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## Conclusions

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## For governmental and public authorities

- **Governmental authorities should assume the leadership for facilitating and coordinating the management of strategic freight corridors. A broad spectrum of measures are needed, such as**
  - **Infrastructure improvement and construction**
  - **Reduction of bottlenecks**
  - **Traffic management using ICT/ITS solutions**
  - **Better enforcement**
  - **Efficient border crossings**
  - **Customer oriented service and information**



## For governmental and public authorities

- **Governmental authorities should take the responsibility for coordination and interaction between stakeholders involved in terminal planning and operation and**
  - **Secure land at strategic locations with good access, and guarantee enough space for possible expansion**
  - **Support PPP-solutions**
  - **Encourage sound competition between terminal operators**
  - **Develop an intermodal terminal network strategy and policy**



## For governmental and public authorities

- **Central governments should develop guidelines for urban freight management and local authorities should make plans for urban freight management together with all stakeholders.**
  - **All stakeholders should be involved in the planning process for urban freight management**
  - **Balancing measures for urban freight transport systems to create economically efficient, environmentally friendly and liveable society is essential**
  - **Plan-do-check-act procedure is essential for monitoring and evaluating the results to give feedback to the original plan.**



## Technical aspects

- **Use of ICT/ITS-solutions and use of automated, paperless systems and preclearance concepts combined with a proper infrastructure can make the procedures at border crossings much more efficient.**
- **Compliance with speed limits, route and operational restrictions, and mass and dimension limits are important to ensure safe and equitable road use. The use of technology, such as point to point cameras, GPS monitoring and weigh-in-motion, ensures that enforcement is effective and targeted to non-compliant vehicles.**
- **Technical standards for the planning and design of seaport and inland terminals should be developed on an international level to harmonise infrastructure conditions.**



## PIARC implications

- **It is essential to disseminate knowledge of management of strategic freight corridors, coordination of intermodal terminals and governance for urban freight transport. PIARC can help public authorities through presenting good practice, exchange of knowledge and experiences.**
- **PIARC can encourage research within important fields of freight transport and intermodality.**

