



A Draft Framework for National Freight Policy

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**Jeffrey N. Shane
Under Secretary for Policy
U.S. Department of Transportation**

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Dramatic increases in projected freight demand





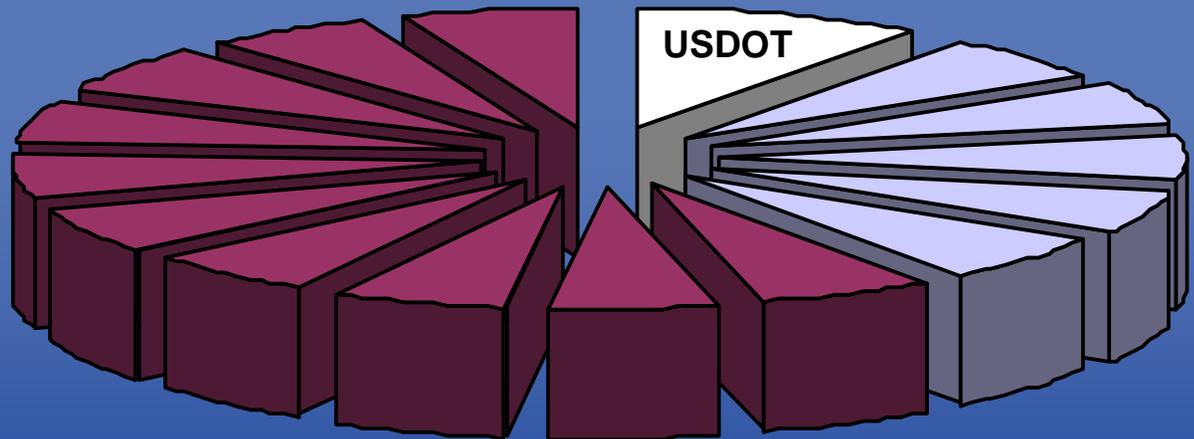
Diversity of freight capacity interests (and influence)

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

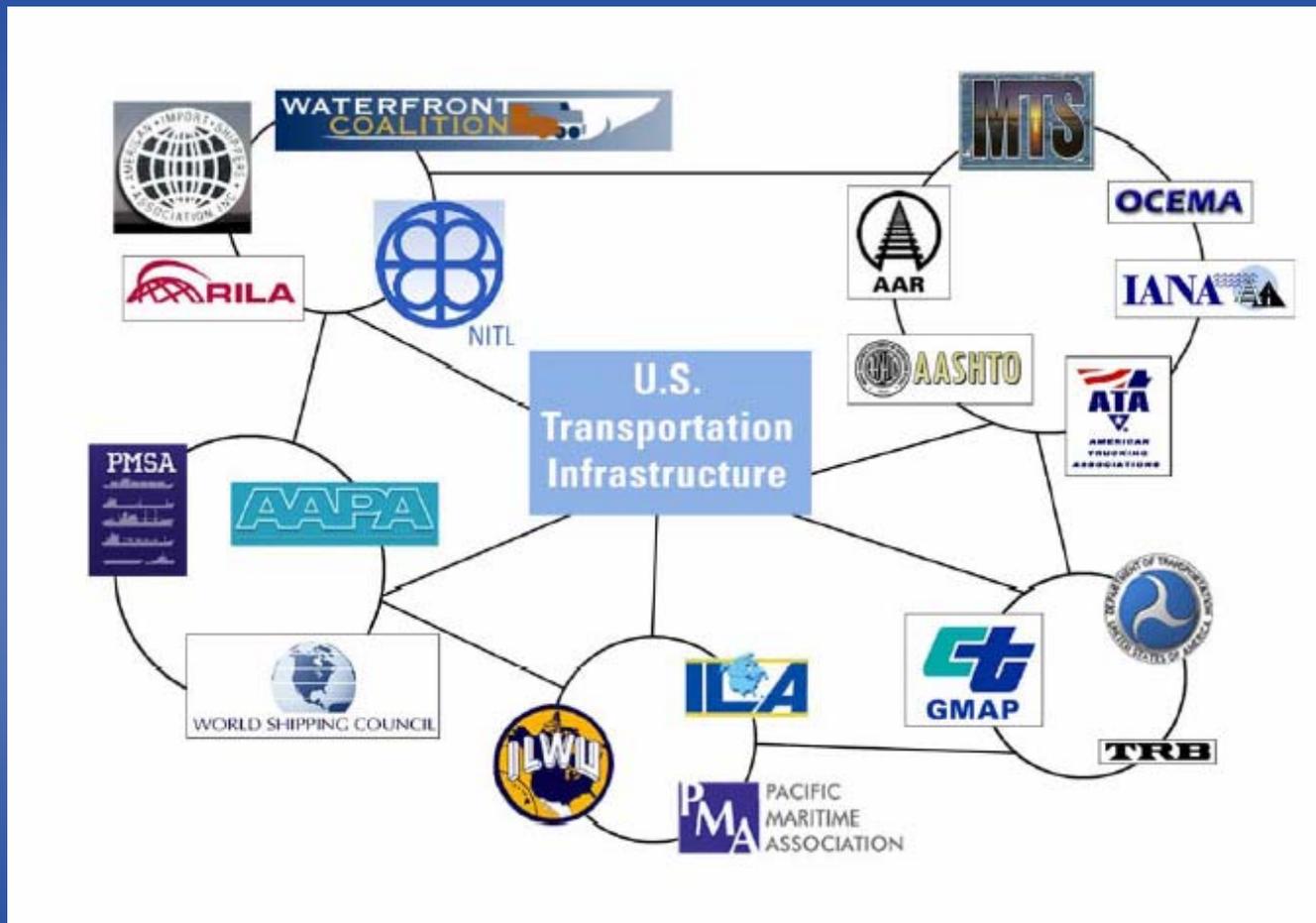


Communication is critical

- Communication within the transportation sector
 - 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

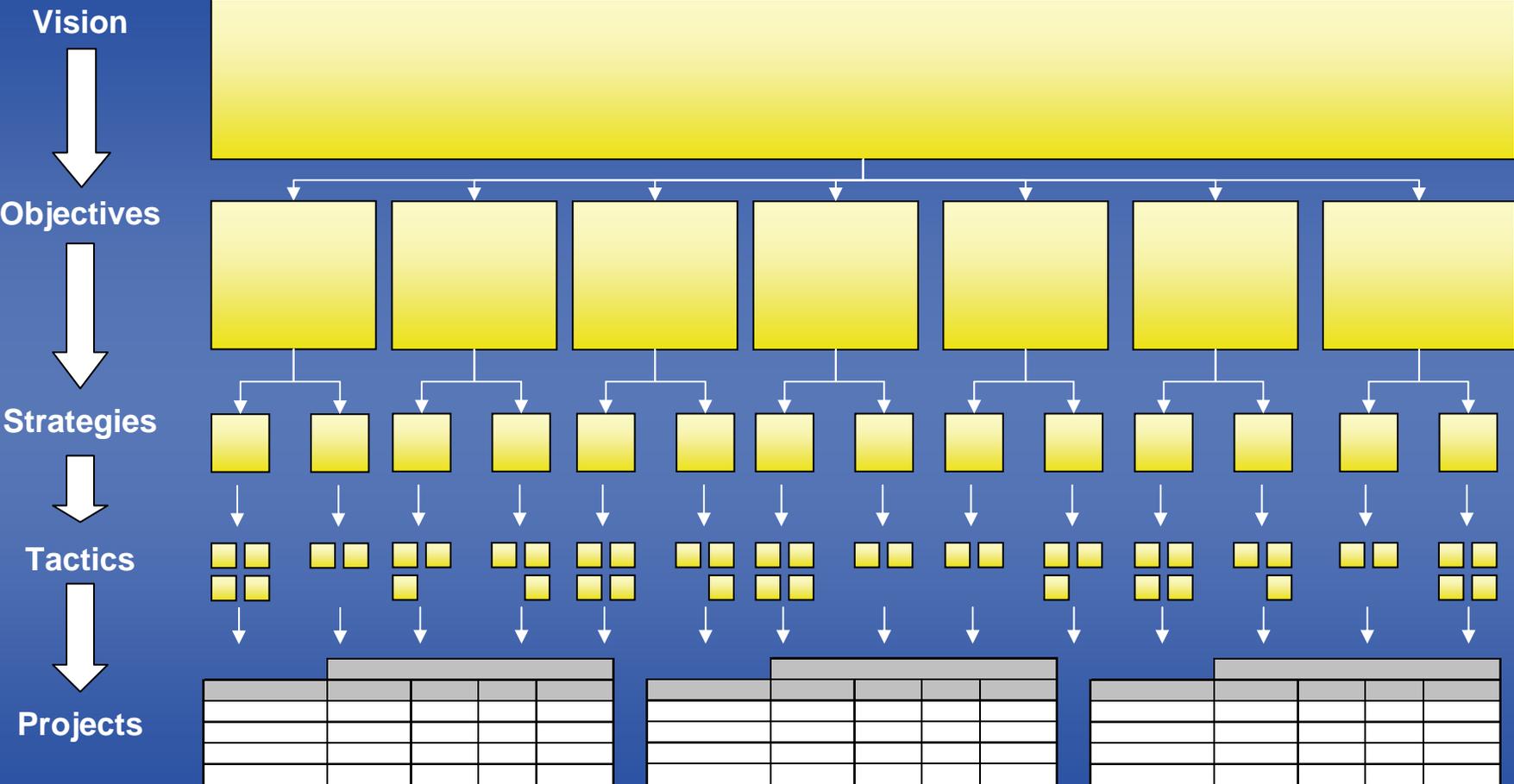


Partnering for our collective future





Draft framework for a national freight policy





DOT's vision for the freight system

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.

Vision



Objectives



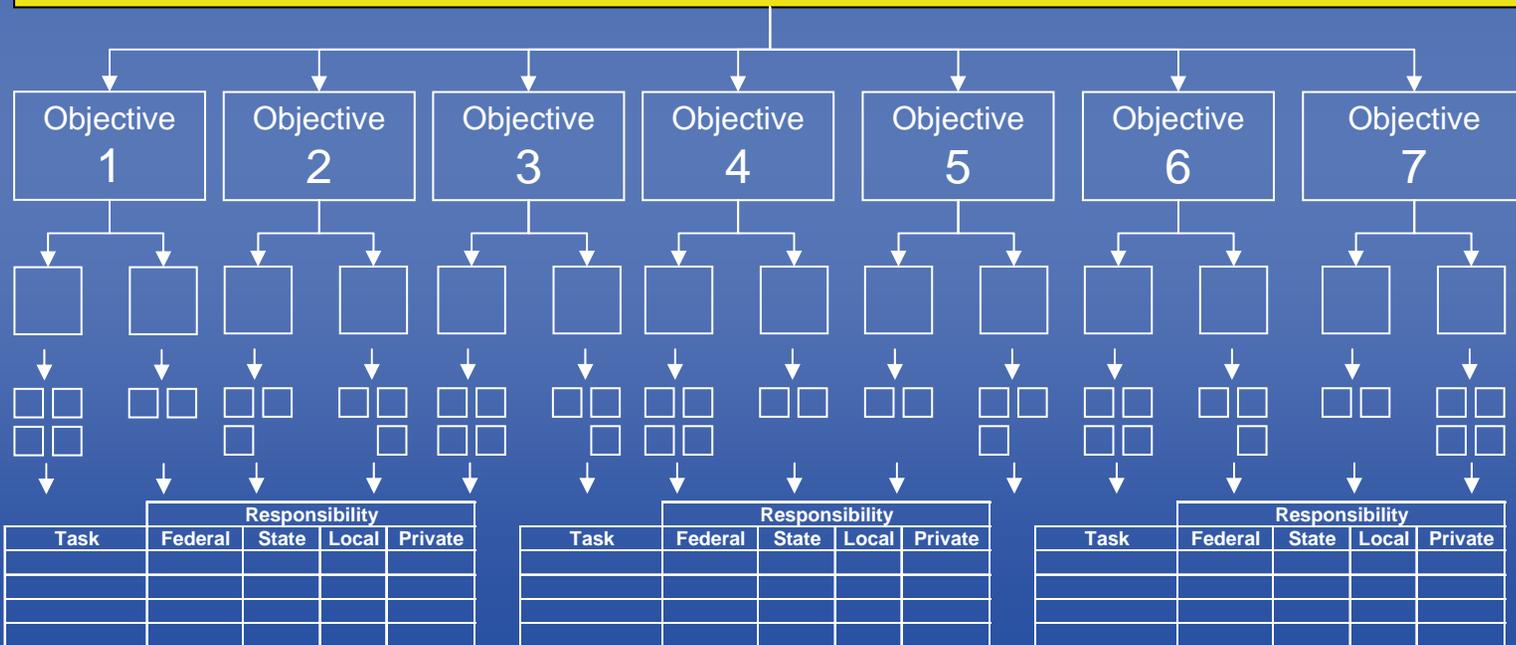
Strategies



Tactics



Responsibilities/
tasks





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, energy, 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



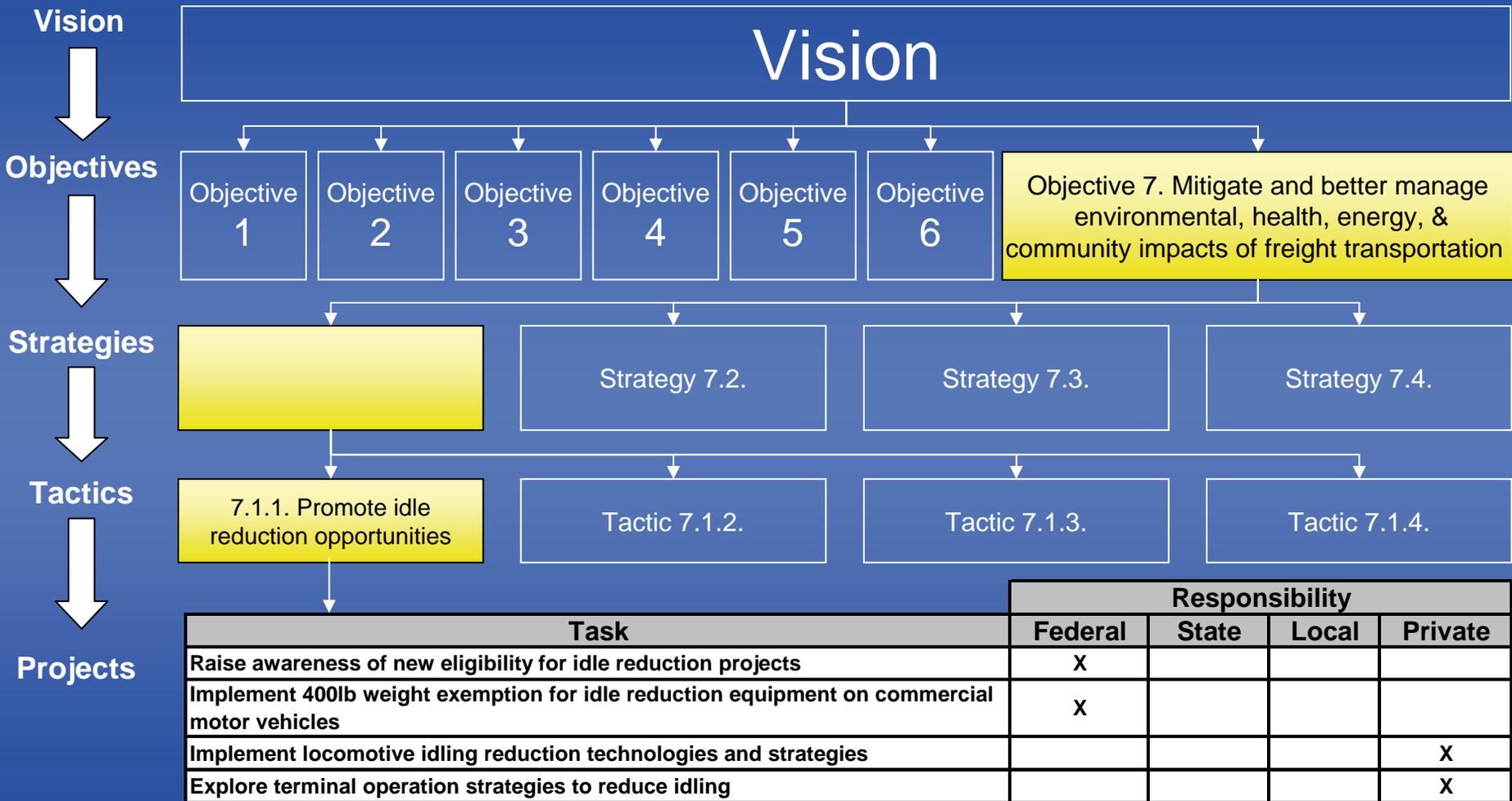
Objective 7: Mitigate and better manage the environmental, health, energy, and community impacts of freight transportation



Photo courtesy of www.railindustry.com



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