

## Technical Committee B4: Freight Transport and Intermodality Committee Meeting, 26 – 28 April 2010, Oslo, Norway

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### Executive summary

PIARC Technical Committee B4, Freight Transport and Intermodality, held its fifth meeting during 26 – 28 April 2010 in Oslo, Norway. This meeting was longer than normal to allow the Working Groups sufficient time in-session to focus on developing report content and to plan for the completion of draft reports.

Progress reports by the leaders of each of the three Working Groups on the last day of the meeting showed significant progress with case study documentation and analysis. Report structure and outlines have been agreed within the Working Groups, and some draft report chapters have been prepared ahead of schedule.

From a coordination perspective, the Committee agreed:

- The report structure and outlines for each Working Group;
- A timetable for the completion of draft reports by all Working Groups;
- Continue planning for the next International Seminar, planned for Santiago, Chile, 22- 26 November 2010 (in collaboration with TCB3, and dependent upon the capacity of the road agency to facilitate given the pressure to reinstate infrastructure following the recent earthquake).

The Committee also took time to discuss and complete a PIARC questionnaire, as one of the first steps towards the development of the PIARC strategic plan for the 2012-2015 cycle.

### Background

Technical Committee B4, Freight Transport and Intermodality is part of PIARC Strategic Theme B - Improving Provision of Services, which aims to:

*encourage the improvement of services provided to the community by improved operation of the road transport system, integration with other transport modes, good governance and a customer oriented approach.*

TCB4 comprises three Working Groups:

- Working Group 1 – Management of strategic freight corridors (Don Hogben, Australia).
- Working Group 2 – Interfaces of freight transport on roads with other modes (Martin Reusch, Switzerland).
- Working Group 3 – Urban freight management (Prof Eiichi Taniguchi, Japan).

All three Working Groups are preparing reports based on analyses of case studies. WG1 will make recommendations for improving the management and operation of freight corridors, including across borders. WG2 will make recommendations for improving the efficiency of intermodal interfaces of freight transport. WG3 will make recommendations about how to implement sustainable and efficient freight management schemes in congested urban areas.

## Meeting outputs

1. Project progress and plans of the three Working Groups – refer Work Program (below).
2. Completion of a PIARC questionnaire, as one of the first steps towards development of the PIARC strategic plan for the 2012-2015 cycle.
3. Next International Seminar – refer PIARC International Seminar (below).

## Work program

### Next Meeting

The next meeting of TCB4 is planned for 22 – 26 November 2010, in Santiago, Chile. This meeting will include a two day international seminar and will be the last opportunity for in-session refinement of Working Group reports. In case this event is unable to proceed due to the earthquake damage in Chile, as a backup, TCB4 will meet in Manchester during October/November with the International Seminar being held early in 2011.

*(Note: Since the Oslo meeting it has been confirmed that the Seminar is cancelled, and the next meeting of TCB4 is planned for Manchester 20 – 22 October 2010).*

### Working Group Updates

WG1. The report structure and content has been finalised, with extracts for each section to be completed once the literature review (in progress) is completed. The case study material supporting this report is now likely to be between 25 and 30 case studies. The Working Group has started teleconference meetings and will continue with these as a way of ensuring timely communication of issues and actions prior to the next full meeting of TCB4. A draft report is planned for circulation by the end of October 2010, with the final report due to be completed in December 2010.

WG2. The report structure and content has been finalised and 22 case studies will be included in the report. Much work has gone into defining good practice (cf best practice) and will be included in the report. The report title has been altered to reflect the challenges associated with improving the efficiency of intermodal interfaces of freight transport. A draft report is planned for circulation by the end of September 2010, with the final report due to be completed in December 2010.

WG3. A draft report (excluding two sections) has been completed based on the 12 case studies analysed to date. The Working Group is looking to identify further case study material to support the report recommendations, as much of the material is geographically limited. The withdrawal of one member from the Group has led to responsibility for completing one section of the report being shared by remaining members. A final draft report is planned for circulation by the end of September 2010, with the final report due to be completed in December 2010.

### **PIARC International Seminar**

A PIARC International Seminar, *Transport in Urban Areas*, is to be conducted in November 2010 in Santiago, Chile. This will be a collaboration between Technical Committees B4 and B3 (Improved Mobility in Urban Areas) and the PIARC Chilean National Committee. The Seminar structure will be overarching technical presentations on Day 1 and specific subject matter plenary sessions on Day 2.

There was speculation that due to recent earthquake damage the Seminar may not proceed. It was discussed whether an International Seminar could be run in Mexico City, however this was discounted due to the 2011 World Congress being held there. As a back up, TCB4 agreed to meet in Manchester during October/November 2010 to finalise reports, thus allowing the Chilean Seminar to be delayed by six months.

Content to be provided by TCB4 to the International Seminar would be provided by Working Groups 2 and 3, covering topics such as the value of urban transport through to problems/solutions for urban transport. As a backup, the Melbourne examples within the Victorian *Freight Futures* Strategy can be presented.

## **Emerging issues**

The three Working Groups of TCB4 are making satisfactory progress, but the number of active Committee members remains relatively low. Fifteen members (including the Chairman) attended the Committee meeting in Oslo, with membership across the Working Groups as follows: WG1 – 6, WG2 – 4 and WG3 – 4.

A particular and on-going challenge for all Working Groups has been the lack of survey responses and resulting lack of case study materials from countries in transition and developing countries.

The Chairman emphasised the need for the Working Group leaders to ensure that members are communicating regularly to ensure timelines for reports are met and that the report conclusions were completed to the highest standard.

## **Learnings for Australia and/or New Zealand**

During the meeting of TCB4 presentations from the Norwegian Public Roads Administration (NPRA) were given on “City Logistics” and road user information programs. The information provided and approach taken to the above topics showed the value in gaining support from practitioners in developing resources.

In the case of city logistics this has resulted in a handbook for urban planners to use when confronted by issues with parking and the conflicts between pedestrians and delivery vehicles on ‘walking streets’.

An information campaign for commercial vehicle drivers focussed on the highly successful “Donna Diesel” comic strip that was launched in 2000. This has turned into a truckers guide focussing on five topics, such as winter driving. The guide is widely known and used.

A short site visit to the Alnabru Intermodal road/rail interchange facility showed the value for shippers of locating transit handling facilities close to this type of infrastructure. The facility is run by Jernbaneverket (Norwegian National Rail Administration) and is well used by the major rail and logistics operators with 90% of loads originating from or destined for cargo consolidators concentrated around the area.

The other interesting feature was the dominance of combi-transport units which accounts for 85% of rail freight tonnage (excluding ore cartage from key mining areas).



## Dissemination

Progress reports will continue to be provided to the Austroads Freight Taskforce. It is also intended to circulate drafts of all reports more broadly to Austroads freight stakeholders for comment prior to finalisation.

## **Conclusions**

The meeting of TCB4 provided a valuable in-session opportunity to finalise the content of the Working Group reports. Having a three day meeting allowed each Working Group more in-session time to discuss/debate report related issues. The next meeting of TCB4 will be critical to finalising and reviewing the reports.

It is expected that all three TCB4 reports, and the information gathered in their preparation, will be valuable background to the work of the Austroads Freight Taskforce and freight policy and planning projects within jurisdictions.