ITS and Intermodal Freight Transportation

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The Problem

- Since 1989:
  - New lane-miles of non local roads increased 1.6%.
  - transport demand increased by 17%.
  - increase in demand 10 times the increase in capacity.
- How do we cope in the future?

Research Question

- What can ITS do to help meet the demand for transportation capacity?
- What opportunities exist?
- What actions can be taken to interface the ITS program with industry initiatives?

VOLPE Study

- Findings:
  - Modes developed independently,
  - Intermodal system is not a system,
  - Shippers' requirements have changed,
  - Individualized services developed,
  - Technology revolutionized industry,
  - Logistics efficiencies rely on reliable and accurate information.
- Who's in charge? Who's leading?

We Are!

- Shippers
- Receivers
- Third Party Brokers
- Motor Carriers
- Rail
- Marine
- Air

Profile of the Freight Transportation System

- Highway Transportation
  - Infrastructure publicly owned
  - Privately owned stock and terminal
  - Cooperation with Rail through Intermodal
- Rail Transportation
  - Privately owned stock and infrastructure
  - Rail mostly long haul
  - Rail terminals mostly central city
  - Terminal trend to suburban areas

Profile of the Freight Transportation System (cont)

- Maritime Transportation
  - Ships privately owned
  - Terminals primarily privately owned
  - Commerce concentrated in urban areas
- Air Transportation
  - Airplanes privately owned
  - Airports typically public owned
  - Air freight is intermodal (20% by value)

Pluses of the VOLPE Report

- Provides a consensus of industry concerns
- Provides current intermodal architecture
- Provides status of technology for each transportation mode

Recommendations for ITS

- Build on the corridor efforts , such as IBC & CVISN
- Develop a shared intermodal vision
- Provide leadership for federal technology efforts
- Create an intermodal advisory council to focus on global competitveness

Next Steps

- Build on the Border Crossing concepts:
  - reduce paperwork barriers
  - work with advance information
  - eliminate data handling redundancies
- Build on CVISN concepts:
  - one-stop shopping (credentials)
  - safety assessments outside of freight movements
  - target high-risk carriers

Next Steps (continued)

- Identify information flow barriers in the freight movement chain
- Focus on freight partnerships to solve domestic as well as international barriers to efficiency
- Continue to lead on technology standardization
- Provide appropriate incentive funding

Results

- Provide an alternative cost effective means to respond to future demands
- Provide a safe environment while also increasing capacity on existing infrastructure
- Provide a mechanism for domestic industry to more effectively compete with foreign industry