The 8th UTC Spotlight Conference on the Role of Freight Transportation in Economic Competitiveness: Findings from the Supply Chain Track

Melissa Tooley
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UTC Spotlight Conference Background

• Started in 2006
• Showcases research efforts
• Provides a forum for dialogue
• Identifies research needs and opportunities
UTC Spotlight Conference Background (Cont’d)

• Past themes
  – RFID (2006)
  – Freight (2007)
  – Changing demographics (2008)
  – Infrastructure preservation and renewal (2009)
  – Safety (2011)
  – Sustainable Transportation (2012)
  – Economic Competitiveness (2014)
Shameless Plug

9th UTC Spotlight Conference on
Connected and Automated Vehicles
November 4-5, 2015
Washington, DC
(I am Chair)
(you should attend)
8th Spotlight: The Role of Freight Transportation in Economic Competitiveness

• December 10-11, 2014
• In Washington, DC

• Tracks
  – Freight Supply Chains
  – Transportation System Resiliency
  – Energy Sector Development
Supply Chain Plenary

• Reps from railroad, trucking and maritime
• Questions
  – What challenges affect US competitiveness in the global arena?
  – What changes in policy, legislation, or systems would enhance economic competitiveness in each mode?
  – How can the research community help?
Feedback obtained from

• Session presenters
  – Heather Nachtmann, Director of Martrec, University of Arkansas
  – John Gray, Sr VP for Policy and Economics, Association of American Railroads
  – Bob Costello, Chief Economist and Sr VP, American Trucking Associations

• Meeting attendees in breakout session
Challenges affecting competitiveness

For all modes:

- Lack of infrastructure investment
  - Congestion is increasing
- Permitting process for new infrastructure
- Workforce issues
- Climate change
- Lack of coordination between modes
- Impact of Panama Canal
Challenges affecting competitiveness (Cont’d)

Modal Challenges

• Lack of size and weight productivity (ATA)
  – Not increased since 1982

• Need to utilize waterways more effectively (Waterways)

• regulatory challenges (AAR, ATA)
Changes in Legislation or Policy?

All:

• Need regular, consistent long-term authorization laws
• Avoid oppressive regulations
Changes in Legislation or Policy?
(Cont’d)

Trucking:
• Address HTF issues
• Allow larger and heavier trucks
• Resist legislation to classify independent contractors as employees
• Regulations that decrease productivity and/or constrain driver supply (sleep apnea testing, mandatory ELD use, HOS restrictions)
Changes in Legislation or Policy? (Cont’d)

Waterways and AAR:

• Reforms in Multi-agency engagement, individualized budgeting, low profile, and dredging restrictions (Waterways)

• Address regulatory threats to investment in growth and reinvestment in existing assets, and to customer's businesses (AAR)
How can research help?

Trucking:

• better understanding of the impacts of congestion on the total supply chain
• Can younger drivers be used to meet driver demand?
• Driver Retention
• crash and VMT data by truck configuration
• Impact of HOS regulations
How can research help? (cont’d)

Waterways:

• Maritime mode should be fully recognized in freight analyses
• Researchers should recognize the complexities of the maritime transportation system, that each port is unique
• Research on best practices for state-of-good-repair for maritime systems, emissions, operations analysis, and strategic planning
How can research help? (cont’d)

Railroads:
- Better understanding of future market and drivers for commodities
- Technology for safety and productivity improvements
How can research help? (cont’d)

All:

• Capacity measuring and modeling techniques that include all modes
• Better understanding of labor markets, labor availability, training processes for future needs
• Technology for safety and productivity improvements
• Innovative financing
• Work with private sector!
Emerging Issues

• Use of technology to improve efficiency at the border
• AV/CV technologies
• Impact of drones
• Performance measures at the border
• How to use private sector data
• Social Cost Pricing
• How to measure productivity of freight investments
Melissa S. Tooley, PhD, PE
Director of External Initiatives
Texas A&M Transportation Institute
M-tooley@tamu.edu
979-845-8545