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A Draft Framework for National Freight Policy

Presentation at Transportation Research Forum

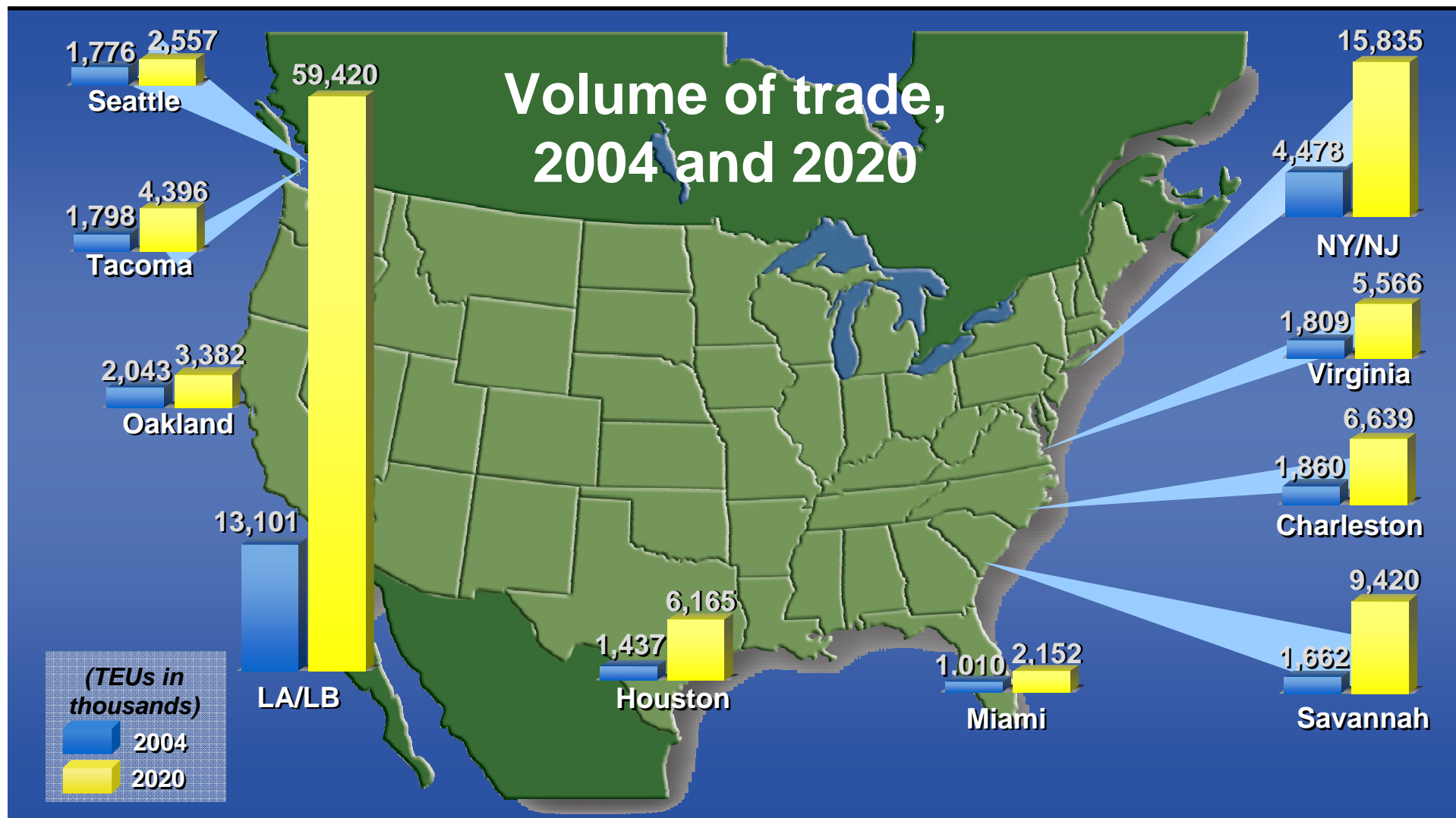
George Schoener

**Deputy Assistant Secretary for Transportation Policy
U.S. Department of Transportation**

March 23, 2006



Dramatic increases in projected freight demand



Forecast figures based on a 10-year linear regression



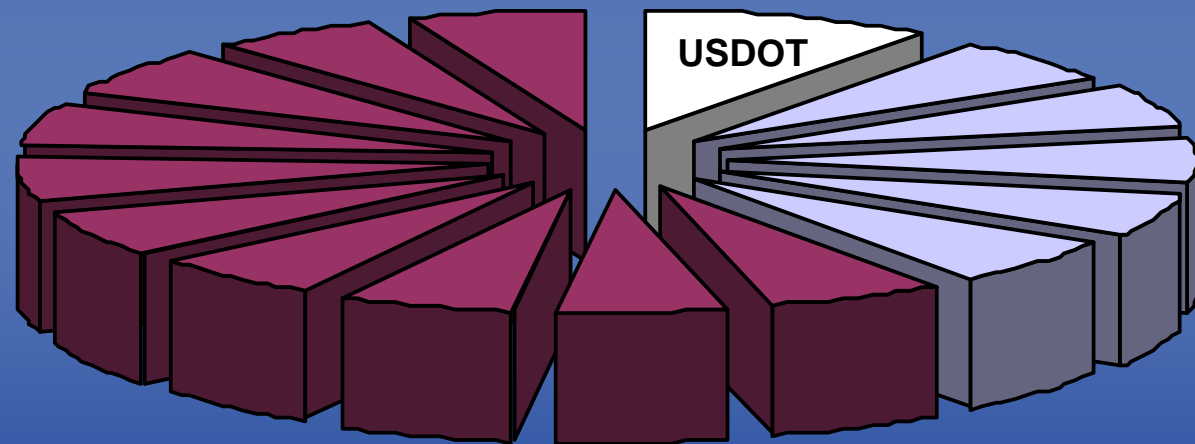
Diversity of freight capacity interests (and influence)

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



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



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

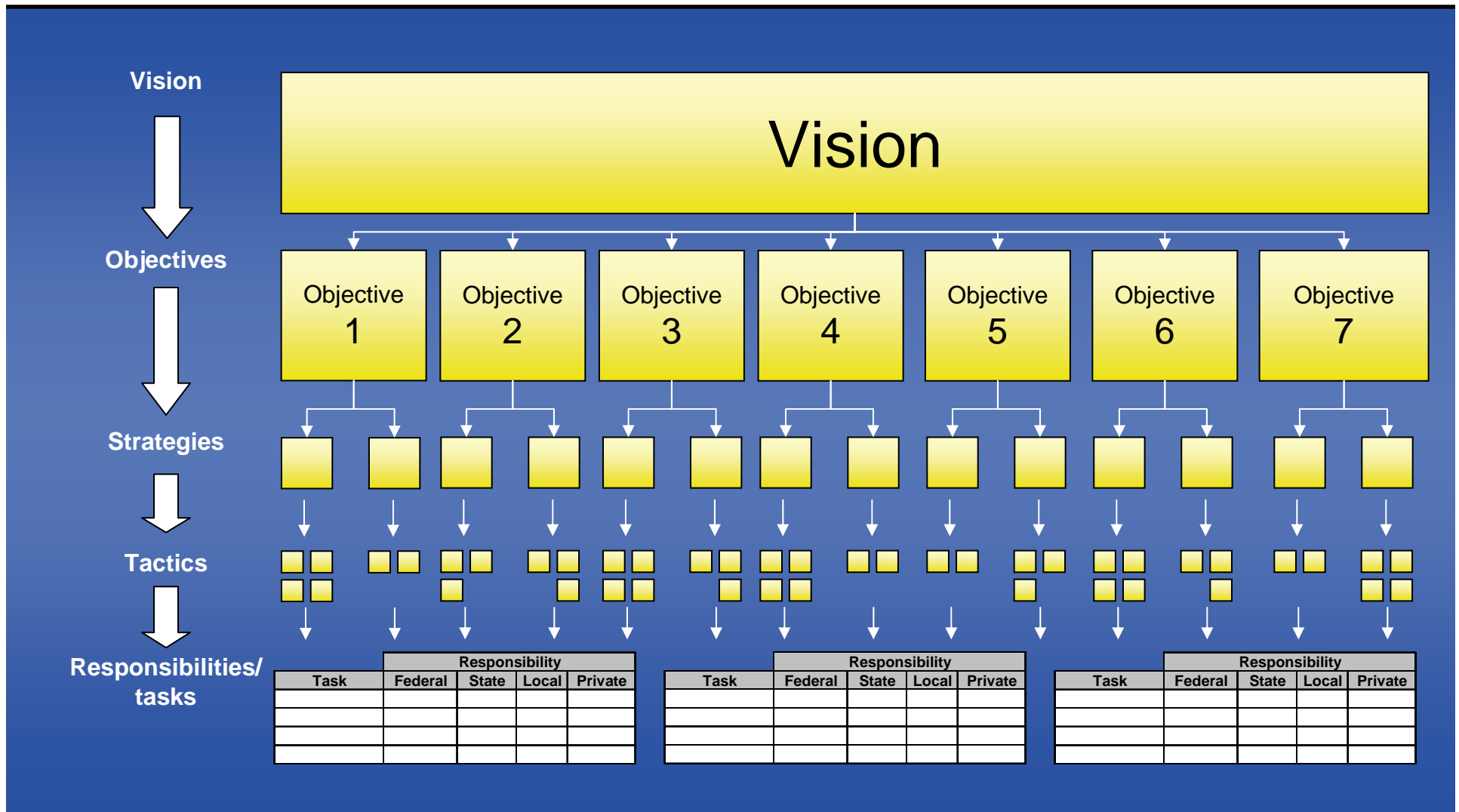


TRB freight industry roundtable

- 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

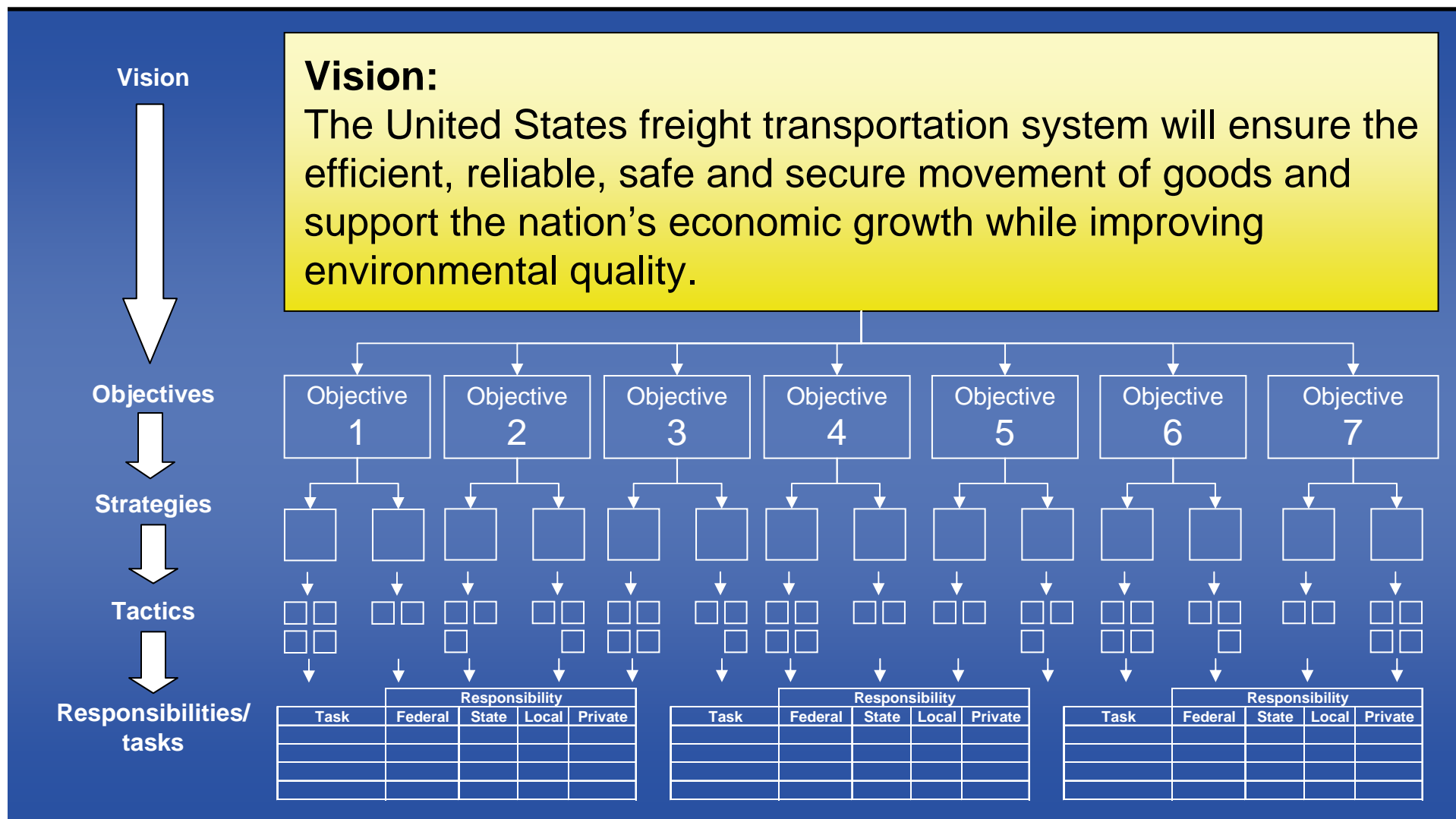


Draft framework for a national freight policy



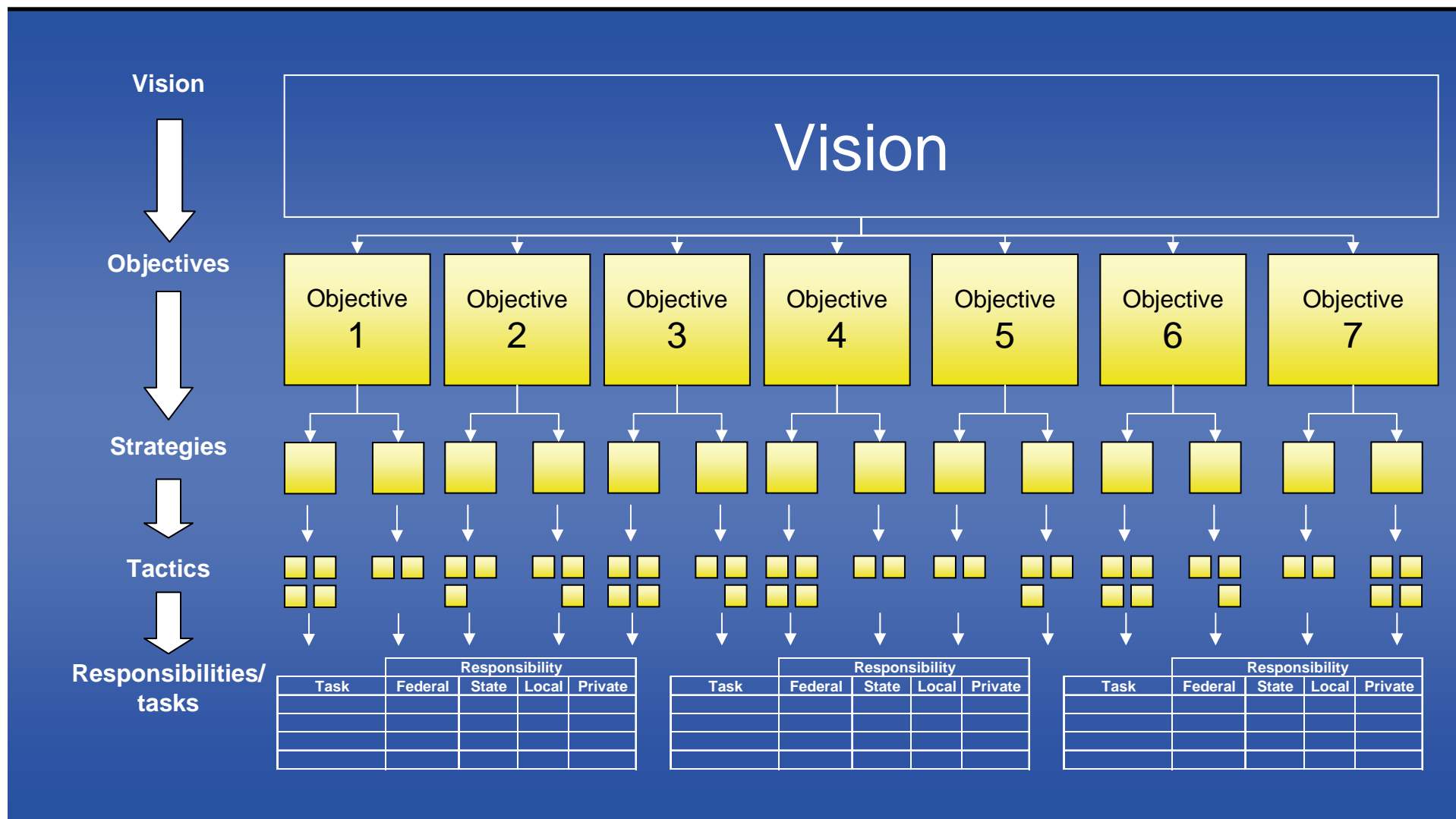


Draft framework for a national freight policy: Setting the vision





Draft framework for a national freight policy: Objectives, strategies, and tactics



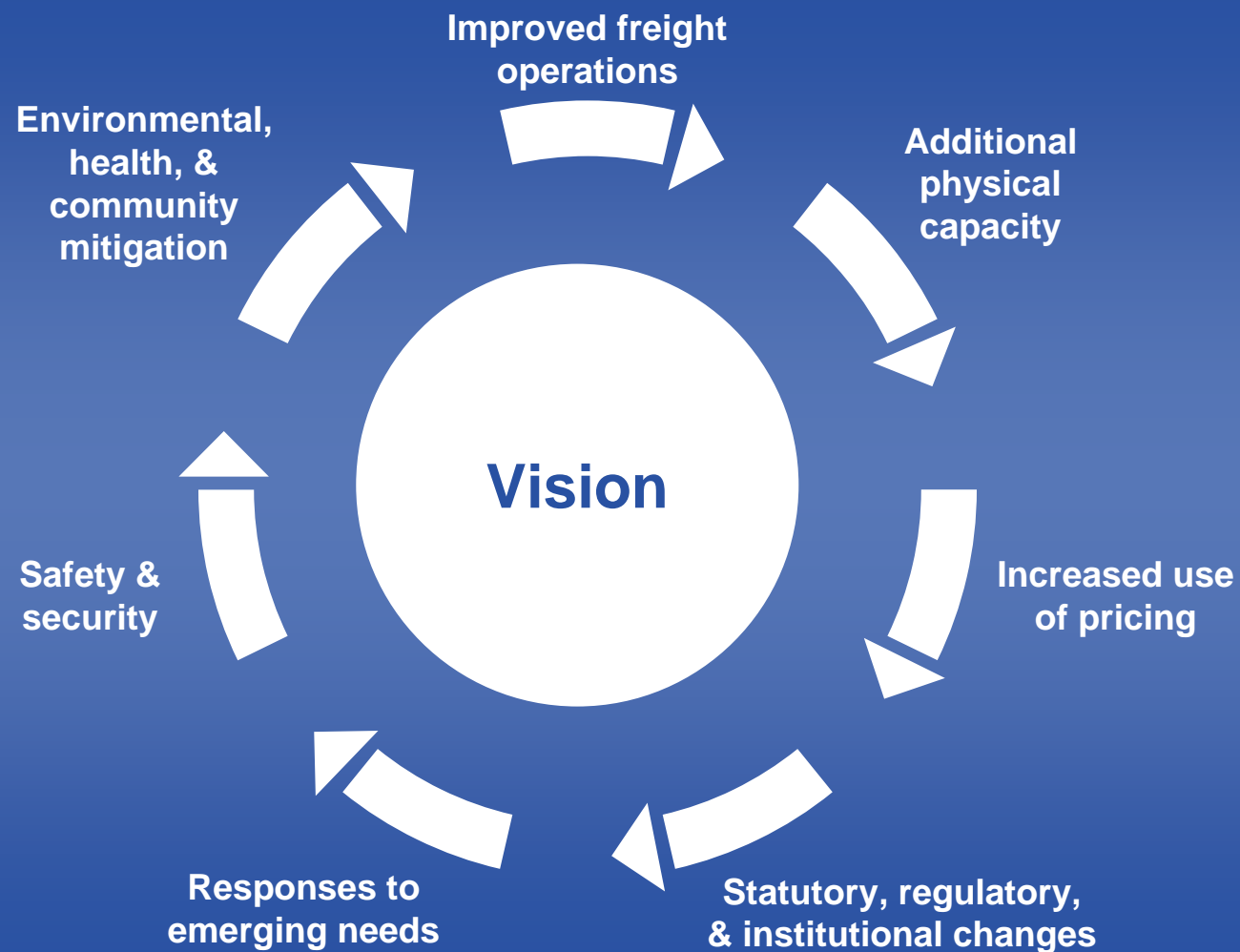


Freight policy objectives

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





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

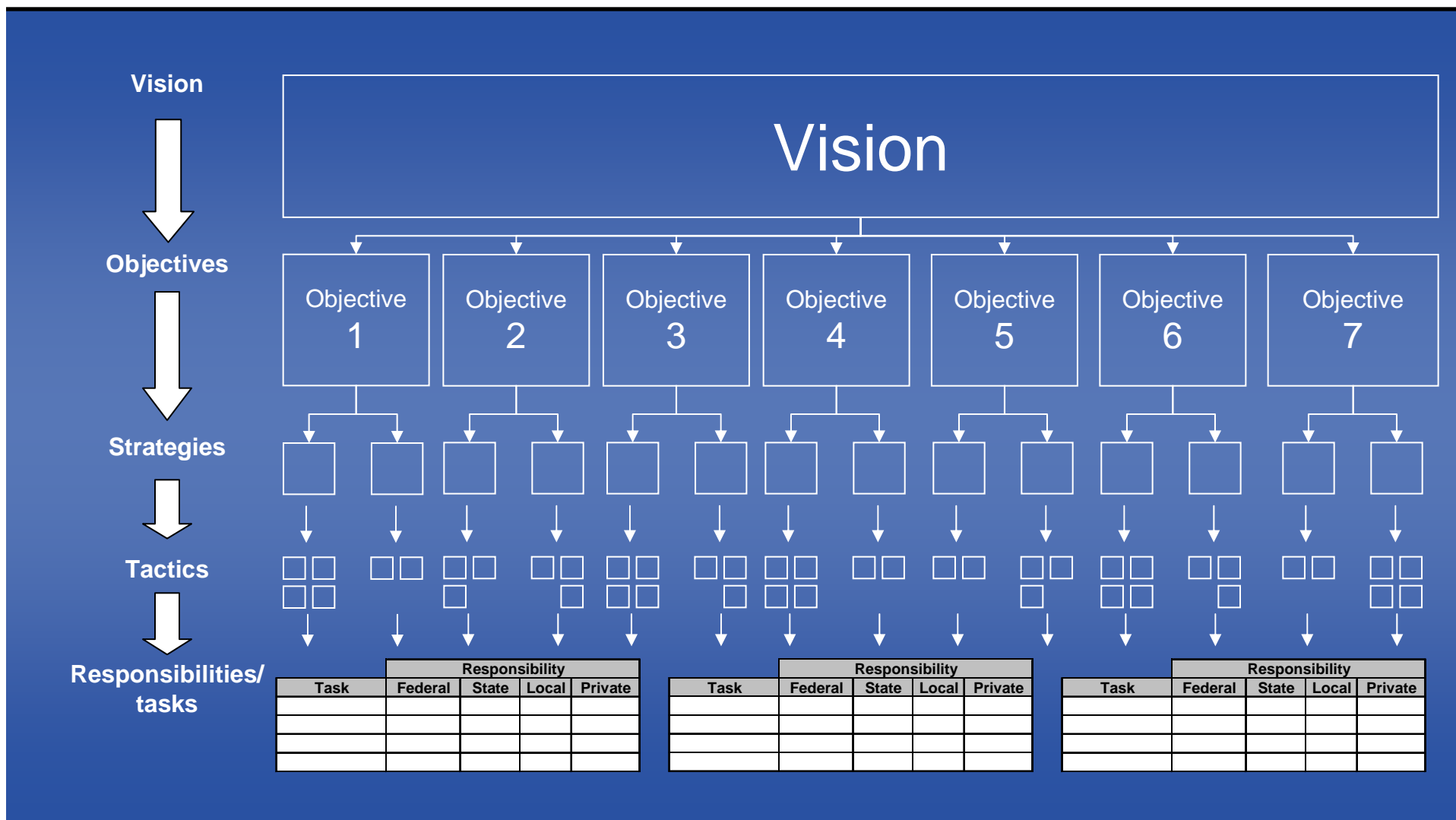


Photo courtesy of www.railindustry.com



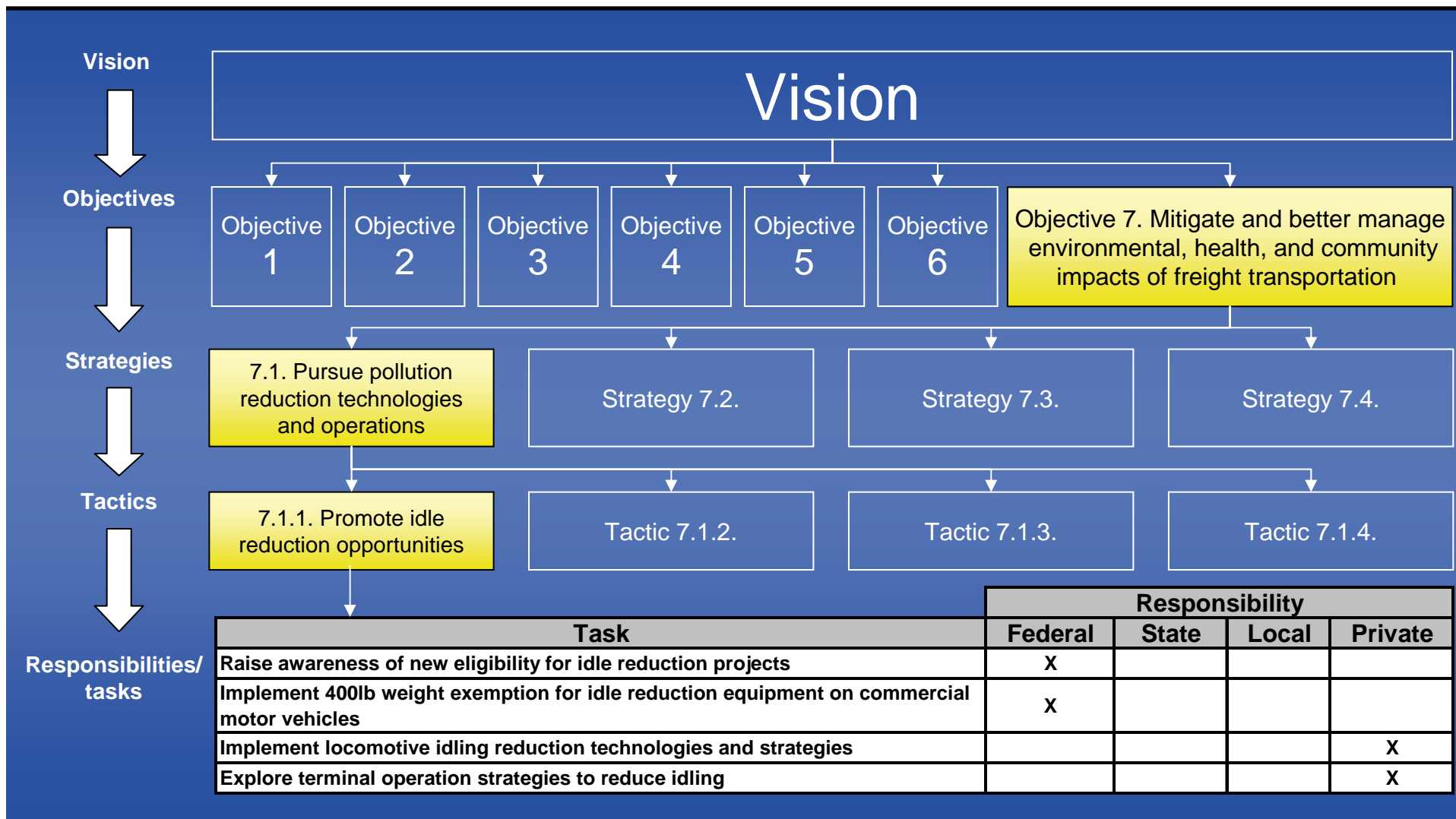
Framework for a national freight policy:

Ownership and accountability ensure performance





An illustrative example: The promotion of idle reduction opportunities





- 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