

Freight Fluidity Performance Measures: ACSCC engagement



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INTERNATIONAL
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Why? Supply chains like this smart phone...



Engaging with Business in Supply Chain

- Transform thinking on freight policy to something closer to how businesses run supply chains
 - Think supply chain, with policy and investment priorities shaped in ways closer to how supply chain design optimizes systems
 - Long past looking at this mode by mode
- New voices - user perspective, from operating levels
- New agenda
 - Commercial modelling for networks and freight planning
 - Focus on border management in trade - WEF study in 2013
 - Systems of systems
 - **Policy - for freight, for trade - to match markets and technology**
- How we have tried to do this in the ACSCC

ACSCC charter and objectives

Formed to consider a broad set of competitiveness and trade-related questions affecting U.S. supply chains

For freight policy, these are:

- How do our freight and infrastructure policies affect the competitiveness of our exporters and importers?
- What should the Federal Government do - and not do - to improve these policies and increase our competitiveness?

More generally:

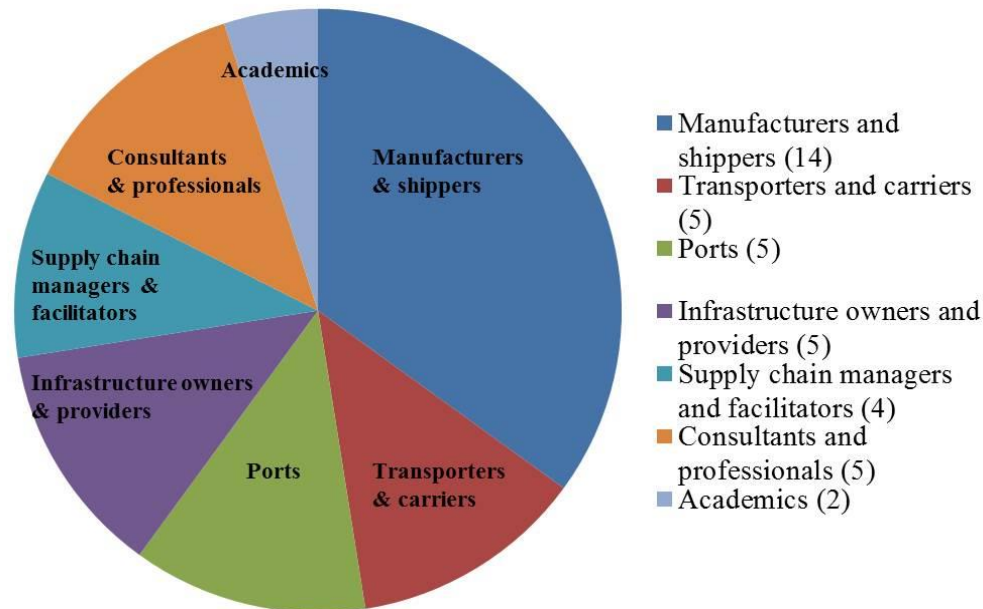
- Support export growth and national competitiveness, innovation, facilitate movement of goods, advise on regulatory policy and investment priorities

Strong user focus, in commercial terms

Advisory Committee on Supply Chain Competitiveness

Private sector committee of up to 45 representatives of the U.S. supply chain industry and experts from academia

- Diverse interests, wide range of industry perspectives, leaders in supply chain and logistics



U.S. Competitiveness Themes

Six broad themes and subcommittees:

- Trade and export competitiveness
- Quality of information technology and data
- Effects of regulation
- Infrastructure investment and finance
- Freight efficiency and policy
- Workforce development

Results and current work

Recommendations:

- Contribution to MAP-21 and National Freight Strategy
 - Freight fluidity modelling - recommendation to apply commercial supply chain techniques to policy for performance measures
- Commercial views on ITDS/single window - identified in BIEC
 - Project implementation recommendations
 - North American portal study
- Finance recommendations
- Trade policy recommendations

New and nearing completion:

- Recommendations on port congestion issues
- Permitting speeds in regulatory approvals
- Supply chain issues in relation to TPP countries
- Vision for ITDS single window regional interoperability

Key Partner: U.S. Department of Transportation

Major conference with industry - 2009

- Secretaries Locke and LaHood

Commerce-Transportation MOU - 2010

- Broad cooperation in freight and competitiveness

Regional outreach sessions - 2010-2011

- Held jointly with DOT officials
- Atlanta, Chicago, Seattle, Kansas City, New Orleans

Advisory Committee established - 2012

- *DOT as active ex-officio member and partner*

NFAC and beyond

Contact Information

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Committee website:

<http://trade.gov/td/services/oscpb/supplychain/acsc/>