you experience any challenges or difficulties with this program?

12.0 Port Logistics

12A. Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area?

12B. If so, where would be an ideal location for this?

12C. Do you have any suggestions that might make trucking in the Providence port area more efficient?

12D. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

INTERVIEW QUESTIONS – FLEET MANAGER QUESTIONS

Company:

Interviewee:

Interview Date:

1.0 COMPANY

1A. How is your company involved in Providence port area trucking (in-house transportation for a port business, trucking company, etc.)?

1B. **If Trucking Company** - How many customers do you serve in the Providence area and what are they?

TRUCK FLEET QUESTIONS

2.0 Truck Fleet

2A. How many tractor units/single unit trucks do you operate from your location or location that serve the port and surrounding area in Providence?

2B. How many vehicles does your company own or operate nationally?

2C. Do you contract for trucking or manage owner-operators in addition to trucks you own?

2D. What percentage of your managed fleet is subcontracted?

2E. How many drivers do you employ in the Providence area?

2F. How many do you subcontract?

3.0 FLEET CHARACTERISTICS

3A. What is the average age of your truck fleet at this location?

3B. What is the age of your newest truck at this location?

3C. What is the age of your oldest truck at this location?

3D. Do you have any data on your fleet age you could share? (e.g. model/engine year of trucks on fleet and number) **(This is in reference to the possibility of a potential program to obtain government funding to help businesses replace older trucks.)**

3E. Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?

4.0 TRIP CHARACTERISTICS

4A. How many trips a day do you dispatch to your facility(s) in the Providence Port area?

4B. What is the average trip distance per day for trucks serving your facilities?

4C. What is the average number of trips per truck per day to/from each of your location within the port area?

4D. What are the origins and destinations for your truck trips to the port area by customer?

4E. What are the most common routes for each customer?

4F. What percentage of trips to/from the port are empty hauls?

4G. Do you know if the lack of a direct connection from Allens Ave to I-95 SB is an impediment to your business' trucking?

5.0 TRIP MANAGEMENT

5A. How are trips managed in terms of dispatch and pick-up/delivery times?

5B. Do you seek to minimize time spent in the port area or empty hauls?

5C. Do you operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?

5D. **If “NO”** – Do you foresee any future situations where such systems might be used?

5E. Do you feel like you understand the choices and benefits of these systems?

5F: **If “NO”** – Would you like to learn more?

5G. Do you have company policies for drivers in terms of idling?

5H. What policies/interventions would you recommend to minimize truck idling?

6.0 FLEET REPLACEMENT AND ATTITUDES

6A. Do you have a defined and regular fleet replacement strategy/policy?

6B. What do you see as the major challenges in purchasing new trucks for your fleet?

6C. Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?

6D. **IF UNFAMILIAR** - Would you be interested in participating in such a program if it were available?

6E. **IF FAMILIAR** - Have you participated in such a program in the past?

6F. **If “Yes”** - Did you experience any challenges or difficulties with this program?

7.0 PORT LOGISTICS

7A. Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area?

7B. If so, where would be an ideal location for this?

7C. Do you have any suggestions that might make trucking in the Providence port area more efficient?

7D. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

**INTERVIEW QUESTIONS – DRIVER QUESTIONS (INTERVIEWER TO NOTE
DOT NUMBER AND TRUCK BODY TYPE- SIMILAR TO THE EARLIER TRUCK
OBSERVATIONS SURVEY.)**

Driver Name:
Company (if not owner operated):
Interview Date:

1.0 Truck

1. What is the model and year of your truck?

2.0 Ownership/ Replacement

2. Are you an owner operator? (If **“NO”** – Proceed to Question 3.0 – skip questions 2A. through 2E.

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (**price or percent**)

3.0 Trip Logistics

3A. Where have you come from today?

3B. When you leave this site, where will you be going?

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

3F. How much time do you spend idling within the port area when you are here?

3G. What route do you use to reach I-95 SB from the port?

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

5.0 **If “Yes”** - Does it work for you?

6.0 What are you hauling? **(If Cargo is not obvious)**

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

8A. If one was built, would you use it?

8B. Would it reduce your idling time?

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

10.0 Would such a system save you time?

11.0 Is there one thing you wish for that could be better or improved when accessing or departing the Providence port area?

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APPENDIX B

INTERVIEWEE RESPONSES

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**EPA Truck Count and Assessment for
Providence, RI Port Area – Phase II
Business Contact List**

Business	Location	Business Type	Interviewee Type	Trucking Arrangement	Contracted Truckers	Phase 1 Interview?	Phase 2 Interview Type to Be Conducted	Business Contact	Title	Point Person for Initial Contact	Contact Dates	Email	Phone	Notes
Morton Salt	ProvPort Main Gate	Retail Delivery	Port Business	Contracts with trucking companies	B&B Trucking (as per Chris Waterson)	Yes	Interview Trucking Company (B&B)	Juan Mora Daryl Degroff	Manager, Bulk Distribution Services - U.S. East Coast Environmental Manager - Stockpiles	Chris Waterson		jmora@mortonsalt.com ddegroff@mortonsalt.com		
McInnis Cement	ProvPort Main Gate	Wholesale	Port Business	Contracts with trucking companies (40%) / customer supply their own trucks for pickup (60%)		Yes	Interview Trucking Companies/Customer Fleet Manager	Seth Underwood		Chris Waterson		seth.underwood@cmcinnis.com	401-318-6544	
Lehigh Cement	ProvPort Main Gate	Wholesale	Port Business	Customers supply their own trucks for pickup		Yes	Interview Customer Fleet Managers	Craig Neville	Terminal Supervisor/F.S.O	Chris Waterson		Craig.Neville@LehighHanson.com	(401) 467-3652	
Sea-3 Providence	ProvPort Main Gate	Wholesale	Port Business	Customers supply their own trucks for pickup (owned or contracted)		Yes	Interview Customer Fleet Managers	Willie Willis	VP of Operations for Blackline Midstream	Chris Waterson		willie.willis@sea-3.com	281-639-1925	
Univar (Harborside Blvd – Leased from ProvPort)	ProvPort Main Gate		Port Business/Truck Fleet Manager (Assumed)				Port Business/Fleet Manager (if applicable)	Mike Turbitt		Chris Waterson	email then followed up by leaving messages (11/2/2020, 11/12/2020, 11/18/2020)	mike.turbitt@UnivarSolutions.com	401-781-5600	received call from Scott Heath asking about legitimacy; sent questionnaire on 11/16, completed 12/9
Schnitzer Northeast	ProvPort Main Gate		Port Business/Truck Fleet Manager?				Port Business/Fleet Manager (if applicable)	Robert Ellsworth		Chris Waterson	email then followed up by leaving messages (11/2/2020, 11/12/2020, 11/18/2020)	rellsworth@schn.com	401-785-2000	
Grimaldi Export Car Terminal	ProvPort Main Gate	Export	Port Business	Customers supply their own trucks for delivery		Yes		Chris Waterson	ProvPort General Manager	Chris Waterson		chwaterson@watersonllc.com	401-651-0589	
Mid-American Salt	ProvPort Main Gate	Retail Delivery/Pickup	Port Business	Contracts with trucking companies / customer supply their own trucks for pickup	Unknown	Yes	Interview Trucking Companies/Customer Fleet Manager	Mark Thiele Michael Recker	Vice President Title unknown	Chris Waterson		mark@midamericansalt.com michael@midamericansalt.com	(260) 387-6170 ext 1004	
Leed Salt	ProvPort Main Gate	Retail Delivery	Port Business	Contracts with trucking companies	Unknown	Yes	Interview Trucking Companies	Chris Waterson	ProvPort General Manager	Chris Waterson		chwaterson@watersonllc.com	401-651-0589	
Washington Mills	ProvPort Main Gate	Intra-company Delivery	Port Business	Contracts with trucking companies	B&B Trucking	Yes	Interview Trucking Company (B&B)	Chris Waterson	ProvPort General Manager	Chris Waterson		chwaterson@watersonllc.com	401-651-0589	
Holcim Cement	Terminal Road		Port Business/Truck Fleet Manager?			Yes	Port Business/Fleet Manager (if applicable)	Bill Kastin				bill.kastin@lafargeholcim.com	914-804-1929	
New England Petroleum Terminal/Global Partners	Terminal Road	Wholesale	Port Business	Customers supply their own trucks for pickup		Yes	Interview Customer Fleet Managers	Dylan Remley	Senior Vice President of Terminal Operations at Global Partners LP	Chris Waterson	email 10/29/2020	DRemley@globalp.com		
Hudson Asphalt	Terminal Road		Port Business/Truck Fleet Manager?				Port Business/Fleet Manager (if applicable)	Dennis Leamy		Chris Waterson	email 11/2/20	dleamy@hudsoncompanies.com		Interview complete 11/10/20
Shell Terminal	Allens Ave		Port Business/Truck Fleet Manager?				Port Business/Fleet Manager (if applicable)	Mike Sullivan or Lenette Forry (Forry added for Phase 2)		Abby suggested getting a Shell contact via Lenette Forry	called - left voicemail with Michael Sullivan; emailed Lenette Forry (11/2/2020, 11/6/2020, 11/18/2020)	michael.j.sullivan@shell.com lenetteforry@gmail.com	(401) 461-6600	Received email from Lenette on 11/20 asking for more details. She will reach out to Shell.
National Grid	Allens Ave		Port Business				Port Business/Fleet Manager (if applicable)				called - voicemail with Amy Willoughby (11/2/2020, 11/18/2020)		781-907-3644	No response
Sims/Metal Management	Allens Ave		Port Business/Truck Fleet Manager?				Port Business/Fleet Manager (if applicable)	Ryan Smith		Abby Swaine/Chris Hunter	email 11/2/2020	ken.marandola@simsmm.com Ryan.smith@simsmm.com		Interview complete 11/4/20. Waited on list of drivers/contractors; no customers willing to share their information.
Sprague Terminal	Allens Ave	Wholesale	Port Business	Customers supply their own trucks for pickup		Yes	Interview Customer Fleet Managers	Larry Laverriere Eric Smith	Managing Director of Terminal Operations Terminal Manager, Providence	Abby Swaine	email - returned with customer list (added below)	LLaverriere@spragueenergy.com EDSmith@spragueenergy.com		
Narragansett Improvement	Allens Ave		Port Business/Truck Fleet Manager?				Port Business/Fleet Manager (if applicable)	Andrew Crowshaw		Chris Hunter	email then followed up by leaving messages (11/3/2020, 11/4/2020, 11/10/2020)	andrew@nicori.com	401-331-7420	No response
Rhode Island Recycled Metals	Allens Ave		Port Business/Truck Fleet Manager?				Port Business/Fleet Manager (if applicable)	Edward Sciaba			email 11/3/20	esciaba@rirecoveredmetals.com		No response

**EPA Truck Count and Assessment for
Providence, RI Port Area – Phase II
Business Contact List**

Business	Location	Business Type	Interviewee Type	Trucking Arrangement	Contracted Truckers	Phase 1 Interview?	Phase 2 Interview Type to Be Conducted	Business Contact	Title	Point Person for Initial Contact	Contact Dates	Email	Phone	Notes
Champion Salt	Allens Ave		Port Business/Truck Fleet Manager?				Port Business/Fleet Manager (if applicable)	Jeremy Warren		Chris Waterson	email and calls (11/3/20, 11/10/20)	jeremy@ChampionSalt.com	617-389-7258	Tried to leave message on cell no vm. Followup email sent 11/10. No response.
Stericycle (now Harsco Recycling)	Allens Ave		Port Business/Truck Fleet Manager				Port Business/Fleet Manager (if applicable)	Thomas Daniels, Field Operation Supervisor [lead from Abby for Phase 2] (David Burke tried in Phase 1, no response)		Abby says to contact Thomas Daniels	email and call (11/3/20, 11/4/20)	Tdaniels-RMS@stericycle.com David.Burke@stericycle.com	401-258-5359	Conducted interview 11/4/2020
Cumberland Farms	Allens Ave		Port Business/Truck Fleet Manager?				Port Business/Fleet Manager (if applicable)				voicemail with MaryEllen Silva; sent follow up email (12/7/2020)			
B&B Trucking	Port area	Trucking Company	Truck Fleet Manager				Trucking Company Fleet Manager	Billy Colello		Chris Waterson	email and calls (11/3/20, 11/10/20)	wcoello@aol.com	401-641-4141	No response
Aurora Fuel Company	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager				call - left message with receptionist that she'll give to owner (11/5/2020, 11/18/2020)		401-823-5996	No response
Diesel Direct	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager	Adam Nataupsky			received call back, sent questionnaire for them to fill out (11/5/2020, 11/17/2020).	adam.nataupsky@dieseldirect.com	888-900-7787 ext 163	Wait for returned questionnaire; received call on 11/17 that they do not think this survey applies to them. I responded that we are looking at the whole port, not just ProvPort, so he will check back to see if they can answer the questions.
DJ Cronin	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager	Richard	Owner		received call back, sent questionnaire for them to fill out (11/5/2020, 11/17/2020).		508-336-5252	Interview complete 11/17/20
Dupuis Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager	Michelle Dupuis			email; followed up with voicemail (11/5/2020 11/17/2020).	michelle@dupuisoil.com	401-722-0080	No response
Henry Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager	Not Provided			called 11/5/20		401-521-0200	Interview complete 11/5/20
JP Noonan	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager	Arie Brouwer	Director of Safety		left voicemail; called again and connected with Arie Brouwer (11/18/2020, 12/7/2020, 12/9/2020).		508-588-8026	Interview complete 12/9/20
Kafin Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager	Sue Rabitaille			emailed questionnaire after getting email address from reception (11/12/20).	sue@kafinoil.com	401-765-3881	Interview complete 11/12/20.
Lincoln Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager							
MJ Meehan Excavating Co	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager				emailed questionnaire after getting email address from reception (11/12/20).	orders@mjmeehanexc.com	508-282-7854	No response.
Montella Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager						401-861-4107	
Rambone & Sprague Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager						401-647-1455	
Speedy Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager						401-781-3350	
Uncle's Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager						401-383-0626	
E. Constatini Trans Inc	Port area	Trucking Company	Truck Fleet Manager				Trucking Company Fleet Manager							Interview complete 12/10/20.
United Oil & Heat	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager						877-293-3472	
Wesco Oil	Port area	Trucking Company	Truck Fleet Manager	Sprague Energy Customer			Trucking Company Fleet Manager				voice mail and email 12/7/2020		401-231-3681	left voicemail with Sue; followed up with email; response was "Not Interested"

EPA Truck Count and Assessment for
 Providence, RI Port Area – Phase II
 Business Contact List

Business	Location	Business Type	Interviewee Type	Trucking Arrangement	Contracted Truckers	Phase 1 Interview?	Phase 2 Interview Type to Be Conducted	Business Contact	Title	Point Person for Initial Contact	Contact Dates	Email	Phone	Notes
Bitumar	Port area	Port Business		Hudson Terminal Customer							calls (11/12/2020, 11/18/2020)		401-781-8200	No response. left voicemail; tried calling again and could not reach voicemail (phone was answered and hung up immediately)

**EPA Truck Count and Assessment for
Providence, RI Port Area – Phase II
Port Business Questions**

				Truck Activity						
Company	Interviewee	Company Info	Truck Fleet	Number of trucks on an average day	Delivery window, appointment or scheduling system	Busiest day of week / time	Coverage	Routing	COVID-19 Impact	
Hudson Terminal	Dennis Leamy	Liquid asphalt and fuel	No	Depends on the time of year, asphalt is busier in Sep-Nov; fuel is busier Nov-March. Asphalt max 40-50 trucks per day, fuel side max 80-100 per day. Asphalt trucks tend to be 700-800 gallons, about 1/3 of fuel trucks are about 10,000 gallons or and 2/3 are 4,000 gallons	Will call, come in on their own. Want to deliver fuel during daylight hours. Open 24 hrs per day, but most come 4am-2pm	No, but maybe Monday. 7-10 am	Asphalt trucks go as far as Connecticut to Maine, fuel trucks mostly to Rhode Island and Massachusetts; start anywhere from Massachusetts, RI, or New Hampshire	They typically just go to 95, but there aren't really any options because Hudson is right near the ramps, so they don't provide any route guidance.	Yes, slowed down this year. Not back to pre-pandemic levels. It has been especially slow for asphalt, but he thinks fuel might be alright as their busy season begins because people still need heat for their homes.	
Harsco Recycling formerly Stericycle	Thomas Daniels	Treatment, Storage & Disposal Facilities	Yes, trucks are leased	20 per day	No	No, pretty steady all day.		Trucks take the I-95 corridor to Allen Ave. That's all he knows.	Other than if a driver test positive there has been no direct effect on the business. It's business as usual. State has deemed services provided as essential services.	I spoke with Thomas Daniels and he was very vocal about Sims Metal Management's trucks being a big problem in his area of the port. He stated their trucks idle starting around 5a for at least an hour along Allen Ave. Until the pandemic hit, they would have trucks idling from Allen Ave all the way to the I-95 off ramp. This could be the reason there were not many trucks idling during the Phase 1 of the project. He stated Sims is down to 3 trucks a day now.
Sims	Ryan Smith and Scott Miller (General Counsel)	Purchase and export steel scrap metal	Both – fleet of 2 drivers, but most is contracted out. Their drivers rarely visit the port area, they primarily work in other areas of RI and surrounding states, so the fleet manager questions were applicable.	Market-driven, Ryan calculated that they have approximately 25-30 trucks per day based on 12-15k tons per month over 20 working days. bulk export	"Old school", Their operation is based on the market, a dispatcher organizes pickups as needed.	As it is market-driven, there are no scheduled times other than hours of operation: 7am-4pm. The dispatcher organizes trucks coming in though.	Trucks can come from as far away as Vermont or other nearby states but could not provide any specifics as it is completely market-driven.	Depends on where they're coming from. Does not know of specific routes, but did mention that trucks turn left onto Allens coming from I-95 (instead of turning right to go down towards ProvPort; they wanted to make sure I knew that they were not located within ProvPort).	Decrease in march/April but almost back to normal now (~80-90% pre-covid volume); deemed essential so allowed to be open still	Ryan Smith will reach out to customers to introduce the project and ask whether they are comfortable sharing their information and being contacted for an interview. He will get back to us.
Schnitzer Steel Industries, Inc	Robert Ellsworth	Recycling yard collects both ferrous and non-ferrous metals and sells these processed metals to both domestic and foreign (overseas) customers	Own and operate 12 tractors in the Providence area.	Considering pre vs post COVID conditions, ranges from 40-90 trucks over our scales.	Pick-up and deliveries, 7am-3pm, no appointments.	Monday through Friday, and days after holidays are busier than weekends. We are busiest usually at 7am, then again at 10:30/11:00am through 3:30pm. May vary depending on our scheduled dispatches.	The greater "south zone" of New England – Rhode Island, Connecticut, and southern Massachusetts	It varies greatly	Presumably, it's affected all business.	
Univar Solutions USA Inc	Mike Turbitt	Chemical Distribution	1019 power units nationally	24 power units				Origin and destination 6 Harborside Blvd or 175 Terminal Rd (outside of ProvPort). Routes vary due to customer base, we supply varying industries. Municipalities (waste water / water treatment) are core to our customer base.		
Leigh Cement Truck	Craig Neville	Bulk Cement distribution in the construction sector	Our customers arrange all trucking	30 +/- 10	We are open to our customers for pickup between 4 A.M.-3 P.M.	No particular day is busier. Generally busier in the morning hours between 4a and 10a.	Southern New England	No particular route. Do you know if the lack of a direct connection from Allens Ave to I-95 SB is an impediment to your business' trucking? It impedes the customers who leave the facility who head south, yes.	No impact	12A. Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area? Yes. 12B. If so, where would be an ideal location for this? Terminal Road. 12C. Do you have any suggestions that might make trucking in the Providence port area more efficient? Yes, the port should have a TWIC card "express" lane and a separate lane for non-TWIC card holders, at all times, so as to keep the flow of traffic into the port smooth and timely.

Interview Questions – Initial Interview for Port Businesses

Company: Hudson Terminal

Interviewee: Dennis Leamy

Interview Date: 10 November 2020

1. Company

Please describe what your company does? (business sector, etc.)

They dispense liquid asphalt and fuel.

2. Truck Fleet

Does your company base and operate a truck fleet from your location in Providence, RI?

No

2A. If “Yes”, Proceed to Question 8, skip questions 2B through 7

OR, if “NO”

2B. If you do not operate a fleet at this location, who arranges for trucks to collect/pick up at your location? Could you provide contact info for customers/fleet managers that we could talk to about their fleet characteristics?

Many customers are individuals, but two larger companies that send their trucks (not sure whether they are contracted or have their own fleet) are Bitumar Asphalt and Global Petroleum out of Massachusetts

3. Truck activity

3A. How many trucks serve your location on an average day?

Depends on the time of year, asphalt is busier in Sep-Nov; fuel is busier Nov-March. Asphalt max 40-50 trucks per day, fuel side max 80-100 per day. Asphalt trucks tend to be 700-800 gallons, about 1/3 of fuel trucks are about 10,000 gallons or and 2/3 are 4,000 gallons

3B. Do you operate a delivery window, appointment or scheduling system for trucks collecting or delivering at this location?



Will call, come in on their own. Want to deliver fuel during daylight hours. Open 24 hrs per day, but most come 4am-2pm

3C. Is there a particular day generally that you are busier?

No, but maybe Monday

3D. Is there a particular time window in which you are busiest, please describe the flow of trucks throughout the day?

7-10 am, see comments for 3B

4. Coverage

What is the geographical location of customers served from this location? (how far do trucks go or where do they come from)

Asphalt trucks go as far as Connecticut to Maine, fuel trucks mostly to Rhode Island and Massachusetts; start anywhere from Massachusetts, RI, or New Hampshire

5. Routing

Do you know of any particular routes that trucks take to get to and from your location? Do you prescribe any routes that trucks should take?

They typically just go to 95, but there aren't really any options because Hudson is right near the ramps, so they don't provide any route guidance

6. COVID-19: has the pandemic affected your business?

Yes, slowed down this year. Not back to pre-pandemic levels. It has been especially slow for asphalt, but he thinks fuel might be alright as their busy season begins because people still need heat for their homes.

7. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

Questions if Business Owner operates their own truck fleet

8. *How many tractor units/single unit trucks do you operate from your location or location that serves the port and surrounding area in Providence?*

8A. *How many vehicles does your company own or operate nationally?*

8B. *Do you contract for trucking or manage owner-operators in addition to trucks you own? What percentage of your managed fleet is subcontracted?*

9. *How many drivers do you employ in the Providence area? How many do you subcontract?*

Fleet Characteristics

10. *What is the average age of your truck fleet at this location?*

10A. *What is the age of your newest truck at this location?*

10B. *What is the age of your oldest truck at this location?*

10C. *Do you have any data on your fleet age you could share? e.g. model/engine year of trucks on fleet and number*

11. *Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?*

Trip Characteristics

12. *How many trips a day do you dispatch to the Providence Port area (if a trucking company)?*

12A. *What is the Average trip distance per day for trucks at serving port customers.*

12B. *What is the Average number of trips per truck per day to/from each location within the port area?*

13. *What are the origins and destinations for your truck trips to the port area by customer? What are the most common routes for each customer?*

14. *What percentage of trips to/from the port are empty hauls?*

Trip Management

15. *How are trips managed in terms of dispatch and pick-up/delivery times?*

16. *Do you or these customers operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?*

16A. **IF NO**: do you foresee any future situations where such systems might be used?

Fleet Replacement and Attitudes

17. *Do you have a defined and regular fleet replacement strategy/policy?*

17A. *What do you see as the major challenges in purchasing new trucks for your fleet?*

18. *Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?*

18A. **IF FAMILIAR**: Have you participated in such a program in the past?

18AA. **If yes** – did you experience any challenges or difficulties with this program?

OR

21B. **IF UNFAMILIAR:** *Would you be interested in participating in such a program if it were available?*

19. *Do you have company policies for drivers in terms of idling?*

20. *What policies/interventions would you recommend to minimize truck idling?*

21. *Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area? If so, where would be an ideal location for this?*

22. *Do you have any suggestions that might make trucking in the Providence port area more efficient?*

23. *Anything else we should know about your business, your trucking needs, or trucking in Providence in general?*

Interview Questions – Initial Interview for Port Businesses

Company: Harsco Recycling formerly Stericycle

Interviewee: Thomas Daniels

Interview Date: 11/4/2020

1. Company

Harsco completed its acquisition of the Environmental Solutions business line from Stericycle April 6, 2020. Treatment, Storage and Disposal Facilities (TSDFs)

2. Truck Fleet

Does your company base and operate a truck fleet from your location in Providence, RI?

Yes, trucks are leased.

3. Truck activity

3A. How many trucks serve your location on an average day?

20 per day this includes company leased trucks.

3B. Do you operate a delivery window, appointment or scheduling system for trucks collecting or delivering at this location?

No

3C. Is there a particular day generally that you are busier?

No, pretty steady all day.

3D. Is there a particular time window in which you are busiest, please describe the flow of trucks throughout the day?

No

4. Coverage

What is the geographical location of customers served from this location? (how far do trucks go or where do they come from)



5. Routing

Do you know of any particular routes that trucks take to get to and from your location? Do you prescribe any routes that trucks should take?

Trucks take the I-95 corridor to Allen Ave. That's all he knows.

6. COVID-19: has the pandemic affected your business?

Other than if a driver test positive there has been no direct effect on the business. It's business as usual. State has deemed services provided as essential services.

7. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

I spoke with Thomas Daniels and he was very vocal about Sims Metal Management's trucks being a big problem in his area of the port. He stated their trucks idle starting around 5a for at least an hour along Allen Ave. Until the pandemic hit, they would have trucks idling from Allen Ave all the way to the I-95 off ramp. This could be the reason there were not many trucks idling during the Phase 1 of the project. He stated Sims is down to 3 trucks a day now.

Questions if Business Owner operates their own truck fleet

8. How many tractor units/single unit trucks do you operate from your location or location that serves the port and surrounding area in Providence?

8A. How many vehicles does your company own or operate nationally?

8B. Do you contract for trucking or manage owner-operators in addition to trucks you own? What percentage of your managed fleet is subcontracted?

9. How many drivers do you employ in the Providence area? How many do you subcontract?

Fleet Characteristics

10. *What is the average age of your truck fleet at this location?*

10A. *What is the age of your newest truck at this location?*

10B. *What is the age of your oldest truck at this location?*

10C. *Do you have any data on your fleet age you could share? e.g. model/engine year of trucks on fleet and number*

11. *Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?*

Trip Characteristics

12. *How many trips a day do you dispatch to the Providence Port area (if a trucking company)?*

12A. *What is the Average trip distance per day for trucks at serving port customers.*

12B. *What is the Average number of trips per truck per day to/from each location within the port area?*

13. *What are the origins and destinations for your truck trips to the port area by customer? What are the most common routes for each customer?*

14. *What percentage of trips to/from the port are empty hauls?*

Trip Management

15. *How are trips managed in terms of dispatch and pick-up/delivery times?*

16. *Do you or these customers operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?*

16A. **IF NO:** do you foresee any future situations where such systems might be used?

Fleet Replacement and Attitudes

17. *Do you have a defined and regular fleet replacement strategy/policy?*

17A. *What do you see as the major challenges in purchasing new trucks for your fleet?*

18. *Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?*

18A. **IF FAMILIAR:** *Have you participated in such a program in the past?*

18AA. **If yes** – *did you experience any challenges or difficulties with this program?*

OR

21B. **IF UNFAMILIAR:** *Would you be interested in participating in such a program if it were available?*

19. *Do you have company policies for drivers in terms of idling?*

20. *What policies/interventions would you recommend to minimize truck idling?*

21. *Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area? If so, where would be an ideal location for this?*

22. Do you have any suggestions that might make trucking in the Providence port area more efficient?

23. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

Interview Questions – Initial Interview for Port Businesses

Company: Sims

Interviewee: Ryan Smith and Scott Miller (general council)

Interview Date: 11/4/2020

1.0 Company

1A. Please describe what your company does? (business sector, etc.)

Purchase and export steel scrap metal

2.0 Truck Fleet

2A. Does your company base and operate a truck fleet from your location in Providence, RI? **(If “Yes” Proceed to Question 7- skip questions 2B through 6)**

Both – fleet of 2 drivers, but most is contracted out. Their drivers rarely visit the port area, they primarily work in other areas of RI and surrounding states, so the fleet manager questions weren’t applicable.

2B. If you do not operate a fleet at this location, who arranges for trucks to collect/pick up at your location?

“Old school”, Their operation is based on the market, a dispatcher organizes pickups as needed

2C. Could you provide contact info for customers/fleet managers that we could talk to about their fleet characteristics?

Ryan Smith will reach out to customers to introduce the project and ask whether they are comfortable sharing their information and being contacted for an interview. He will get back to us.

3.0 Truck Activity

3A. How many trucks serve your location on an average day?

Market-driven, Ryan calculated that they have approximately 25-30 trucks per day based on 12-15k tons per month over 20 working days. bulk export

3B. Do you operate a delivery window, appointment or scheduling system for trucks collecting or delivering at this location?

As it is market-driven, there are no scheduled times other than hours of operation: 7am–4pm. The dispatcher organizes trucks coming in though.

3C. Is there a particular day generally that you are busier?

no

3D. Is there a particular time window in which you are busiest, please describe the flow of trucks throughout the day?

No

4.0 Coverage

4A. What is the geographical location of customers served from this location? (how far do trucks go or where do they come from).

Trucks can come from as far away as Vermont or other nearby states but could not provide any specifics as it is completely market-driven.

5.0 Routing

5A. Do you know of any particular routes that trucks take to get to and from your location?

Depends on where they're coming from. Does not know of specific routes, but did mention that trucks turn left onto Allens coming from I-95 (instead of turning right to go down towards ProvPort; they wanted to make sure I knew that they were not located within ProvPort).

5B. Do you prescribe any routes that trucks should take?

no

5C. Do you know if the lack of a direct connection from Allens Ave to I-95 SB is an impediment to your business' trucking?

That has never been brought to their attention

6.0 General

6A. COVID-19: has the pandemic affected your business?

Decrease in march/April but almost back to normal now (~80-90% pre-covid volume); deemed essential so allowed to be open still

6B. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

No issues

Truck Fleet Questions (Applicable only if Business Owner operates their own truck fleet)

7.0 Truck Fleet

7A. How many tractor units/single unit trucks do you operate from your location or location that serve the port and surrounding area in Providence?

7B. How many vehicles does your company own or operate nationally?

7C. Do you contract for trucking or manage owner-operators in addition to trucks you own?

7D. What percentage of your managed fleet is subcontracted?

7E. How many drivers do you employ in the Providence area?

7F. How many do you subcontract?

8.0 Fleet Characteristics

8A. What is the average age of your truck fleet at this location?

8B. What is the age of your newest truck at this location?

8C. What is the age of your oldest truck at this location?

8D. Do you have any data on your fleet age you could share? (e.g. model/engine year of trucks on fleet and number)

8E. Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?

9.0 Trip Characteristics

9A. How many trips a day do you dispatch to your facility(s) in the Providence Port area?

9B. What is the average trip distance per day for trucks serving your facilities?

9C. What is the average number of trips per truck per day to/from each of your location within the port area?

9D. What are the origins and destinations for your truck trips to the port area by customer?

9E. What are the most common routes for each customer?

9F. What percentage of trips to/from the port are empty hauls?

10.0 Trip Management

10A. How are trips managed in terms of dispatch and pick-up/delivery times?

10B. Do you operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?

10C. **If “NO”** – Do you foresee any future situations where such systems might be used?

10D: Do you feel like you understand the choices and benefits of these systems?

10E: **If “NO”** – Would you like to learn more?

10F. Do you have company policies for drivers in terms of idling?

10G What policies/interventions would you recommend to minimize truck idling?

11.0 Fleet Replacement and Attitudes

11A. Do you have a defined and regular fleet replacement strategy/policy?

11B. What do you see as the major challenges in purchasing new trucks for your fleet?

11C. Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?

11D. **If UNFAMILIAR** - Would you be interested in participating in such a program if it were available?

11E. **If FAMILIAR** - Have you participated in such a program in the past?

11F. **If “Yes”** - Did you experience any challenges or difficulties with this program?

12.0 Port Logistics

12A. Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area?

12B. If so, where would be an ideal location for this?

12C. Do you have any suggestions that might make trucking in the Providence port area more efficient?

12D. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

Interview Questions – Initial Interview for Port Businesses

Company: Univar Solutions USA Inc.

Interviewee: Mike Turbitt

Interview Date: 11/17/2020

1. Company

Please describe what your company does? (business sector, etc.) Chemical Distribution

2. Truck Fleet

Does your company base and operate a truck fleet from your location in Providence, RI? Yes

2A. If “Yes”, Proceed to Question 8, skip questions 2B through 7

OR, if “NO”

2B. If you do not operate a fleet at this location, who arranges for trucks to collect/pick up at your location? Could you provide contact info for customers/fleet managers that we could talk to about their fleet characteristics?

3. Truck activity

3A. How many trucks serve your location on an average day?

3B. Do you operate a delivery window, appointment or scheduling system for trucks collecting or delivering at this location?

3C. Is there a particular day generally that you are busier?

3D. Is there a particular time window in which you are busiest, please describe the flow of trucks throughout the day?

4. Coverage

What is the geographical location of customers served from this location? (how far do trucks go or where do they come from)



5. Routing

Do you know of any particular routes that trucks take to get to and from your location? Do you prescribe any routes that trucks should take?

6. COVID-19: has the pandemic affected your business?

7. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

Questions if Business Owner operates their own truck fleet

8. How many tractor units/single unit trucks do you operate from your location or location that serves the port and surrounding area in Providence?

24 power units.

8A. How many vehicles does your company own or operate nationally?

National Univar Solutions private fleet is 1019 power units.

8B. Do you contract for trucking or manage owner-operators in addition to trucks you own?

Yes, Univar Solutions contracts for additional trucking but not individual owner-operators.

What percentage of your managed fleet is subcontracted?

Univar Solutions contracts approximately 50% of managed transportation (not owner-operators).

The Providence facility handles more than 95% of their trucking activity , which is nearly all outbound activity , returning empty

9. How many drivers do you employ in the Providence area? How many do you subcontract?

23 private fleet drivers, no owner-operator subcontract drivers.

Fleet Characteristics

10. What is the average age of your truck fleet at this location?

Average age of power units is 2016

10A. What is the age of your newest truck at this location?

The newest power unit is 2017

10B. What is the age of your oldest truck at this location?

The oldest power unit is 2015

10C. Do you have any data on your fleet age you could share? e.g. model/engine year of trucks on fleet and number

MAKE	MODEL	YEAR
MACK	CXU613	2016
MACK	CXU613	2016
MACK	CXU613	2016
MACK	CXU613	2016
PETERBILT	579	2017
PETERBILT	579	2017
PETERBILT	579	2017
PETERBILT	579	2017
PETERBILT	579	2017
PETERBILT	579	2017
PETERBILT	579	2017
PETERBILT	579	2017
PETERBILT	579	2017
FREIGHTLINER	CASCADIA 125	2016
MACK	CXU613	2015
MACK	CXU613	2015
MACK	CXU613	2015
MACK	CXU613	2015
MACK	CXU613	2015
MACK	CXU613	2015
MACK	CXU613	2016
MACK	CXU613	2016
MACK	CXU613	2016
MACK	CXU613	2016
MACK	CXU613	2016

12A. What is the Average trip distance per day for trucks at serving port customers. 200 miles average per driver

12B. *What is the Average number of trips per truck per day to/from each location within the port area?*

Most trucks one delivery a day , about half the drivers two a day

13. *What are the origins and destinations for your truck trips to the port area by customer? What are the most common routes for each customer?*

Origin and destination 6 Harborside Blvd or 175 Terminal Rd (outside of ProvPort). Routes vary due to customer base , we supply varying industries. Municipalities (waste water / water treatment) are core to our customer base.

14. *What percentage of trips to/from the port are empty hauls?*

16. *Do you or these customers operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?*

Univar Solutions operated delivery window/scheduling for deliveries arriving at our facilities or non-company shipments departing our facilities. Customers generally do operate delivery scheduling for their facilities but this varies by customer.

16A. **IF NO**: do you foresee any future situations where such systems might be used?

Fleet Replacement and Attitudes

17. *Do you have a defined and regular fleet replacement strategy/policy?*

Yes.

17A. *What do you see as the major challenges in purchasing new trucks for your fleet?*

None

18. *Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?*

Yes

18A. **IF FAMILIAR**: *Have you participated in such a program in the past?*

18AA. **If yes** – *did you experience any challenges or difficulties with this program?*

No difficulties.

OR

21B. **IF UNFAMILIAR:** *Would you be interested in participating in such a program if it were available?*

19. *Do you have company policies for drivers in terms of idling?*

Power units are equipped with auto-shut down.

20. *What policies/interventions would you recommend to minimize truck idling?*

Power units are equipped with auto-shut down.

21. *Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area? If so, where would be an ideal location for this?*

Not at this time - we have The facility outside the port as needed

22. *Do you have any suggestions that might make trucking in the Providence port area more efficient?*

Univar fleet / driver swipe or remote access , possibly other fleets into the port as well to prevent back log and hang up at PORT check point (less fuel / emissions)

23. *Anything else we should know about your business, your trucking needs, or trucking in Providence in general?*

All inbound loads are scheduled ahead of time , must provide a PO and are vetted at the Port and Univar entrance



Interview Questions – Fleet Manager Questions

Company:

Interviewee:

Interview Date:

1.0 Company

1A. How is your company involved in Providence port area trucking (in-house transportation for a port business, trucking company, etc.)? WE do most of the trucking out of the port we do salt and oxide and cobblesstones

1B. How many customers do you serve in the Providence area and what are they? We do the trucking to all locations in Rhode Island and Massachusetts, for Morton Salt, no many to list

Truck Fleet Questions

2.0 Truck Fleet

2A. How many tractor units/single unit trucks do you operate from your location or location that serve the port and surrounding area in Providence? 16 trucks

2B. How many vehicles does your company own or operate nationally? 16 trucks

2C. Do you contract for trucking or manage owner-operators in addition to trucks you own? Yes we have a contract with Morton Salt and we use owner operators for trucking

2D. What percentage of your managed fleet is subcontracted? 50 percent

2E. How many drivers do you employ in the Providence area? 13

2F. How many do you subcontract? 10 to 30

3.0 Fleet Characteristics

3A. What is the average age of your truck fleet at this location? 15

3B. What is the age of your newest truck at this location? 2019

3C. What is the age of your oldest truck at this location? 1999

3D. Do you have any data on your fleet age you could share? (e.g. model/year/age of trucks on fleet and number)

3E. Do your trucks have fuel-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?

2 has automatic shut-downs

4.0 Trip Characteristics

4A. How many trips a day do you dispatch to your facility(s) in the Providence Port area? Salt shuttle 140 to 175 loads a day. 4 loads a day for coals, and cobblestones 75 loads a day

4B. What is the average trip distance per day for trucks serving your facilities?
100 to 250 miles a day

4C. What is the average number of trips per truck per day to/from each of your location within the port area? 140 to 175 loads a day

4D. What are the origins and destinations for your truck trips to the port area by customer?
From the port to Adams ave and Shipyard at providence r.i. and coxide. 4 loads a day to Grafton, ma

4E. What are the most common routes for each customer? Terminal road to Adams ave and to Shipyard at Providence

4F. What percentage of trips to/from the port are empty hauls?
140 TO 175

5.0 Trip Management

5A. How are trips managed in terms of dispatch and pick up/delivery times?
FROM OUR DISPATCHER

5B. Do you seek to minimize time spent in the port area on empty hauls? YES

5C. Do you operate delivery windows, appointment or scheduling systems for trucks
delivering/pickup at their locations? YES

5D. Do you foresee any future situations where such systems might be used?

5E. Do you feel like you understand the choices and benefits of these systems? YES

5F. Would you like to learn more?

5G. Do you have company policies for drivers in terms of idling?

YES 5 MINUTES IDLING

5H. What policies/interventions would you recommend to minimize truck idling? I HAVE SIGNS
POSTED FOR 5 MINUTES IDLING TIME

6.0 Fleet Replacement and Attitudes

6A. Do you have a defined and regular fleet replacement strategy/policy? NOT REALLY

6B. What do you see as the major challenges in purchasing new trucks for your fleet?
CLEAN ENVIRONMENT

6C. Are you familiar with State/Federal programs, rebates, and incentives to encourage truck
owners to upgrade to more fuel efficient/lower-emission trucks? YES

6D. Would you be interested in participating in such a program if it was
available?

6E. Have you participated in such a program in the past? YES THROUGH THE
PORT

6F. Did you experience any challenges or difficulties with this program? NO AS OF
YET

7.0 Port Logistics

7A. Do you see a need for truck staging or parking area for trucks serving the Port of
Providence and surrounding industrial area? NO



EPA Truck Count and Assessment for
Providence, RI Port Area - Phase 2
Fleet Manager Interview Questions

7B. If so, where would be an ideal location for this?

7C. Do you have any suggestions that might make trucking in the Providence port area more efficient? EVERYTHING SEEMS TO WORK GREAT

7D. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

**EPA Truck Count and Assessment for
Providence, RI Port Area – Phase II
Fleet Manager Questions**

Fleet Manager Questions							Fleet Characteristics							
Company	Interviewee	Company Info	Number of Customers in Providence Area	Truck Count Port Area	Drivers #	National Operation?	Average Age	Newest	Oldest	Idling Shutdown System	Automatic Start Stop Systems	% of Subcontracted Fleet	Third Party Haulers	Truck Model
DJ Cronin	Richard, Owner	Tank truck carrier deliver gasoline, vehicles load out of port.	40 - 50 Gas stations, convenience stores Cumberland Farms, Marathon Petroleum / Speedway		25 30 full & PT	No, local only	5 yrs	2020	2000	Yes, but not when pumping				Freight Liners
Kafin Oil	Sue Rabitaille	Pickup home heating oil from Sprague and Global and deliver to customers around Woonsocket, RI.	Approximately 1,000 homes		3 3	No, local only	10 yrs	2020	2002	No	No			Freight Liners
Henry Oil		Trucks pick up fuel from terminals, mostly Sprague but sometimes Global or Motiva, and deliver it to customer homes in the Providence area.	Customer homes, did not give a number		6 4	No, local only	7 yrs	2020	1998	Maybe 2 do, not sure				
Schnitzer Steel Industries, Inc	Robert Ellsworth	Metal Recycling yard			12 12	More than 12	6 yrs	2020	2005			75% third party haulers, 25% owned fleet	E Constantini (9 trucks), GP Mansory (10 trucks), and D&N Trucking (15 trucks).	
MidAmerica Salt, LLC			Approx 30	Approx 1,600 – 3,000 truck loads are shipped each Winter Season.		0 9 trucks	NA	NA	NA	No		100%	Contract trucking in Providence	
Univar Solutions USA Inc	Mike Turbitt	Chemical Distribution		24 power units	23	1019 power units	2016	2017	2015	Power units are equipped with auto-shut down.	Power units are equipped with auto-shut down.	Univar Solutions contracts approximately 50% of managed transportation (not owner-operators).	Univar Solutions contracts for additional trucking but not individual owner-operators.	Mack CXU613, Peterbilt 579, Freightliner Cascadia 125
E. Constatini Trans Inc		Metal Scrap			7	7 No, local only		2017	1996	Yes		zero	No	
JP Noonan	Arie Brouwer	Pick up propane, gasoline, diesel, asphalt, cement powder.	Pick up from 6 business, deliver to maybe 500.	4 smaller truck, 396 tractor trailers.	460 drivers, 60 Subcontracter	No, local only	3 yrs	2021	2004	Yes	Yes		15%	Variety of models
B&B Trucking		We do most of the trucking out of the port. We do salt, oxide and cobblestones.	We do the trucking to all locations in Rhode Island and Massachusetts for Morton Salt. To many to list.		16 rrucks 13 drivers. 10 - 30 subcontracted drivers		15 yrs	2019	1996	2 have automatic shutdowns.			50%	Peterbilt 475, Peterbilt 500, Peterbilt 600, Kenworth, Western Star

**EPA Truck Count and Assessment for
Providence, RI Port Area – Phase II
Fleet Manager Questions**

Trip Characteristics							Fleet Replacement / Attitudes						
Company	Trips per day	Average Trip Distance	Average Trips per day to from each location.	Origins/Destinations/Routes	Arrive Loaded/Empty	Depart Loaded/Empty	Replacement Strategy	Challenges for purchasing new trucks	State / Federal Programs, rebates and incentives	Company policy on idling	Policies / interventions to minimize idling	Suggestions to make the Prov Port area more efficient	General information
DJ Cronin	Up to 40	Up to 100 miles	Up to 4 loads per day. One customer in port gets 2 loads every day.	15 minutes from port. 195 to 95 to Shell Oil or Sprague or Bitumar	Empty	Loaded	1 truck replaced yearly	availability and cost	Yes, but they do a lot of idling while pumping and short hauls, sitting at lights/in traffic so he feels like fuel economy doesn't apply as much to them	The trucks will automatically shut down after a certain amount of time unless they're pumping	Doesn't apply	None	There's traffic during rush hour, but "there's nothing we can do about that."
Kafin Oil	Each truck goes once sometimes 2 times to fill up during especially busy times. They conduct much more business in the winter because they provide home heating oil	10 miles	One trip to the port area, then they deliver within 15 miles of Woonsocket and end at the business in Woonsocket.	Begin in Woonsocket, pickup at either Sprague or Global, then they deliver within 15 miles of Woonsocket and end at the business in Woonsocket.	90% empty	100% Loaded	None	Cost	Unfamiliar but would be interested.	None	None	None	None
Henry Oil		Couple miles, multiple stops at houses	Just one time to port, then to houses	No common routes after leaving the port because it depends on the customer locations which vary. To get to the port, they tend to take Route 6 to Route 10 to I-95 then Allens Ave.	90% empty	100% loaded	Nothing set, just when he thinks he needs to replace	Cost	Not Familiar but would be interested if he needs another truck.	No, but it doesn't apply to them because his trucks don't idle in parking lots and they have to stay on while delivering fuel to homes because the truck powers the pumps	None	None	None
Schnitzer Steel Industries, Inc													
MidAmerica Salt, LLC	0-50 depending on weather demand	Less than 50 miles	3	The routes vary widely with very little consistency.	100% back hauls are empty	100% loaded	NA	NA	NA	None	This is a result of loader efficiency at the Port where trucks are loaded		Weight laws are always a topic with trucks. When a ship comes in, we have approx 1,500 truckloads to move out to customers, so either more trucks at lower weights or fewer trucks at higher weights is the trade-off. I realize there are weight considerations for the highways to consider, but for bulk commodities such as salt, I'm not sure what's best: 4 lower weight trucks or 3 heavier trucks
Univar Solutions USA Inc	Most trucks one delivery a day , about half the drivers two a day	200 miles average per driver per day		Origin and destination 6 Harborside Blvd or 175 Terminal Rd (outside of ProvPort). Routes vary due to customer base , we supply varying industries. Municipalities (waste water / water treatment) are core to our customer base.	Empty	loaded	Yes	None	Yes	Power units are equipped with auto-shut down.	Power units are equipped with auto-shut down.	Univar fleet / driver swipe or remote access , possibly other fleets into the port as well to prevent back log and hang up at PORT check point (less fuel / emissions)	All inbound loads are scheduled ahead of time, must provide a PO and are vetted at the Port and Univar entrance
E. Constatini Trans Inc	18 -24	30 miles	5-Mar	95 S & N; Rte 90 E & W; 93 N & S; 84 E & W	50%	50%	No, every 500K	Cost of maintenance due to DES Systems, tools, and insurance	not really	yes - 7 / 10 minutes idle time	yes - 7 / 10 minutes idle time	Tolls - 3k per month, need ramp.	Sees no need for a truck staging or parking area.
JP Noonan		Depends, but most deliver locally in Providence area.	4 trips to the port to fill up a day per truck.	Start in West Bridgewater, MA; 95 to Allens Ave	50%	50%	Try to purchase 25 new truck every year, and lease 25 new ones every year also.	None	Yes, in Vermont a couple of years ago. Just a lot of red tape but once they got through it all it was fine. They would participate again if another program were available.	No; try to encourage not to.	Try to buy technology to auto shut off.	None	
B&B Trucking	Salt shuttle 140 - 175 loads a day, 4 loads a day for oxide and 75 loads a day for cobblestones.	100 - 250 miles a day	140 - 175 loads a day	Form the port to Allens Ave and Shipyard Street, Providence RI and oxide 4 loads a day to Grafton, MA.	100% empty	100% loaded	Not really.	Clean Environment	Yes, through the port. No difficulties or challenges yet.			Everything seems to work great.	

Interview Questions – Fleet Manager Questions

Company: DJ Cronin

Your name: Richard, owner

Date: 17 November 2020

Company Info

1. *How is your company involved in Providence Port Area Trucking (in-house transportation for a port business, trucking company, etc.)?*

Tank truck carrier, deliver gasoline, vehicles load out of port

1A. (If Trucking Company) *How many customers do you serve in the Providence area and what are they?*

40-50, gas stations/convenience stores; Cumberland Farms and Marathon Petroleum/Speedway

2. *How many tractor units/single unit trucks do you operate from your location or location that serves the port and surrounding area in Providence?*

25 trucks

2A. *How many vehicles does your company own or operate nationally?*

0; Just local

2B. *Do you contract for trucking or manage owner-operators in addition to trucks you own? What percentage of your managed fleet is subcontracted?*

Just 2 owner operators

3. *How many drivers do you employ in the Providence area? How many do you subcontract?*

A lot of part-time (weekend), up to 30 all together

Fleet Characteristics

4. *What is the average age of your truck fleet at this location?*

“All within 5 years old” They purchase 1 new truck every year, so he said that if you count back he’ll have a truck in every year going back about 20 years

4A. *What is the age of your newest truck at this location?*



2020

4B. What is the age of your oldest truck at this location?

2000

4C. Do you have any data on your fleet age you could share? e.g. model/engine year of trucks on fleet and number

All freight liners

5. Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?

All have idle shutdown, but they control the shutdown because pump needs engine to be running while delivering fuel to gas stations

Trip Characteristics

6. How many trips a day do you dispatch to the Providence Port area (if a trucking company)?

Up to 40 trips

6A. What is the Average trip distance per day for trucks at serving port customers.

As far as 100 miles, some stay much closer to Providence

6B. What is the Average number of trips per truck per day to/from each location within the port area?

Some trucks can do 4 loads in one day, one customer in port gets 2 loads every day

7. What are the origins and destinations for your truck trips to the port area by customer? What are the most common routes for each customer?

15 minutes from port. 195 to 95 to Shell Oil or Sprague or Bitumar

8. What percentage of trips to/from the port are empty hauls?

Go in empty, leave full

Trip Management

9. How are trips managed in terms of dispatch and pick-up/delivery times?

Dispatch center in office, assign drivers to do certain work. They get requests from customers for delivery, then they go to pick up fuel from terminal and deliver based on requests.

10. Do you or these customers operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?

Customer calls day before and requests delivery times, only schedule in terminal is open hours

11A. **IF NO**: do you foresee any future situations where such systems might be used?

no

Fleet Replacement and Attitudes

12. *Do you have a defined and regular fleet replacement strategy/policy?*

Yes, 1 truck per year

12A. *What do you see as the major challenges in purchasing new trucks for your fleet?*

Availability and cost

13. *Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?*

no

13A. **IF FAMILIAR**: *Have you participated in such a program in the past?*

13AA. **IF YES** – *did you experience any challenges or difficulties with this program?*

OR

13B. **IF UNFAMILIAR**: *Would you be interested in participating in such a program if it were available?*

Yes, but they do a lot of idling while pumping and short hauls, sitting at lights/in traffic so he feels like fuel economy doesn't apply as much to them

13C. *Do you have company policies for drivers in terms of idling?*

The trucks will automatically shut down after a certain amount of time unless they're pumping

14. *What policies/interventions would you recommend to minimize truck idling?*

Doesn't apply

15. *Do you have any suggestions that might make trucking in the Providence port area more efficient?*

no

17. *Anything else we should know about your business, your trucking needs, or trucking in Providence in general?*

There's traffic during rush hour, but "there's nothing we can do about that."

Interview Questions – Fleet Manager Questions

Company: Kafin Oil

Interviewee: Sue Rabitaille

Interview Date: November 12, 2020

Company Info

1. *How is your company involved in Providence Port Area Trucking (in-house transportation for a port business, trucking company, etc.)?*

Pickup home heating oil from Sprague and Global and deliver to customers around Woonsocket, RI.

1A. (If Trucking Company) *How many customers do you serve in the Providence area and what are they?*

Approximately 1,000 homes

2. *How many tractor units/single unit trucks do you operate from your location or location that serves the port and surrounding area in Providence?*

3 oil trucks

2A. *How many vehicles does your company own or operate nationally?*

None, they only operate in the Providence area

2B. *Do you contract for trucking or manage owner-operators in addition to trucks you own? What percentage of your managed fleet is subcontracted?*

No

3. *How many drivers do you employ in the Providence area? How many do you subcontract?*

3 drivers, none subcontracted

Fleet Characteristics

4. *What is the average age of your truck fleet at this location?*

10

4A. *What is the age of your newest truck at this location?*

2020



4B. What is the age of your oldest truck at this location?

18 years old

4C. Do you have any data on your fleet age you could share? e.g. model/engine year of trucks on fleet and number

Freight liners

5. Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?

no

Trip Characteristics

6. How many trips a day do you dispatch to the Providence Port area (if a trucking company)?

Each truck goes once sometimes 2 times to fill up during especially busy times. They conduct much more business in the winter because they provide home heating oil

6A. What is the Average trip distance per day for trucks at serving port customers.

10 miles

6B. What is the Average number of trips per truck per day to/from each location within the port area?

One trip to the port area, then they deliver within 15 miles of Woonsocket and end at the business in Woonsocket.

7. What are the origins and destinations for your truck trips to the port area by customer? What are the most common routes for each customer?

Begin in Woonsocket, pickup at either Sprague or Global, then they deliver within 15 miles of Woonsocket and end at the business in Woonsocket.

8. What percentage of trips to/from the port are empty hauls?

90% empty to port, 0% empty from port

Trip Management

9. How are trips managed in terms of dispatch and pick-up/delivery times?

Office manages delivery to customers, drivers just get in line at Sprague and Global

10. Do you or these customers operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?

No appointments or scheduling systems in place at port businesses

11A. **IF NO:** do you foresee any future situations where such systems might be used?

no

Fleet Replacement and Attitudes

12. *Do you have a defined and regular fleet replacement strategy/policy?*

no

12A. *What do you see as the major challenges in purchasing new trucks for your fleet?*

cost

13. *Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?*

no

13A. **IF FAMILIAR:** *Have you participated in such a program in the past?*

13AA. **IF yes** – *did you experience any challenges or difficulties with this program?*

OR

13B. **IF UNFAMILIAR:** *Would you be interested in participating in such a program if it were available?*

yes

13C. *Do you have company policies for drivers in terms of idling?*

no

14. *What policies/interventions would you recommend to minimize truck idling?*

none

15. *Do you have any suggestions that might make trucking in the Providence port area more efficient?*

no

17. *Anything else we should know about your business, your trucking needs, or trucking in Providence in general?*

no

Interview Questions – Fleet Manager Questions

Company: Henry Oil

Interviewee:

Interview Date: 11/5/2020

Company Info

1. *How is your company involved in Providence Port Area Trucking (in-house transportation for a port business, trucking company, etc.)?*

Trucks pick up fuel from terminals, mostly Sprague but sometimes Global or Motiva, and deliver it to customer homes in the Providence area.

- 1A. (If Trucking Company) *How many customers do you serve in the Providence area and what are they?*

Customer homes, did not give a number

2. *How many tractor units/single unit trucks do you operate from your location or location that serves the port and surrounding area in Providence?*

6

- 2A. *How many vehicles does your company own or operate nationally?*

6 – only works in Providence

- 2B. *Do you contract for trucking or manage owner-operators in addition to trucks you own? What percentage of your managed fleet is subcontracted?*

no

3. *How many drivers do you employ in the Providence area? How many do you subcontract?*

At the most during peak season, 4 drivers

Fleet Characteristics

4. *What is the average age of your truck fleet at this location?*
7 years old



4A. *What is the age of your newest truck at this location?*

2020

4B. *What is the age of your oldest truck at this location?*

1998

4C. *Do you have any data on your fleet age you could share? e.g. model/engine year of trucks on fleet and number*

no

5. *Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?*

Maybe 2 do, wasn't sure

Trip Characteristics

6. *How many trips a day do you dispatch to the Providence Port area (if a trucking company)?*

6A. *What is the Average trip distance per day for trucks at serving port customers.*

Couple miles, multiple stops at houses

6B. *What is the Average number of trips per truck per day to/from each location within the port area?*

Just one time to port, then to houses

7. *What are the origins and destinations for your truck trips to the port area by customer? What are the most common routes for each customer?*

No common routes after leaving the port because it depends on the customer locations which vary. To get to the port, they tend to take Route 6 to Route 10 to I-95 then Allens Ave

6. *What percentage of trips to/from the port are empty hauls?*

90% are empty going to the port

Trip Management

9. *How are trips managed in terms of dispatch and pick-up/delivery times?*

Did not want to get into details

10. Do you or these customers operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?

no

11A. **IF NO**: do you foresee any future situations where such systems might be used?

no

Fleet Replacement and Attitudes

12. Do you have a defined and regular fleet replacement strategy/policy?

Nothing set, just when he thinks he needs to replace

12A. What do you see as the major challenges in purchasing new trucks for your fleet?

cost

13. Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?

no

13A. **IF FAMILIAR**: Have you participated in such a program in the past?

13AA. **if yes** – did you experience any challenges or difficulties with this program?

OR

13B. **IF UNFAMILIAR**: Would you be interested in participating in such a program if it were available?

Yes, if he needs another truck

13C. Do you have company policies for drivers in terms of idling?

No, but it doesn't apply to them because his trucks don't idle in parking lots and they have to stay on while delivering fuel to homes because the truck powers the pumps.

14. *What policies/interventions would you recommend to minimize truck idling?*

nothing

15. *Do you have any suggestions that might make trucking in the Providence port area more efficient?*

no

17. *Anything else we should know about your business, your trucking needs, or trucking in Providence in general?*

no

Interview Questions – Fleet Manager Questions

Company: JP Noonan

Interviewee: Arie Brouwer, Director of Safety

Interview Date: 12/9/2020

Company Info

1. *How is your company involved in Providence Port Area Trucking (in-house transportation for a port business, trucking company, etc.)?*

Pick up propane, gasoline, diesel, asphalt, cement powder

1A. (If Trucking Company) *How many customers do you serve in the Providence area and what are they?*

Pick up from 6 businesses, deliver to maybe 500

2. *How many tractor units/single unit trucks do you operate from your location or location that serves the port and surrounding area in Providence?*

4 smaller trucks, 396 tractor trailers

2A. *How many vehicles does your company own or operate nationally?*

Only in providence area

2B. *Do you contract for trucking or manage owner-operators in addition to trucks you own? What percentage of your managed fleet is subcontracted?*

Yes, about 15% subcontracted

3. *How many drivers do you employ in the Providence area? How many do you subcontract?*

460 drivers, 60 subcontracted

Fleet Characteristics

4. *What is the average age of your truck fleet at this location?*

3 years

4A. *What is the age of your newest truck at this location?*

2021



4B. *What is the age of your oldest truck at this location?*

2004

4C. *Do you have any data on your fleet age you could share? e.g. model/engine year of trucks on fleet and number*

Variety of models

5. *Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?*

yes

Trip Characteristics

6. *How many trips a day do you dispatch to the Providence Port area (if a trucking company)?*

60

6A. *What is the Average trip distance per day for trucks at serving port customers?*

Depends, but most deliver locally in providence area

6B. *What is the Average number of trips per truck per day to/from each location within the port area?*

4 trips to the port to fill up a day per truck

7. *What are the origins and destinations for your truck trips to the port area by customer? What are the most common routes for each customer?*

Start in West Bridgewater, MA; 95 to Allens Ave

8. *What percentage of trips to/from the port are empty hauls?*

50%

Trip Management

9. *How are trips managed in terms of dispatch and pick-up/delivery times?*

Managed out of JP Noonan office

10. *Do you or these customers operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?*

Most do not have scheduling systems, but some require delivery only during the night.

11A. **IF NO**: do you foresee any future situations where such systems might be used?

Fleet Replacement and Attitudes

12. *Do you have a defined and regular fleet replacement strategy/policy?*

Try to purchase 25 new trucks every year, and lease 25 new ones every year also

12A. *What do you see as the major challenges in purchasing new trucks for your fleet?*

none

13. *Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?*

yes

13A. **IF FAMILIAR:** *Have you participated in such a program in the past?*

Yes, in Vermont a couple years ago

13AA. **If yes** – *did you experience any challenges or difficulties with this program?*

Just a lot of red tape, but once they got through it all, it was fine. They would participate again if another program were available.

OR

13B. **IF UNFAMILIAR:** *Would you be interested in participating in such a program if it were available?*

13C. *Do you have company policies for drivers in terms of idling?*

No; try to encourage not to

14. *What policies/interventions would you recommend to minimize truck idling?*

Try to buy technology to auto shut off

15. *Do you have any suggestions that might make trucking in the Providence port area more efficient?*

No

17. *Anything else we should know about your business, your trucking needs, or trucking in Providence in general?*

Interview Questions – Fleet Manager Questions

Company:

Interviewee:

Interview Date:

1.0 Company

1A. How is your company involved in Providence port area trucking (in-house transportation for a port business, trucking company, etc.)? WE do most of the trucking out of the port we do salt and oxide and cobblesstones

1B. **If Trucking Company** - How many customers do you serve in the Providence area and what are they? We do the trucking to all locations in rhode island and Massachusetts, for Morton Salt, no many to list

Truck Fleet Questions

2.0 Truck Fleet

2A. How many tractor units/single unit trucks do you operate from your location or location that serve the port and surrounding area in Providence? 16 trucks

2B. How many vehicles does your company own or operate nationally? 16 trucks

2C. Do you contract for trucking or manage owner-operators in addition to trucks you own? Yes we have a contract with Morton Salt and we use owner operators for trucking

2D. What percentage of your managed fleet is subcontracted? 50 percent

2E. How many drivers do you employ in the Providence area? 13

2F. How many do you subcontract? 10 to 30

3.0 Fleet Characteristics

3A. What is the average age of your truck fleet at this location? 15

3B. What is the age of your newest truck at this location? 2019

3C. What is the age of your oldest truck at this location? 1996

3D. Do you have any data on your fleet age you could share? (e.g. model/engine year of trucks on fleet and number) (This is in reference to the possibility of a potential program to obtain government funding to help businesses replace older trucks.) 1996 Peterbilt 475 cat, 1995 Peterbilt 500 cat engine, 2000 Peterbilt 600 cat engine. 3 (2000 Peterbilts with 475 hp cat engines, 2000 Kenworth with cat engine 3 (1999 Kenworths with Cummings engine, 2005 Kenworth with 475 cat engine, 2006 Peterbilt with 475 hp cat, 2005 Peterbilt 475 cat engine, 1999 Peterbilt 475 hp cat, 1996 Peterbilt 500 hp cat engine, 2019 Peterbilt with a Cumming, 2019 Western Star with cat engine

3E. Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?

2 has automatic shutdowns

4.0 Trip Characteristics

4A. How many trips a day do you dispatch to your facility(s) in the Providence Port area? Salt shuttle 140 to 175 loads a day 4 loads a day for oxide, and cobblestones 75 loads a day

4B. What is the average trip distance per day for trucks serving your facilities? 100 to 250 miles a day

4C. What is the average number of trips per truck per day to/from each of your location within the port area? 140 to 175 loads a day

4D. What are the origins and destinations for your truck trips to the port area by customer? From the port to Allens ave and Shipyard st Providence r.i. and oxide 4 loads a day to Grafton ma

4E. What are the most common routes for each customer? Terminal road to Allens ave and to Shipyard st Providence

4F. What percentage of trips to/from the port are empty hauls?

140 TO 175

5.0 Trip Management

5A. How are trips managed in terms of dispatch and pick-up/delivery times?

FROM OUR DISPATCHER

5B. Do you seek to minimize time spent in the port area or empty hauls? YES

5C. Do you operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations? YES

5D. **IF "NO"** – Do you foresee any future situations where such systems might be used?

5E: Do you feel like you understand the choices and benefits of these systems? YES

5F: **IF "NO"** – Would you like to learn more?

5G. Do you have company policies for drivers in terms of idling?
YES 5 MINUTES IDLING

5H. What policies/interventions would you recommend to minimize truck idling? I HAVE SIGNS POSTED FOR 5 MINUTES IDLING TIME

6.0 Fleet Replacement and Attitudes

6A. Do you have a defined and regular fleet replacement strategy/policy? NOT REALLY

6B. What do you see as the major challenges in purchasing new trucks for your fleet?
CLEAN ENVIROMENT

6C. Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks? YES

6D. **IF UNFAMILIAR** - Would you be interested in participating in such a program if it were available?

6E. **IF FAMILIAR** - Have you participated in such a program in the past? YES THROUGH THE PORT

6F. **IF "Yes"** - Did you experience any challenges or difficulties with this program? NO AS OF YET

7.0 Port Logistics

7A. Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area? NO

Interview Questions – Fleet Manager Questions

Company: Econstatini Trucks Inc

Interviewee: Louis Maceri

Interview Date: 12-10-2020

1.0 Company

1A. How is your company involved in Providence port area trucking (in-house transportation for a port business, trucking company, etc.)?

Treeberg Co. In & Out Pickup + Bring in loads (Scrap Metals) Scrap

1B. If Trucking Company - How many customers do you serve in the Providence area and what are they?

7100 MA, CT, RT -> Port 12 - Scrap metals

Truck Fleet Questions

2.0 Truck Fleet

2A. How many tractor units/single unit trucks do you operate from your location or location that serve the port and surrounding area in Providence?

7

2B. How many vehicles does your company own or operate nationally?

7

2C. Do you contract for trucking or manage owner-operators in addition to trucks you own?

NO

2D. What percentage of your managed fleet is subcontracted?

0% Subcontracted 100% ~~Sub~~, ~~Out~~ Pool/Lease

2E. How many drivers do you employ in the Providence area?

7

2F. How many do you subcontract?

0

3.0 Fleet Characteristics

3A. What is the average age of your truck fleet at this location?

96 - 2017

3B. What is the age of your newest truck at this location?

2017

3C. What is the age of your oldest truck at this location?

1996

3D. Do you have any data on your fleet age you could share? (e.g. model/engine year of trucks on fleet and number) (This is in reference to the possibility of a potential program to obtain government funding to help businesses replace older trucks.)

3E. Do your trucks have truck-based idling control such as Idle Shutdown Systems, or Automatic Stop-Start Systems?

YES

4.0 Trip Characteristics

4A. How many trips a day do you dispatch to your facility(s) in the Providence Port area?

18-24

4B. What is the average trip distance per day for trucks serving your facilities?

Average - 30 miles 350 miles TOTAL

4C. What is the average number of trips per truck per day to/from each of your location within the port area?

3-5

4D. What are the origins and destinations for your truck trips to the port area by customer?

MA -
CT
New CT

4E. What are the most common routes for each customer?

95 S + N
Rte 90 E + W

4F. What percentage of trips to/from the port are empty hauls?

50%

93 N + S
84 B + W

5.0 Trip Management

5A. How are trips managed in terms of dispatch and pick-up/delivery times?

App through CRO - scheduler

18-24

5B. Do you seek to minimize time spent in the port area or empty hauls?

yes

5C. Do you operate delivery window, appointment or scheduling systems for trucks delivering/collecting at their locations?

DO NOT

5D. If "NO" – Do you foresee any future situations where such systems might be used?

NO

5E: Do you feel like you understand the choices and benefits of these systems?

NO

5F: If "NO" – Would you like to learn more?

Possibly

5G. Do you have company policies for drivers in terms of idling? *yes*

5H. What policies/interventions would you recommend to minimize truck idling?

7/10 mi

6.0 Fleet Replacement and Attitudes

6A. Do you have a defined and regular fleet replacement strategy/policy? *no every 500K*

6B. What do you see as the major challenges in purchasing new trucks for your fleet?

COST of maintenance Du to DES systems + tools

6C. Are you familiar with State/Federal programs, rebates, and incentives to encourage truck owners to upgrade to more fuel efficient/lower-emission trucks?

not really

6D. **IF UNFAMILIAR** - Would you be interested in participating in such a program if it were available? *yes*

6E. **IF FAMILIAR** - Have you participated in such a program in the past?

6F. **If "Yes"** - Did you experience any challenges or difficulties with this program?

7.0 Port Logistics

7A. Do you see a need for truck staging or parking areas for trucks serving the Port of Providence and surrounding industrial area? *no*

7B. If so, where would be an ideal location for this?

N/A

7C. Do you have any suggestions that might make trucking in the Providence port area more efficient?

Tolls - 3K month, need Ramp

7D. Anything else we should know about your business, your trucking needs, or trucking in Providence in general?

**EPA Truck Count and Assessment for
Providence, RI Port Area – Phase II
Driver Questions**

Driver Questions				Owner/Operator Questions							Scheduling System												
Interview Location	Driver Name	Company Name if Applicable	DOT number	Model/Year of Truck	Truck Body Type	Age of Truck	Time Owned	Replacement Schedule Miles/Years	New or Used Replacement	Why Used?	Subsidy \$	Route	Idling Time	Wayfinding System	Appt Required	Would it benefit	Starting Point	Next Stop	Cargo	Arrive - Loaded/Empty	Depart - Loaded/Empty	Trips to Port per week	Waiting Area Needed
Central Lot		Western Oil Company, Lincoln, RI	173704	2000 International	Oil Tanker	15 yrs						95 North	< 5 min	Phone	No	No	Lincoln, RI	Lincoln, RI	Oil	Loaded	Empty	5	No
Central Lot		Brown Bear Trucking	2917532	2000 Mack	Dry Bulk	11 yrs						95 North	< 5 min	Phone	No	Yes	Johnston, RI	Johnston, RI	Cement	Empty	Loaded	5-10	No
Central Lot		Puglia Trucking Company, Inc	332465	Mack	Dry Bulk							95 North	< 5 min	Phone	No	No	Methuen, MA	Methuen, MA	Cement	Empty	Loaded	5-10	No
Central Lot	Chuck Amara	Automated Waste Recycling (owner)	3292917	1998 Mack	Dump Truck	22 yrs	>10 yrs		New		\$70k	Eddy Street	< 5 min	Phone	No	Yes	Plympton, MA	Webster, MA	Metal Parts	Loaded	Empty	5-10	No
Central Lot	Hubert	Minter Towing LLC (owner)	NA	2001 Dodge	Tow Truck	19 yrs	>10 yrs		Either		\$20k	Ernest to Eddy Street to Thurber	< 5 min	Phone	Yes	Yes	New Britain, CT	Boston, MA	Used Cars	Loaded	Empty	5	No
Central Lot		AH Towing	3425530		Car Transporter	20 yrs						NA	<3 min	Phone	No	Yes	Brockton, MA	Brockton, MA	Used Cars	Loaded	Empty	1-2	No
Central Lot		JWU Enterprises	2151268	2008 Mack	Bulk Transport	12 yrs						95 North	<5 min	Phone	No	Yes	Johnston, RI	Johnston, RI	Bulk Metal	Loaded	Empty	5-10	No
Central Lot		D&N Trucking	573716	2017 Mack	Bulk Transport	3 yrs						95 North	0	Phone	No	Yes	Johnston, RI	Johnston, RI	Bulk Metal	Loaded	Empty	5-10	No
Central Lot	Joe Latham	AGP Construction	2987457	1999 Kenworth	Bulk Transport	21 yrs	20 yrs		Used		NA		0	Phone / GPS	No	Yes	Johnston, RI	Johnston, RI	Bulk Metal	Loaded	Empty	5-10	No
Central Lot		Independent	NA	2008 Toyota Tacoma	Pickup	12 yrs						95 North / 95 S - Eddy Street	0	Phone	No	Yes	Johnston, RI	Johnston, RI	Used Cars	Loaded	Empty	4-5	No
Central Lot		D&N Equipment Services	075736	2010 Kenworth	Bulk Transport	10 yrs							<5 min	Phone / GPS	No	Yes	Johnston, RI	Johnston, RI	Bulk Metal	Empty	Loaded	10	No
Central Lot		Jurgenson Trucking LLC	1584895		Dry Bulk	11 yrs						Route 44	< 5 min	Phone	No	Yes	Manchester, CT	Manchester, CT	Cement	Empty	Loaded	5	No
Central Lot		K&K Trucking	290862		Bulk Transport	18 yrs						95 North	< 5 min	Phone	No	Yes	Worcester, MA	Worcester, MA	Bulk Metal	Empty	Loaded	20	No
McInnis Cement		Independent	279623	2017 Mack	Dry Bulk	3 yrs						NA	0	GPS	Yes		Pawtucket, RI	Pawtucket, RI	Concrete	Empty	Loaded	5-10	No
McInnis Cement		Dauphinias Concrete, Inc	2452193	2019 Mack	Dry Bulk	1 yr						Allens Avenue - No Problems	<5 min	Phone / GPS	Yes		Douglas, MA	Douglas, MA	Concrete	Empty	Loaded	10+	No
Schnitzer		AGP Construction	2987457	2008 Kenworth	Bulk Transport	12 yrs						95 North	0	Phone	No	No	Providence, RI	Seekonk, MA	Bulk Metal	Loaded	Empty	5-6	No
Schnitzer		AGP Construction	2987457	Kenworth	Bulk Transport							Allens Avenue but mostly 95 North	< 5 - 10 min	Phone / GPS	Yes		Providence, RI	Seekonk, MA	Bulk Metal	Loaded	Empty	5	No
Schnitzer		H&H Trucking	661656	2008 Mack	Bulk Transport	12 yrs						95 North	< 5 min	Phone	Yes	No	Providence, RI	Pawtucket, RI	Bulk Metal	Empty	Loaded	5	No
Schnitzer		Constantino Trucking	661656	2005 Peterbilt	Bulk Transport	15 yrs						Allens Avenue	< 5 min	Phone	Yes		Johnston, RI	Johnston, RI	Bulk Metal	Empty	Loaded		No
Schnitzer		Schnitzer	2987457	Wentworth	Bulk Transport							95 North	0	Phone / GPS	No	No	Providence, RI	Everett, MA	Bulk Metal	Empty	Loaded	4-5	No
Schnitzer		Schnitzer	2987457	Kenworth	Bulk Transport	16 yrs						95 North - Seldom uses Allens Ave	0	Phone	No	No	Johnston, RI	Johnston, RI	Bulk Metal	Empty	Loaded		No
Schnitzer		Aluminum & Copper Recycling	215211	2005 Mack	Bulk Transport	15 yrs						Located in Providence	0	NA	Yes		Providence, RI	Providence, RI	Bulk Metal	Loaded	Empty	5-10	No
Schnitzer		EC Recycling Systems, Inc	817057	2008 Mack	Bulk Transport	12 yrs						195 East - 495 South - No Problem	0	Phone	Yes	No	Brockton, MA	Brockton, MA	Bulk Metal	Loaded	Empty	5-10	No
Schnitzer		Automated Waste Recycling	1043056	??	Bulk Transport							95 North	0	Phone	No	No	Johnston, RI	Johnston, RI	Bulk Metal	Loaded	Empty	5	No
McInnis Cement		Dauphinias Concrete, Inc	1789372	2018 Mack	Dry Bulk	2 yrs						95 North	0	Phone / GPS	Yes	No	Sulton, MA	Sulton, MA	Concrete	Empty	Loaded	8-10	No
McInnis Cement		Butler	704194	Kenworth	Dry Bulk							95 North or Allens Ave to 95 South	< 5 min	Phone / GPS	Yes		RI	RI Multiple	Concrete	Loaded	Empty	6-10	No
McInnis Cement		Byrne, Inc	830137	Western Star	Dry Bulk							95 North only	0	Phone / GPS	No	No	Middleboro, MA	Middleboro, MA	Concrete	Empty	Loaded	3	No
McInnis Cement		Ideal Concrete & Block	063878	2018 Mack	Dry Bulk	2 yrs						Northbound only	0	Phone / GPS	No	No	Westford, MA	Westford, MA	Concrete	Empty	Loaded	4-5	No
McInnis Cement		Consolidated Concrete	320301	Western Star	Dry Bulk	4 yrs						Allens ave - 95 North - 95 South - Can be problematic	0	Phone / GPS	No	No	E. Providence, RI	E. Providence, RI	Concrete	Empty	Loaded	4-5	No
McInnis Cement		SC Ballard	754812		Dry Bulk	2 yrs						Left on Thurber	0	Phone / GPS	No	No	Meridian, CT	Plantsville, CT	Concrete	Empty	Loaded	5	No
McInnis Cement	Not Cooperative	Construction Services MA, LLC	1769934	Kenworth	Dry Bulk												Wilbraham, MA						
McInnis Cement		H.O. Bouchard	150251	2020 Mack	Dry Bulk	new						Doesn't go south	0	Phone / GPS	Yes	Not so far	Bangor, ME	Bangor, ME	Concrete	Empty	Loaded	5	No
McInnis Cement		H.O. Bouchard	150251	2020 Mack	Dry Bulk	new						Doesn't go south	0	Phone / GPS	Yes	No	Bangor, ME	Bangor, ME	Concrete	Empty	Loaded	4-5	No
McInnis Cement		Brown Bear Trucking	2917532		Dry Bulk	2 yrs						Doesn't go south	0	Phone / GPS	Yes	Yes	Johnston, RI	Johnston, RI	Concrete	Empty	Loaded	5	No
McInnis Cement		Independent (no name)	061273		Dry Bulk	new						Allens Ave or via the hospital route	0	Phone / GPS	Yes	Yes	Farmington, CT	Farmington, CT	Concrete	Empty	Loaded	5	No
McInnis Cement		PA Landers, Inc	805181		Dry Bulk	2 yrs						Thurber - doesn't go south very often but when he does it's been a sh*t show	0	Phone / GPS	Yes	Yes	Hanover, MA	Hanover, MA	Concrete	Empty	Loaded	10-15	No
McInnis Cement		Puglia Trucking Company, Inc	332465		Dry Bulk	7 yrs						Heads North	0	NA	Yes		Braintree, MA	Littleton, MA	Concrete	Empty	Loaded	5	No
McInnis Cement		North American Bulk Transport	125432		Dry Bulk	5 yrs						Heads North to Bennington, VT	0	Phone / GPS	Yes	No	E. Providence, RI	Bennington, VT	Concrete	Empty	Loaded	5-7	No
McInnis Cement		PA Landers, Inc	805181		Dry Bulk	5 yrs						Thurber	0	Phone	Yes	No	Plymouth, MA	Hanover, MA	Concrete	Empty	Loaded	15	No
Grimaldi		BIA Transport, LLC	2831731		Car Transporter												Hartford, CT		Used Cars				No
Grimaldi		Canaan Transport, Inc	3081459		Pickup Truck												Attleboro, MA	Attleboro, MA	Used Cars				No
Grimaldi		M&D Auto Transport LLC	3065677		Pickup Truck							95 North - Thurber Ave	<5	Phone	No	No	Cranston, RI	Warwick, RI	Used Cars	Loaded	Empty	4-5	No
Grimaldi	Marlin Soland	Soland Towing	3299766		Pickup Truck	14 yrs	4 yrs		Used	Cost	\$10-15k	195 - 95 S		Phone	No	No	MA	MA	Used Cars			4	No
Grimaldi		Help Transport Corp	3428042		Car Transporter												MA			Loaded	Empty		No
Grimaldi	Edder Melgan	Ocean State (owner)	3345276		Car Transporter	1 yr	1 yr		New			95 N	0	Phone	No	No	Cranston, RI	Cranston, RI	Used Cars	Loaded	Empty	4-5	No

**EPA Truck Count and Assessment for
Providence, RI Port Area – Phase II
Driver Questions**

Driver Questions				Owner/Operator Questions							Scheduling System												
Interview Location	Driver Name	Company Name if Applicable	DOT number	Model/Year of Truck	Truck Body Type	Age of Truck	Time Owned	Replacement Schedule Miles/Years	New or Used Replacement	Why Used?	Subsidy \$	Route	Idling Time	Wayfinding System	Appt Required	Would it benefit	Starting Point	Next Stop	Cargo	Arrive - Loaded/Empty	Depart - Loaded/Empty	Trips to Port per week	Waiting Area Needed
Grimaldi	Carlos Almonty	Exotic Garage	3345276		Car Transporter	17 yrs	7 yrs	2020-2021	New		\$10 -15k	4955 to 95S - Thurber	0	Phone	No	No	Lawrence, MA	Lawrence, MA	Used Cars	Loaded	Empty	3-4	Yes (ATMs & Bathroom)
Grimaldi		Maren's Towing	2541347		Flat Bed	19 yrs	6 yrs		Either		\$20k	95 S	0	Phone	No	No	RI	RI	Cars	Loaded	Empty	3+	No
Grimaldi	Fausto Funes	Funes Towing (owner)	1600591		Car Transporter	16 yrs	6 yrs	6-7 yrs	New		\$10 -15k	95 N		Phone	No	No	Cranston, RI	Cranston, RI	Used Cars	Loaded	Empty	4-5	No
Grimaldi		Green Light Transporter	2566070		Car Transporter	20 yrs						95 - 495 - 95 S	0	Phone	No	No	??	??	Used Cars	Loaded	Empty	5	Yes
Grimaldi	John	K&I Transport LLC	3296257	2018 Ram 3500	Car Transporter	2 yrs	2 yrs		New			146 - 95	0	Phone	No	No	Worcester, MA	Worcester, MA	Used Cars	Loaded	Empty	5	Yes
Grimaldi	Luis Regalado	lhauer Transportation	3221094		Car Transporter	3 yrs	3 yrs		New - Semi			Route 146	< 5	Phone			Worcester, MA	Worcester, MA	Used Cars	Loaded	Empty	3-4	no
Grimaldi	Peter	NC Auto Transportation LLC	3318997		Car Transporter	8 yrs	8 yrs		New		\$10k	495 - 195 - 95 S - Thurber	< 5	Phone			Worcester, MA	Worcester, MA	Used Cars	Loaded	Empty	4	Maybe
Grimaldi	Joey	Auto Rescue	2869626		Car Transporter	4 yrs	2 yrs	5-7 yrs	Used			95 SB - Thurber Avenue	0	Phone			N. Providence, RI	N. Providence, RI	Used Cars	Loaded	Empty	3-4	no
Grimaldi	Courtney Reed	Courtney Reid Trucking			Car Transporter	7 yrs	7 yrs	7-10 yrs	used	Cost	\$40k new	95 - Thurber	0	Phone	No	No	Avon, MA	Avon, MA	Used Cars	Loaded	Empty	4-5	No
Dock McInnis		Wesco	341894		Dump Truck	2 yrs						146 - 195 - 95	< 5	Phone / GPS	Some	Varies	Stillwater	Swansea, MA	Stone			>40	No
Dock McInnis		Wesco	341894	2018 Volvo	Dump Truck	2 yrs						146 - 95	<5	Phone / GPS	Some	Varies	Emond, RI	Swansea, MA	Stone			>40	No
Dock McInnis		Wesco	341894	2016 Volvo	Dump Truck	4 yrs						Right on Thurbers - Right on 95S No Problems	< 5	None	No		Smithfield	Swansea, MA	Cobble Stone	Loaded	Empty	>40	No
Dock McInnis		B&B Colello, Inc	523732	2007 Peterbilt	Dump Truck	13 yrs							<5	Phone / GPS	Yes		Rehoboth, MA	Rehoboth, MA	Stone			45	No
Dock McInnis	John	B&B Colello, Inc	523732		Dump Truck	20 yrs						195N to 95S - No Problems	<5	Phone	Some		Rehoboth, MA	Swansea, MA	Stone			>40	No
Dock McInnis		Wesco	341894		Dump Truck	1 yr						195 - 95	<5				Emond, RI		Stone			>40	
Grimaldi		Martz Transportation LLC	3290196		Car Transporter	17 yrs		need soon	used	Cost	\$10 -15k if new	195 - 95N	0	Phone	No	No	Worcester, MA	Worcester, MA	Cars	Loaded	Empty	4	No



DOT # 3318997

PU - MA

Driver Questions

Driver Name: Peter

Company (if not owner-operator):

2012
NC Transporter

NC transporter
2 PU

Interview Date: 11-2-2020

1. What is the model year of your truck? 2012

2. Are you an owner operator or employed by a company - if so which one?

OWNER

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years) about 8 yrs

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

new

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? at least 10K

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

Worcester, MA arrived loaded leave empty

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

4 per wk, just 1

6. How much time do you spend idling within the port area when you're here?

< 5 min

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

495 - 195 - 95S - Thurston

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling? used cars

9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?

Phone

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): BYRNE INC.

Interview Date: 11-3-20

MA
DOT# 830137
Bulk Transport

1.0 Truck

1. What is the model and year of your truck? WESTERN STAR

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? MIDDLEBORO, MA

3B. When you leave this site, where will you be going? MIDDLEBORO, MA

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

3 / week

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

None

3G. What route do you use to reach I-95 SB from the port?

95N ONLY

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NA

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

yes

5.0 If "Yes" - Does it work for you?

yes

6.0 What are you hauling? (If Cargo is not obvious)

concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / PHONE

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

NO

10.0 Would such a system save you time?

NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): IDEAL CONCRETE & BLOCK

Interview Date: 1-3-20

MA

DOT #: 063878

Body type: Bulk transport

1.0 Truck

1. What is the model and year of your truck? MACK 2018

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? WESTFORD, MA

3B. When you leave this site, where will you be going? WESTFORD, MA

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

4-5/wk

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

No

3F. How much time do you spend idling within the port area when you are here?

None

3G. What route do you use to reach I-95 SB from the port?

Northeast on

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NA

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

Yes

5.0 **If "Yes"** - Does it work for you?

Yes

6.0 What are you hauling? (**If Cargo is not obvious**) Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS/phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

No

8A. If one was built, would you use it?

No

8B. Would it reduce your idling time?

No

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

No

10.0 Would such a system save you time?

No

McInnis Terminal

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): CONSOLIDATED CONCRETE

Interview Date: 11-3-20

RI

DOT# 320301

1.0 Truck

1. What is the model and year of your truck? WESTERN STAR - 2016

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? E. Providence

3B. When you leave this site, where will you be going? E. Providence

3C. Did you arrive loaded or (empty) when you leave will you be empty or (loaded)?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

4-5/wk

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

Allens' Ave RSN - 95 S

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NOT Really can be tight at times.

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

YES

5.0 If "Yes" - Does it work for you?

YES

6.0 What are you hauling? (If Cargo is not obvious)

Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NOT Really

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

NO

10.0 Would such a system save you time?

NO



McRANIS

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): SC Ballou

Interview Date:

Plantville CT

DOT # ~~754812~~ 754812

1.0 Truck

2018

1. What is the model and year of your truck?

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? Mendon, CT

3B. When you leave this site, where will you be going? PLANTVILLE CT

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5 / week

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

Left on Thurber,

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NOT really

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

yes

5.0 If "Yes" - Does it work for you?

yes

6.0 What are you hauling? (If Cargo is not obvious)

Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / PHONE

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

NO

10.0 Would such a system save you time?

NOT Really

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name: NOT COOPERATIVE
Company (if not owner operated): CONSTRUCTION SERVICES
Interview Date: 11-3-20

MA

1.0 Truck

DOT # 1769934
Bulk Hauler

1. What is the model and year of your truck? KENWORTH

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? WILBRAHAM, MA

3B. When you leave this site, where will you be going?

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

3F. How much time do you spend idling within the port area when you are here?

3G. What route do you use to reach I-95 SB from the port?

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

5.0 **If "Yes"** - Does it work for you?

6.0 What are you hauling? **(If Cargo is not obvious)**

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

8A. If one was built, would you use it?

8B. Would it reduce your idling time?

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

10.0 Would such a system save you time?

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): H.O. Bouchard

Interview Date: 11-3-20

Maine

DOT: 150251

Bulk TRAILER

1.0 Truck

1. What is the model and year of your truck? 2020 MACK

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (**price or percent**)

3.0 Trip Logistics

3A. Where have you come from today? Bangor, ME

3B. When you leave this site, where will you be going? Bangor, ME

3C. Did you arrive loaded or empty when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5/wk

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

Doesn't go South

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NA

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

yes

5.0 If "Yes" - Does it work for you?

6.0 What are you hauling? (If Cargo is not obvious) Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS/Phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NOT really

8A. If one was built, would you use it? NO

8B. Would it reduce your idling time? NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

yes

10.0 Would such a system save you time?

NOT SO FAR

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): H.O. Bouchard

Interview Date: 11-3-20

HO Bouchard Co
Maine (ME)
Bulk Hauler
DOT # 150251

1.0 Truck

1. What is the model and year of your truck?

2020

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

Bangor, ME

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today?

Bangor, ME

3B. When you leave this site, where will you be going?

Bangor, ME

3C. Did you arrive loaded or empty when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

4-5/wk

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

Goes North

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

UNKNOWN

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

yes

5.0 If "Yes" - Does it work for you?

yes

6.0 What are you hauling? (If Cargo is not obvious) Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS/phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

YES

10.0 Would such a system save you time?

NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): Brown Bear

RI

Interview Date: 11-3-20

Driver

Brown Bear

Johnston, RI

DOT #:

1.0 Truck

1. What is the model and year of your truck? 2018

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (**price or percent**)

3.0 Trip Logistics

3A. Where have you come from today? Johnston, RI

3B. When you leave this site, where will you be going?

Johnston, RI

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NO

3G. What route do you use to reach I-95 SB from the port?

Doesn't go South

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NA

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

Yes

5.0 If "Yes" - Does it work for you?

Yes

6.0 What are you hauling? (If Cargo is not obvious)

Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

Yes

10.0 Would such a system save you time?

Yes

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated):

Interview Date: 11-3-20

CT
DOT #: 061273

1.0 Truck

1. What is the model and year of your truck?

2020

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? Farmington, CT

3B. When you leave this site, where will you be going? SAME

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5/wk

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NO

3G. What route do you use to reach I-95 SB from the port?

Allen's Ave, or via The Hospital Route

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

yes

5.0 If "Yes" - Does it work for you?

yes

6.0 What are you hauling? (If Cargo is not obvious)

Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS/phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

yes

10.0 Would such a system save you time?

yes



805181

McBOWIS Terminal

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name: Paul
Company (if not owner operated):
Interview Date: 11-3-20

PUGLIA
DOT 805181
MA

1.0 Truck

1. What is the model and year of your truck?

2018

BUICK

3dr
W

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2 yrs

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today?

HANOVER, MA

3B. When you leave this site, where will you be going?

HANOVER, MA

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

2-3/day - 10-15wk

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NOVA

3G. What route do you use to reach I-95 SB from the port?

Thubers

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

Doesn't go South very often but
when he does it's been a shut show

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

yes

5.0 If "Yes" - Does it work for you?

yes

6.0 What are you hauling? (If Cargo is not obvious)

Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS/Phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

yes

10.0 Would such a system save you time?

yes

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated):

Interview Date: 11/4/20

RF
DOT#: 279623

1.0 Truck

1. What is the model and year of your truck?

MAK 2017

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (**price or percent**)

3.0 Trip Logistics

3A. Where have you come from today?

PAWTUCKET, RI

3B. When you leave this site, where will you be going?

PAWTUCKET, RI

3C. Did you arrive loaded or empty when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5-10

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

doesn't

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

Yes

5.0 If "Yes" - Does it work for you?

yes

6.0 What are you hauling? (If Cargo is not obvious)

Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

YES

10.0 Would such a system save you time?

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): Dauphinias

Interview Date: 11-4-20

2452193

Bulk Tanks

MA

1.0 Truck

1. What is the model and year of your truck? MACK 2019

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? DOUGLAS, MA

3B. When you leave this site, where will you be going? DOUGLAS, MA

3C. Did you arrive loaded or empty? when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

10 or more

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

45 min

3G. What route do you use to reach I-95 SB from the port?

Allen's Ave

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

yes

5.0 If "Yes" - Does it work for you?

6.0 What are you hauling? (If Cargo is not obvious)

CONCRETE

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

yes

10.0 Would such a system save you time?

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): AGP Construction

Interview Date: 11-4-2020

1.0 Truck

1. What is the model and year of your truck?

Kenworth
2008 29F7457

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today?

Providence, RI

3B. When you leave this site, where will you be going?

MA,

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5-6

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NO IDLING

3G. What route do you use to reach I-95 SB from the port?

95 North

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

NO

5.0 If "Yes" - Does it work for you?

→

6.0 What are you hauling? (If Cargo is not obvious)

Bulk Scrap Metal

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

NO

10.0 Would such a system save you time?

NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): AGP Construction

Interview Date: 11-4-20

AGP Construction
Kentworth Kentworth
2987457
RI

1.0 Truck

1. What is the model and year of your truck?

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? Providence, RI

3B. When you leave this site, where will you be going? Seekonk, MA

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

yes

3F. How much time do you spend idling within the port area when you are here?

< 5-10 min

3G. What route do you use to reach I-95 SB from the port?

ALLENS Ave - but MOSTLY 95N

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

yes

5.0 If "Yes" - Does it work for you?

yes

6.0 What are you hauling? (If Cargo is not obvious)

Scrap METAL

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / PHONE

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

yes

10.0 Would such a system save you time?

✓

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated):

Interview Date: 11-4-2020

MACK H&H Trucking

DOT 661656

1.0 Truck

1. What is the model and year of your truck?

mack 2008

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (**price or percent**)

3.0 Trip Logistics

3A. Where have you come from today?

Providence Ri

3B. When you leave this site, where will you be going?

PAWUCKET, RI

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

No - Schneider

3F. How much time do you spend idling within the port area when you are here?

< 5 min

3G. What route do you use to reach I-95 SB from the port?

95 North

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

NO

5.0 **If "Yes"** - Does it work for you?

6.0 What are you hauling? **(If Cargo is not obvious)**

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

PHONE

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

Yes

10.0 Would such a system save you time?

NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated):

Interview Date:

~~March~~ 2005

→ Constantino
CONSTANTINO Trucking
DOT # 661656

1.0 Truck

1. What is the model and year of your truck?

Peterbilt 2005

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

John

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today?

Johnston, RI

3B. When you leave this site, where will you be going?

Johnston, RI

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

10

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

None < 5 min

3G. What route do you use to reach I-95 SB from the port?

Allen's Ave

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

NO

5.0 If "Yes" - Does it work for you?

—

6.0 What are you hauling? (If Cargo is not obvious)

Scrap metal

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

Phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

Yes

10.0 Would such a system save you time?

~

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): *Schnitzler*

Interview Date: *11-4-20*

DOT: *2987457*

Maine
Bulk Transport

1.0 Truck

1. What is the model and year of your truck? *Wendell*

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (**price or percent**)

3.0 Trip Logistics

3A. Where have you come from today? *Providence, RI*

3B. When you leave this site, where will you be going? *Everett, MA*

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

4 or 5

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

95 North

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

N/A

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

Yes

5.0 If "Yes" - Does it work for you?

6.0 What are you hauling? (If Cargo is not obvious)

Scrap metal

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / PHONE

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

NO

10.0 Would such a system save you time?

NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated):

Interview Date: 11-4-20

~~Kenworth~~ Kenworth
2004
DOT # 2987457

1.0 Truck

1. What is the model and year of your truck?

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

6 yrs

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today?

Johnston, RI

3B. When you leave this site, where will you be going?

Johnston RI
Somerset CT

3C. Did you arrive loaded or empty when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

NS

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

Doesn't IDL

2987757

3G. What route do you use to reach I-95 SB from the port?

95N

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

Seldom us

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

NO

5.0 If "Yes" - Does it work for you?

6.0 What are you hauling? (If Cargo is not obvious)

Scrap metal

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

DHOC

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

NO

10.0 Would such a system save you time?

NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): ^{A+C} Aluminum + Cooper Recycling

Interview Date: 11-4-2020

1.0 Truck

1. What is the model and year of your truck?

MACK
DOT # 215211

2005 MACK

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today?

PROV, RI

3B. When you leave this site, where will you be going?

Providence, RI

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5-10

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

Sometimes

3F. How much time do you spend idling within the port area when you are here?

None

3G. What route do you use to reach I-95 SB from the port?

located in Providence

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

NO

5.0 If "Yes" - Does it work for you?

6.0 What are you hauling? (If Cargo is not obvious)

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

Yes

10.0 Would such a system save you time?

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): EC Recycling Systems Inc

Interview Date: 11-4-2020

DOT #: 817057

1.0 Truck

1. What is the model and year of your truck? ~~2008 Mack~~ 2008

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" - Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. If Used - Why a used truck and what model year would you aim for?

2E. If Used - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? MA, BROCKTON

3B. When you leave this site, where will you be going? Brockton, MA

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5-10

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

No

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

I-95 E - 495 S

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

No

5.0 If "Yes" - Does it work for you?

6.0 What are you hauling? (If Cargo is not obvious)

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

PHONE

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it? NO

8B. Would it reduce your idling time? NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

YES

10.0 Would such a system save you time? NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): *Automated Waste Recycling*

Interview Date: *11-4-2020*

RZ

1.0 Truck

1. What is the model and year of your truck? *unknown* DOT # *1043056*

2.0 Ownership/ Replacement *2004*

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (**price or percent**)

3.0 Trip Logistics

3A. Where have you come from today?

Johnston, RI

3B. When you leave this site, where will you be going?

Johnston RI

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

5

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

95 SOUTH

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

NO

5.0 If "Yes" - Does it work for you?

6.0 What are you hauling? (If Cargo is not obvious)

Scrap Metal

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

PHONE

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it? NO

8B. Would it reduce your idling time? NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

NO

10.0 Would such a system save you time?

NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): Dauphinia Concrete

Interview Date: 11-4-20

1.0 Truck

1. What is the model and year of your truck? Mack - 2018 MA 1789372

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (price or percent)

3.0 Trip Logistics

3A. Where have you come from today? Sutton, MA

3B. When you leave this site, where will you be going? Sutton, MA

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

8-10

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

NONE

3G. What route do you use to reach I-95 SB from the port?

95 N

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

Don't use 95S

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

Yes.

5.0 If "Yes" - Does it work for you?

6.0 What are you hauling? (If Cargo is not obvious)

Concrete

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / phone

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

Yes

10.0 Would such a system save you time?

NO

Interview Questions – Driver Questions (Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.)

Driver Name:

Company (if not owner operated): Butler

Interview Date: 11-4-2020

Kenworth 704194

1.0 Truck

1. What is the model and year of your truck?

Kenworth DOT# 704194

2.0 Ownership/ Replacement

2. Are you an owner operator? (If "NO" – Proceed to Question 3.0 – skip questions 2A. through 2E.)

2A. How long have you had the truck?

2B. How often do you replace your truck and when would that be for this one? (Answer could be miles or years)

2C. When you next replace your truck, would you purchase a used or new truck?

2D. **If Used** - Why a used truck and what model year would you aim for?

2E. **If Used** - If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? (**price or percent**)

3.0 Trip Logistics

3A. Where have you come from today?

RI

3B. When you leave this site, where will you be going?

Multiple Site, RI

3C. Did you arrive loaded or empty, when you leave will you be empty or loaded?

3D. How many trips per week would you typically make into this location or other locations in the Providence port industrial area?

ce-10

3E. Do you pick-up/drop-off loads from multiple companies in the Providence port area?

NO

3F. How much time do you spend idling within the port area when you are here?

< 5 min

3G. What route do you use to reach I-95 SB from the port?

95 North or Allens → 95 S

3H. Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

If Driver seems comfortable and has time, ask the following questions:

4.0 Does the truck have any idle reduction equipment on it, like an auto shutdown/ startup system?

Yes

5.0 If "Yes" - Does it work for you?

yes

6.0 What are you hauling? (If Cargo is not obvious)

7.0 What type of wayfinding system (GPS, phone, etc.) do you use to plan your trips?

GPS / PHONE

8.0 Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving?

NO

8A. If one was built, would you use it?

NO

8B. Would it reduce your idling time?

NO

9.0 Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips?

yes

10.0 Would such a system save you time?

—



Driver Questions

Driver Name:

OIL Truck Tank

Company (if not owner-operator):

Lincoln RI

Interview Date: 11-10-20

Driver

2000? DOT# 173704
International

1. What is the model year of your truck? International
2. Are you an owner operator or employed by a company - if so which one? Lincoln RI
Western Oil Co.
3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)
15 yrs

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?
Lincoln, RI (multiple sites) - Lincoln RI
5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?
5
6. How much time do you spend idling within the port area when you're here?
45 min
7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?
95 route

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling? OIL
9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?
Phone

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it?

no

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time?

yes

Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.

Driver Questions

Driver Name:

Company (if not owner-operator):

Interview Date: 11-10-20

Dry Bulk - Semi
Mack

1. What is the model year of your truck?

2000 Mack

Brown Bear Trucking
DOT #: 2927532

2. Are you an owner operator or employed by a company - if so which one?

Driver -> Brown Bear Trucking

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

Johnston, RI -> Johnston, RI

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

5-10

6. How much time do you spend idling within the port area when you're here?

< 5min

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

95 North

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling?

Cement

9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?

Phone

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? *NO*

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time?

no - yes it would help

Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.



Driver Questions

Driver Name:

Company (if not owner-operator):

Interview Date: 11-10-20

Dry Bulk

1. What is the model year of your truck?

Mack

Puglia Trucking

MACK

2. Are you an owner operator or employed by a company - if so which one?

owner - Puglia Trucking

DOT# B32465

Warwick, RI

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

Methuen, MA → Methuen, MA

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

5-10

6. How much time do you spend idling within the port area when you're here?

45 min

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

Uses 95 North

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling?

Cement

9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?

Phone

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it?

NO

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time?

NO

Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.



Driver Questions

Driver Name: *Chuck Amara*

Chuck ~~Dennis~~ Amara

Company (if not owner-operator):

YES NO

Interview Date: *11-10-20*

*Dump Truck.
Automated West Pugh*

1. What is the model year of your truck?

1998 Mack

DOT # 329 2917

MA

2. Are you an owner operator or employed by a company - if so which one?

owner - Automated Waste recycling

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

710 years

70 K

Plympton

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for? *Webster*

New if possible

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

70 K

exit K

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

Plympton - Webster, MA

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

5-10

6. How much time do you spend idling within the port area when you're here?

< 5 min

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

955 - Eddy St, depends on pickup location

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling?

metal Parts

9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?

Phone

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? NO

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time?

Yes, it would save time

Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.



Driver Questions

Driver Name: *Hubert*

Phone# *860 270 - 199271*

Company (if not owner-operator):

Hubert

Interview Date: *11-10-20*

*Minter Towing LLC
DOT# : doesn't have it
20K*

1. What is the model year of your truck? *2001*

2. Are you an owner operator or employed by a company - if so which one?
Dodge *500*

owner of Minter Towing LLC at New Britain

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

> 10 yrs

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

*New or late model
20K would help*

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

New Britain Ct → Boston + other sites

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

5 some weeks, depend

6. How much time do you spend idling within the port area when you're here?

25 min

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

Ernest → Eddy st - Thurber - no problems

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling?

used cars

9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?

Phone

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? *no*

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time?

yes ~~not~~ it does save

Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.



Driver Questions

Driver Name:

Company (if not owner-operator):

Interview Date: 11-10-20

car transporter - trailer

AH TOWING

Brocton, MA

DOT # 3725530

1. What is the model year of your truck?
2000
2. Are you an owner operator or employed by a company – if so which one?
operator - AH TOWING
3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?
Brocton, MA → Brocton, MA
5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?
depends - 1-2
6. How much time do you spend idling within the port area when you're here?
3 mins
7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling?
used cars
9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?
phone

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? *no*

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time?

yes

Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.



Driver Questions

Driver Name:

Company (if not owner-operator):

Interview Date: 11-10-20

JWu enterprises
DOT # 2151268

1. What is the model year of your truck? 2008 Mack
2. Are you an owner operator or employed by a company - if so which one?
employed JWu enterprises
3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)
- 3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?
- 3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?
4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?
Johnston, RI → Johnston RI
5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?
5-10
6. How much time do you spend idling within the port area when you're here?
15
7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?
95 North

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling? Bulk metal
9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?
Phone

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? No

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time?

Yes

Interviewer to note DOT number and truck body type- similar to the earlier truck observations survey.



Driver Questions

Driver Name:

Company (if not owner-operator):

Interview Date: 11-10-2020

3308897

NOT INTERESTED

1. What is the model year of your truck?
2. Are you an owner operator or employed by a company – if so which one?
N+N construction

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?
5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?
6. How much time do you spend idling within the port area when you're here?
7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling?
9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?
10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it?
11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time?

Interviewer to note DOT number and truck body type-similar to the earlier truck observations survey.

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MACK

DOT# 573716

Bulk Trailer

Driver Questions

Driver Name:

Company (if not owner-operator):

Interview Date: 11-10-20 ~~11-10-20~~

1. What is the model year of your truck?

MACK 2017

Driver

Boadell

2. Are you an owner operator or employed by a company - if so which one?

DAN Trucking

Mitch

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

NA

573716

Johnston, RI

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

NA

Johnston, RI

Loaded -> Empty

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

5-10

6. How much time do you spend idling within the port area when you're here?

NO

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

95 North

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling? **BULK METAL**

9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one? **PHONE**

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? **NO**

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time? **YES**

Interviewer to note DOT number and truck body type-similar to the earlier truck observations survey.

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Bulk Transport

Driver Questions

Driver Name:

401 602-6068

Company (if not owner-operator):

Joe Latkan
1999

Interview Date:

1. What is the model year of your truck? *AGP construction*
Kentworth, 1999 DOT #
2. Are you an owner operator or employed by a company - if so which one? *AGP construction* *298 7457*
Driver ~~1000000~~

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)
20 YRS

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it? *Driver would have info any help would be appreciated*

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?
To a Johnston, RI
From
Arrive ~~empty~~ Loaded
leave - loaded empty

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?
5-10
NO

6. How much time do you spend idling within the port area when you're here?
NONE

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling?
9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one? *GPS/phone*
10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? *NOT really*
11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time? *yes*

Interviewer to note DOT number and truck body type-similar to the earlier truck observations survey.

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Driver Questions

Driver Name:

RF

Company (if not owner-operator):

NO DOT #!

Interview Date:

1. What is the model year of your truck? 2008
TOYOTA TACOMA Driver

2. Are you an owner operator or employed by a company - if so which one?
Driver NO.

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)
NA

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?
Johnston, RI

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?
NA

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?
4-5
Johnston

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?
4-5

6. How much time do you spend idling within the port area when you're here?
NO

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?
Both
95N
95S - Eddy St.
No Problem

If Driver seems comfortable and has time, ask the following questions:

- 8. If Cargo is not obvious: What are you hauling? *used cars*
- 9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one? *Phone*
- 10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? *Plenty of Space*
- 11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time? *yes*

Interviewer to note DOT number and truck body type-similar to the earlier truck observations survey.

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Driver Questions

Driver Name:

Bulk Transport

Company (if not owner-operator):

DOT# 075736

Interview Date:

1. What is the model year of your truck? ^{Kentworth} 2010 ^{Johnston RI}

2. Are you an owner operator or employed by a company - if so which one?

D+N Equipment Services

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

10 years

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

NA

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

Johnston RI
empty - Loaded

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

10

6. How much time do you spend idling within the port area when you're here?

< 5 min

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

NO

If Driver seems comfortable and has time, ask the following questions:

~~12. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one?~~

8. If Cargo is not obvious: What are you hauling? *Bulk metal*
9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one? *GPS/phone*
10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? *NO*
11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time? *Yes.*

Interviewer to note DOT number and truck body type-similar to the earlier truck observations survey.

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Driver Questions

Driver Name:

Company (if not owner-operator):

Interview Date:

Cornet

44

*Manch
ct*

Paul

2009

Jurgenson

1. What is the model year of your truck?

2009

2. Are you an owner operator or employed by a company - if so which one?

Jurgenson Trucking DOT # 1584895

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

Driver -

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

*FROM:
Manchester Ct.
TO:
Manchester Ct*

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

5

6. How much time do you spend idling within the port area when you're here?

< 5min

7. What route do you use to reach I-95 SB from the port? Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

Route

44

NO Problems

If Driver seems comfortable and has time, ask the following questions:

8. If Cargo is not obvious: What are you hauling? *Cement*
9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one? *Phone*
10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? *NO*
11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time? *yes*

Interviewer to note DOT number and truck body type-similar to the earlier truck observations survey.

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Driver Questions

Driver Name:

Company (if not owner-operator):

Interview Date: 11-10-20

Bulk Transport

Worcester MA

DOT # 290862

1. What is the model year of your truck? 2002

2. Are you an owner operator or employed by a company - if so which one?

Driver: K+K Trucking

of manager

3. If the driver owns the truck - How long have they had the truck? How often do they replace their truck and when would that be for this one? (Answer could be after x miles or Y years)

8 years

K+K trucking

140 already ordered

3A. If the driver owns the truck - When you next replace your truck, would you purchase a used or new truck? If used, why a used truck and what model year would you aim for?

3AA. If the driver would buy a used truck: If you were offered a government subsidy to buy a newer truck, how much of a subsidy would be necessary to help you afford it?

Worcest

20.

4. Where have you come from today? When you leave this site where will you be going? Did you arrive loaded or empty, when you leave will you be empty or loaded?

Worcester, MA

arrives empty

~~Double K~~

Leaves Full

5. How many trips per week would you typically make into this location or other locations in the Providence port industrial area? Do you pick-up/drop-off loads from multiple companies in the Providence port area?

20 times

6. How much time do you spend idling within the port area when you're here?

< 5 min

7. What route do you use to reach I-95 SB from the port?

Does the existing lack of direct access from Allens Ave to I-95 SB cause you any problem in terms of time/efficiency?

95 North

If Driver seems comfortable and has time, ask the following questions:

K+K Trucking P2

8. If Cargo is not obvious: What are you hauling? *Bulk Metal*

9. Do you use a wayfinding system (GPS, phone, etc.) to plan your trips? If so, which one? *Phone*

10. Would you appreciate having a place to wait in the port area, like a big parking lot, upon arrival or before leaving? Would you use it? *NO*

11. Do any of the businesses you pick-up/drop loads for require you to make an appointment for your trips? Would such a system save you time? *YES*

Interviewer to note DOT number and truck body type-similar to the earlier truck observations survey.

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