A Draft Framework for National Freight Policy

Presentation at Transportation Research Forum

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Dramatic increases in projected freight demand

Volume of trade, 2004 and 2020

Forecast figures based on a 10-year linear regression
Diversity of freight capacity interests (and influence)

Balancing capacity and demand will require efforts by both the public and private sectors.

**Private-sector interests**
- Highway builders
- Private trucking industry
- Private railroads
- International shipping companies
- Private terminal operators
- Third-party logistics firms
- Ports
- Shippers
- Organized labor
- Private financial community

**Other public-sector interests**
- U.S. Department of Defense
- State DOTs
- Metropolitan planning organizations (MPOs)
- Impacted communities
- Environmental interests
Communication is critical

- Communication within the transportation sector
  - When systems undergo a “sea change,” each partner needs a complete education
  - Public partners need to understand supply chain logistics
  - Private partners need to understand the public sector role and capabilities

- Communication beyond the transportation sector
  - Communicate both the problems and the benefits of freight transportation to the public, elected officials, and other stakeholders
In response to calls for Federal freight policy leadership, DOT created the TRB Freight Industry Roundtable.

Roundtable’s charge:
- Improve USDOT’s understanding of the policy and technical context for 21st century supply chain logistics (SCL)
- Improve industry’s understanding of USDOT’s role, capabilities, and awareness of SCL challenges
- Facilitate a dialogue between industry and USDOT

Roundtable has met since mid-2005
Draft framework for a national freight policy

Vision

Objectives

Objective 1
Objective 2
Objective 3
Objective 4
Objective 5
Objective 6
Objective 7

Strategies

Responsibilities/tasks

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Vision:
The United States freight transportation system will ensure the efficient, reliable, safe and secure movement of goods and support the nation’s economic growth while improving environmental quality.
Draft framework for a national freight policy: Objectives, strategies, and tactics
Freight policy objectives

1. **Improve the operations** of the existing freight transportation system
2. **Add physical capacity** to the freight transportation system in places where investment makes economic sense
3. **Use pricing to better align all costs and benefits** between users and owners of the freight system and to encourage deployment of productivity-enhancing technologies
4. **Reduce or remove statutory, regulatory, & institutional barriers** to improved freight transportation performance.
5. **Proactively identify and address emerging transportation needs**
6. **Maximize the safety and security** of the freight transportation system
7. **Mitigate** and better manage the **environmental, health, and community impacts** of freight transportation
Freight policy synergies

- Improved freight operations
- Environmental, health, & community mitigation
- Safety & security
- Responses to emerging needs
- Additional physical capacity
- Increased use of pricing
- Statutory, regulatory, & institutional changes

Vision
Objective 1: Improve the operations of the existing freight transportation system

Photo courtesy of Maher Terminals
Objective 2: Add physical capacity to the freight transportation system in places where investment makes economic sense.

Photo courtesy of the Alameda Corridor Transportation Authority.
Objective 3: Use pricing to better align freight system costs and benefits and encourage the deployment of new technologies

Photo courtesy of PierPass
Objective 4: Reduce/remove statutory, regulatory, & institutional barriers to improved freight transportation performance

Note: Images not drawn to scale.
Objective 5: Proactively identify and address emerging transportation needs
Objective 6: Maximize the safety and security of the freight transportation system

Photo courtesy of U.S. Customs and Border Protection
Objective 7: Mitigate and better manage the environmental, health, and community impacts of freight transportation

Photo courtesy of www.railindustry.com
Framework for a national freight policy: Ownership and accountability ensure performance
An illustrative example: The promotion of idle reduction opportunities

**Vision**

**Objectives**

- Objective 1
- Objective 2
- Objective 3
- Objective 4
- Objective 5
- Objective 6

**Strategies**

- Strategy 7.2.
- Strategy 7.3.
- Strategy 7.4.

**Tactics**

- Tactic 7.1.1. Promote idle reduction opportunities
- Tactic 7.1.2.
- Tactic 7.1.3.
- Tactic 7.1.4.

**Responsibilities/tasks**

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<td>Raise awareness of new eligibility for idle reduction projects</td>
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<td>Implement 400lb weight exemption for idle reduction equipment on commercial motor vehicles</td>
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<td>Implement locomotive idling reduction technologies and strategies</td>
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<td>Explore terminal operation strategies to reduce idling</td>
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• Overarching themes
  • Framework for *national*, not *Federal*, freight policy
  • Importance of investment
  • Need for public-private collaboration
  • Living document

• Want to know more?
  • Draft framework available at www.dot.gov/freight
  • USDOT appreciates your feedback on the framework; please email comments to freight@dot.gov