



**XXIVth World
Road Congress
Mexico 2011**
Mexico City 2011.

TCB4 Freight Transport and Intermodality WG1- *Management of Strategic Freight Corridors*

Don Hogben (Australia) - WG Leader

Benoit Cayouette (Quebec, Canada), Pieter De Winne (Belgium), Rikard Engstrom (Sweden), Bernard Jacob (France)

TERMS OF REFERENCE

Management of Strategic Freight Corridors

On the basis of case studies (including cross-border issues) selected in both developed and developing countries, analyse the favourable or non-favourable conditions required for the seamless transit of freight. Identify the possible remedial measures.



- PIARC member survey to identify best practices in strategic freight corridor management:
 - Part 1 – Identify main features of the corridor (geographical location, type of corridor)
 - Themes / Findings
 - Part 2 – Best practices and solutions related to identified themes
 - Part 3 – Additional information about techniques or strategies that may be considered best practices
- Literature Review
- Analysis



METHODOLOGY

- Analysis identified three main areas: transport policy, road safety and enforcement, and infrastructure.
- Types of corridors: international, high density / high volume, international from a port, and 'lifeline'.
- Survey responses from more than 12 countries, but mainly from developed economies
- Supplementation from a literature survey



DEFINITION OF A STRATEGIC FREIGHT CORRIDOR

Multiple definitions:

- *A set of essentially 'parallel' transport facilities offering alternative mode choices between two points. - PIARC*
- *The geographic area, between two points in which a multimodal transportation system supports movement of people and freight.*
- *An axis characterised by multimodal transportation systems, linking distribution centres and markets that generate important freight movement.*



DEFINITION OF A STRATEGIC FREIGHT CORRIDOR

- *A bundle of infrastructures linking two or more urban areas. These infrastructures can be highways, railways, canals, air links and so on.*

Perhaps more interestingly:

- *A stream of products, services and information, moving within and through communities in geographic patterns according to a matrix or culture of trade agreements and treaties, statutes delegated legislation and customs that govern and guide trading relationships, institutions and structures.*



Observations from the Literature Review:

- Implement improved monitoring systems and information management
- Develop standardised performance measures
- Develop and implement frameworks to clarify the role of Government
- Improve stakeholder involvement and develop effective coordination platforms
- Identify measures to avoid and alleviate congestion, especially around intermodal terminals
- Establish 'corridor authorities'



PART A – TRANSPORT POLICY

- Stakeholder involvement
 - Corridor Coalition (I-95, US)
- Border crossing delay reduction
 - Border, Vaalimaa (Finland / Russia)
 - European Union
 - Lacolle / Champlain (Quebec, Canada / US)

THE FAST-EXPRES ADVANTAGE CONTINUES ON AUTOROUTE 15 (A-15) SOUTH.

The METC is continuing its efforts to facilitate border crossing for FAST/EXPRES Program members and travelers, as has been the case in the past, only travelers who can prove that they meet FAST/EXPRES Program requirements are permitted to use the toll-free lane on the 10th kilometer of Autoroute 15 South. In addition, a new reserved toll-free lane Program members direct access to the U.S. Customs and Border Protection facility at their approach to the border.

FOR MORE INFORMATION CONCERNING THE FAST/EXPRES PROGRAM, contact the Saint-Bernard-de-Lacolle/Champlain FAST/EXPRES Envois Centre, at 819-298-7008.

Information is also available through the following websites:
U.S. Customs and Border Protection (CBP): www.cbp.gov
Canada Border Services Agency: www.cbsa-asfc.gc.ca/rapid/rapid.aspx

FOR MORE INFORMATION CONCERNING U.S. CUSTOMS OPERATIONS AT CHAMPLAIN, NY, OR IF YOU HAVE QUESTIONS PERTAINING TO HEAVY VEHICLES CROSSING THE BORDER, contact U.S. Customs and Border Protection (CBP) commercial offices at any of the following numbers:
819-298-8307
819-298-8371
819-298-7253
819-298-7255
819-298-7256
819-298-7258
819-298-8218 (land mobile 911 line)

ROUTE TO BE FOLLOWED

- TRUCKS
- APPROVED TRUCKS
- FAST/EXPRES
- EXPORTATION CONTROL DUTY-FREE SHOP
- CARS / BUS
- OVERSIZE VEHICLES

LEGEND

- EXPORT CONTROL PARKING
- PRIMARY BOOTH

IMPROVED ACCESS

TO THE NEW BORDER-CROSSING FACILITIES AT SAINT-BERNARD-DE-LACOLLE (QUÉBEC)/CHAMPLAIN (NEW YORK)

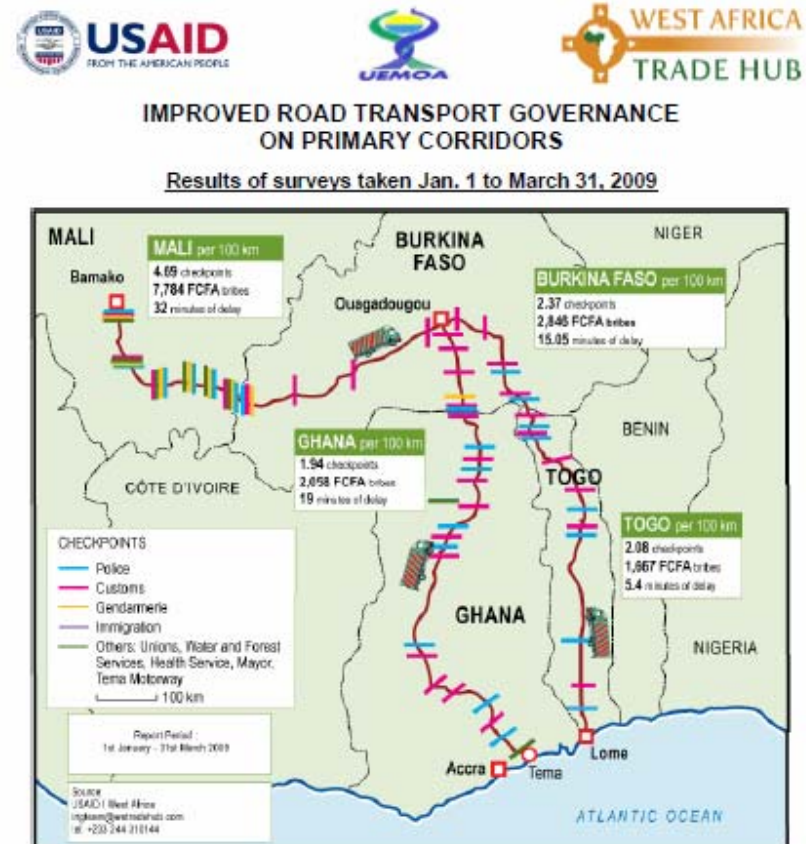
Autoroute 15 (A-15) South

Québec



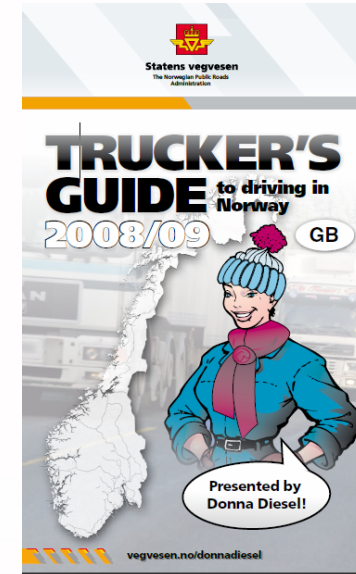
PART A – TRANSPORT POLICY (2)

- Security / corruption
 - Improved Road Transport Governance (Africa)



PART B – ROAD SAFETY AND ENFORCEMENT

- Information to drivers and operators
 - Truckers Guide (Donna Diesel, Norway)
- Traffic management (truck headway)
 - Gotthard Tunnel (Switzerland)
- Remote and automatic monitoring / enforcement
 - Point to point cameras (speed, driving hours)
 - Intelligent Access Program (Australia)
 - Overloading reduction (competition, safety, infrastructure protection)
 - Weigh-In-Motion (WIM) (France)



PART C - INFRASTRUCTURE

- Adequate and secure truck parking
 - EasyWay (EU), LABEL project (Europe)
 - Telematics Controlled Parking (Germany)
- Information infrastructure (logistics – goods, money and information)
 - VMS, e-manifest (Canada)
- Strategy
 - National Policy Framework for Strategic Gateways and Corridors (Canada)
- Investment (incl protection and maintenance)
 - Trans-European Network (TEN-T)



THEMES / FINDINGS (1)

- Strategic freight corridors are important to the economy, but few corridors are optimised for freight movement.
- Stakeholder involvement is important in delivering best practice outcomes, and 'corridor coalitions / authorities' are best practice.
- High quality well maintained infrastructure is essential but expensive, requiring innovative investment models.



THEMES / FINDINGS (2)

- Safe operations are important for road safety and fluidity, and this requires good information, facilities and remote / automatic monitoring and enforcement.
- High quality infrastructure (and some redundancy) and information systems supporting freight operations and emergency / incident response are critical for high value logistics.



Questions?

Project points of contact:

Don Hogben (Australia), don.hogben@roads.vic.gov.au

Benoit Cayouette (Quebec, Canada), benoit.cayouette@mtq.gouv.qc.ca

Pieter De Winne (Belgium), pieter.dewinne@mow.vlaanderen.be

Rikard Engstrom (Sweden), rikard.engstrom@trafikverket.se

Bernard Jacob (France), bernard.jacob@ifsttar.fr

