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Road Belong Cargo Road Belong Cargo. A Study of the Cargo Movement in the Southern Madang District, New Guinea. [With Maps.]. *Wisconsin Air Cargo Study* *Transoceanic Cargo Study* *The Trumpet Shall Sound* *Cargo Liability Study* *The Carrier's Liability for Deck Cargo* *Air Cargo Growth Study* Transoceanic Cargo Study Mambu *San Francisco Port Study: Description and analysis of maritime cargo operations in a U.S. Port* Mambu Air Cargo Profitability Study, 1957-1966 *Cargo Handling Research* San Francisco Port Study: Tests of modified cargo-loading methods and the Port as a system *Open Registry Shipping* *U.S. Government Research Reports* *Note on Cargo Handling Research in USSR* *Maritime Cargo Theft Liability Study* *Parametric Study of Variation in Cargo-airplane Performance Related to Progression from Current to Spanloader Designs* *A Study of Attitudes and Opinions Regarding Air Freight* *Handbook of Research on Decision Sciences and Applications in the Transportation Sector* *Intermodal Cargo Transportation* Air Cargo in Mainland China and Hong Kong U.S. International Aviation Policy *Ocean Freight Rates as Part of Total Transport Costs* *Hilo Area Comprehensive Study, Summary Report D(v.1); Hilo Breakwater Modification* *Global Logistics Network Modelling and Policy Status Of Research Into Engineering Economy In The Design Of General Cargo Ships* *Cybersecurity of Freight*

Information Systems Preliminary Study of a Large Span-distributed-load Flying-wing Cargo Airplane Concept San Francisco Port Study Steamship Conference Study Atlantic Provinces Transportation Study: A potential air cargo service Sustainable Freight Transport Mobility Performance of Selected 1-1/4- to 5-Ton Cargo Trucks in the HIMO West Germany Study Area (TACV Excursion). GAO Study of Military Sealift Command Virgin Islands Trade Study Simulator Study of Flight Characteristics of Several Large, Dissimilar, Cargo Transport Airplanes During Approach and Landing After the Cult

Executive summary -- Evolving freight industry -- Freight information system technologies -- Planning a full study -- Appendixes. A detailed statistical analysis of the cost structures of tankers and bulk carriers operating under open and traditional shipping registries, exploring their relationships with freight rates. The objective is to provide empirical evidence as to whether or not savings made by high-cost traditional operators by transferring to open registries are passed on to consumers by way of lower freight rates. Annotation copyrighted by Book News, Inc., Portland, OR Global Logistics Network Modelling and Policy provides guidelines on quality policy, covering investments, management and planning for port and hinterland infrastructure, roads, railways and inland waterway ports. The book first describes the authors' concept and formulation models, followed by a description and analysis of the applied data. As shipping companies fiercely compete in an effort to achieve greater efficiency and impact infrastructure policy and plan for the

entire supply chain, they need tactics that drive quality transportation policy and new ways to model and simulate worldwide cargo movements, all while estimating demand and capacity of systems. This book provides quantitative tools for modeling, analysis, and simulation of worldwide, inter-modal cargo movement – helping forecast the impacts of logistics and related policies in each region of the world. It covers useful applications for every region of the world, allowing policymakers to tailor results for their own specific uses. Delivers sophisticated quantitative tools for modeling simulations, providing powerful analysis of global intermodal cargo movements Features examples of tools applied to logistical policy situations in every region of the world Serves as a bridge between theory and practice in the field of freight transportation research Provides detailed, data-supported case studies and real-world examples for transportation modelers, planners and policymakers This book deals with the carrier's liability for deck cargo in the Nordic countries and England as state parties of the Hague-Visby Rules. The comparative method serves to illustrate two widely differing methods of dealing with, first, the exclusion of certain deck cargo from the scope of the Hague-Visby Rules and, second, where not excluded, the Rules failure to include a special deck cargo liability regime. Various solutions similar to the English or Nordic approach, or a combination of the two, have also been adopted in a large number of other jurisdictions. Taking into consideration the massive quantities of cargo that are carried on deck today, the subject is more topical than ever. The complexity of the problem

stems from the way in which the deck has, over the years, gradually become a common place to stow cargo. When the Hague Rules were introduced in 1924, deck stowage was an absolute exception due to the great risks involved. As such, the topic must first be looked at in the context of the shipping realities in which the Hague Rules were drafted and then in terms of today's shipping realities. The comparative analysis leading up to the author's conclusions and general remarks for future legislation consists of two parts, the first dealing with the situations in which the carrier is permitted to stow cargo on deck, and the second with the carrier's liability for deck cargo where he has stowed cargo on deck with, or as the case may be, without such permission. This book presents the latest technologies and operational methods available to support sustainable freight transport practices. It highlights market requirements, cutting edge applications, and case studies from innovators in the logistics services industry. The goal is to help bridge the gap between advanced computational techniques and complex applied problems such as those in sustainable transport and logistics operations. Freight transport has traditionally focused on costs and service levels. However, it is no longer possible or socially responsible to neglect the environmental, social, climate, and energy implications of the freight moving globally. This book places sustainability at the forefront of the freight transport agenda. Sustainable Freight Transport: Theory, Models and Case Studies is divided into three sections. Section I focuses on green freight transport policies for

air and marine ports. Section II is devoted to using modelling techniques and optimization for achieving sustainable freight transport, while Section III examines policies to support sustainable freight transport practices in urban areas. The contributions come from authors from different areas, backgrounds, and countries to cover a global perspective. This book deals with the fascinating phenomena of the practice of the "Cargo Cult" in the Madang district of New Guinea. An aircraft capable of transporting containerized cargo over intercontinental distances is analyzed. The specifications for payload weight, density, and dimensions in essence configure the wing and establish unusually low values of wing loading and aspect ratio. The structural weight comprises only about 18 percent of the design maximum gross weight. Although the geometric aspect ratio is 4.53, the winglet effect of the wing-tip-mounted vertical tails, increase the effective aspect ratio to approximately 7.9. Sufficient control power to handle the large rolling moment of inertia dictates a relatively high minimum approach velocity of 315 km/hr (170 knots). The airplane has acceptable spiral, Dutch roll, and roll-damping modes. A hardened stability augmentation system is required. The most significant noise source is that of the airframe. However, for both take-off and approach, the levels are below the FAR-36 limit of 108 db. The design mission fuel efficiency is approximately 50 percent greater than that of the most advanced, currently operational, large freighter aircraft. The direct operating cost is significantly lower than that of current freighters, the advantage increasing

as fuel price increases. The advancements in decision sciences theory and applications can be regarded as a continuously emerging field in all areas of interest including technology, industry, energy, healthcare, education, agriculture, social sciences, and more. Managers in all disciplines face an endless list of complex issues every day. One of the essential managerial skills is the ability to allocate and utilize limited resources appropriately in the efforts of achieving optimal performance efficiently. This is no less important for those who work in the transportation sector. The Handbook of Research on Decision Sciences and Applications in the Transportation Sector explores the importance of decision sciences and the ways in which they apply to the transportation sector. This book covers technologies and tools including machine learning, mathematical modeling, and simulation and their applications in such tasks as reducing fuel costs, improving passenger flow, and ensuring vehicle safety. It is an essential reference source for managers, professionals in the transport industry, supply chain specialists, safety officers, IT consultants, executives, practitioners, scientists, students, researchers, and academicians. Air traffic and the aviation industry have grown rapidly on the Chinese mainland in the two and a half decades since China's open door policy. Accession to the WTO will further stimulate trade and foreign direct investment (FDI), intensifying the demand for air cargo services. It will also open up the Chinese economy to foreign participation in the transportation and logistics sectors, making these sectors more competitive and efficient. This book

provides a systematic and comprehensive study of China's air cargo industry as well as its policy evolution. It covers the sources and destinations of air cargo in mainland China and Hong Kong: whence it comes and where it goes to. The major hubs of the transportation network - Beijing, Shanghai, Hong Kong, and Guangzhou - are discussed one by one. The virtual aspects of the network at these hubs in terms of IT applications, preparedness, and needs are examined and compared. Though the subject matter of this book is air cargo, there is considerable coverage of the aviation industry and policy on the mainland and Hong Kong. Changes have been happening so fast there are few books and publications that cover them systematically and comprehensively. Readership includes business executives in airfreight companies, airports and airlines, logistics specialists, aviation university lecturers and students. This study evaluates the mobility performance of 18 selected 1-1/4- to 5-ton cargo trucks in the HIMO West Germany Study Area. The Army Mobility Model (AMM) was used to obtain on-road and off-road mobility predictions in terms of speed profiles for each study vehicle for the dry, wet, and snow surface condition. The SWIMCRIT/WACROSS water-crossing model was used to obtain study vehicle performance crossing linear features. The HIMO methodology was used to establish mobility rating speeds for five levels of mobility (on-road, tactical support, tactical standard, tactical high, and high-high) in the West Germany HIMO study area. The study vehicles were compared with the standard military 2-1/2-ton cargo truck (M35A2, 6x6) and in terms of best vehicle for each tactical mobility

level. The vehicles' mobility was graphically portrayed in terms of a 'cube' in order to compare the complete mobility of the study vehicles over all mobility levels. A method was then suggested for relating the performance of cargo vehicles in the tactical mobility levels to the mobility required for cargo vehicles operating in the brigade, division, and corps areas. Finally, a correction was suggested to indicate which of the study vehicles would contain the mobility required for the brigade, division, and corps operations. Appendix A gives the vehicle characteristics required for the AMM and SWIMCRIT/WACROSS water-crossing model; Appendix B gives the detailed mobility performance data; and Appendix C shows the computations required for determining the vehicle rating speed for the tactical mobility levels. (Author). "SB 156."

Bibliography: p. 277-293. In many parts of the world the "white man" is perceived to be an instigator of globalization and an embodiment of modernity. However, so far anthropologists have paid little attention to the actual heterogeneity and complexity of "whiteness" in specific ethnographic contexts. This study examines cultural perceptions of other and self as expressed in cargo cults and masked dances in Papua New Guinea. Indigenous terms, images, and concepts are being contrasted with their western counterparts, the latter partly deriving from the publications and field notes of Charles Valentine. After having done his first fieldwork more than fifty years ago, this "anthropological ancestor" has now become part of the local tradition and has thus turned into a kind of mythical figure. Based on anthropological fieldwork as well as on

archival studies, this book addresses the relation between western and indigenous perceptions of self and other, between "tradition" and "modernity," and between anthropological "ancestors" and "descendants." In this way the work contributes to the study of "whiteness," "cargo cults" and masked dances in Papua New Guinea.

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