Thoughts on Regional Freight Movements and Emissions…

Bruce Lambert
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How do we want to live?

See any trucks, railcars, barges or planes?
Freight Today In Southeast…

• 1/3 of tonnage is intrastate
• 2/3 of tonnage is into/from state

• 1/3 of ton-miles through traffic
Major Freight Corridors

Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Corridors will be more important in the future

- Intermodal/inland ports developments
- Economic Growth Poles/Clusters
- Emergence of National Logistics Hubs
- Changing Urban and Rural demographics
- Transparency and Security
Where is the environmental priority?

What else?
Investment In Corridor A-C

Choice - Mode, Route, Operational Patterns, Risk, System Preservation, Pricing, Safety, Environment, Security, National Defense, ...

No good framework for broad transportation
Should waterways be the nation’s top transportation priority?

<table>
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<th></th>
<th>HC</th>
<th>CO</th>
<th>NOₓ</th>
<th>PM</th>
<th>CO₂&lt;sup&gt;35&lt;/sup&gt;</th>
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Some Basic Research Questions

- Evaluation of externalities in approval process
- Multimodal trade off analysis
- Data and planning guidelines that are cross agency and modally transparent
- Network versus point specific project evaluations
- Cross political boundaries?
- Can we implement recommendations?
- Who bears costs?
Where do we go from here...