A Draft Framework for National Freight Policy

Presentation to American Association of Port Authorities

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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

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

- Communication within the transportation sector
  - 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
Partnering for our collective future
TRB freight industry roundtable

• Response to calls for Federal freight policy leadership

• Roundtable’s charge:
  • Improve USDOT’s understanding of supply chain logistics (SCL)
  • Improve industry’s understanding of Federal role and capabilities
  • Facilitate a dialogue between industry and government

• Roundtable has met since mid-2005
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
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
An illustrative example: The promotion of idle reduction opportunities

Objective 7. Mitigate and better manage environmental, health, and community impacts of freight transportation

- Tactic 7.1.2. Implement 400lb weight exemption for idle reduction equipment on commercial motor vehicles
- Tactic 7.1.3. Implement locomotive idling reduction technologies and strategies
- Tactic 7.1.4. Explore terminal operation strategies to reduce idling

Responsibilities/tasks

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<th>Task</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Private</th>
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<tbody>
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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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• 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