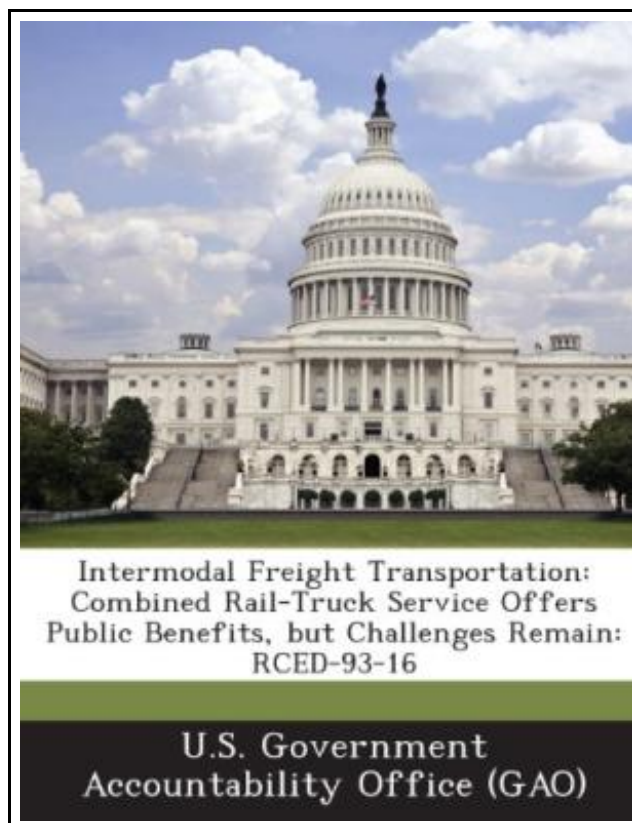


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Bibliogov, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book \*\*\*\*\* Print on Demand \*\*\*\*\*.GAO reviewed developments in intermodal freight transportation and its potential to relieve the nation's highways of some of the freight burden, focusing on: (1) the prospect of greater cooperation between the rail and trucking industries; and (2) challenges that the industries must overcome if the nation is to fully realize the potential benefits of intermodal freight transportation. GAO found that: (1) previous problems with cargo damage were significantly reduced by improved track and new types of intermodal railcars; (2) large truckload companies have recently seen advantages in using intermodal service, such as cost savings on long hauls, handling more volume with existing tractor and driver fleets, and reducing driver turnover; (3) truck traffic to and from intermodal terminals is adding to urban congestion in some major metropolitan areas; (4) intermodal service has had limited impact on highway traffic in the eastern United States because cities are close to each other; (5) the Department of Transportation's (DOT) Office of Intermodalism could play a useful role in helping industry and local government officials to agree on plans and funding to solve intermodal transportation problems in major urban areas; (6) The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) permits greater flexibility in using trust funds and emphasizes the need for intermodal planning in solving transportation problems; and (7) none of the ISTEA major funding sections specifically authorize the use of trust funds for intermodal freight facilities.



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