and will reevaluate the strategic network. Our major thrusts will be to identify critical access channels and to evaluate use of inland ports as backups to coastal deep-water ports. We'll also be evaluating the adequacy of Department of Interior procedures for giving priority allocation of waterways, if necessary, to defense shippers.

The last program I'd like to discuss is our Conus (U.S. Continental Air) for National Defense Program. As you may know, military troops will deploy primarily by air, often by commercial charter service. In this effort, we've identified the critical airports to be used by active and reserve units and described the facilities at those airports for handling troops and servicing the aircraft that may be used. We've also explored integrating our airport emergency use plans with others that may be concurrently in effect. For example, certain commercial aircraft, such as those in the Civil Reserve Air Fleet (CRAF), and military aircraft are dispersed to "safer" airports in the event of escalating international tension to preclude mass losses of aircraft in a nuclear exchange. We want to ensure that our use of airports used for troop deployments does not result in competition for airport facilities being used for other emergency purposes at the same time.

As we've done for all programs, we've established a critical network (STARNET) which, for air transportation, consists of 289 city pairs needed to accommodate military moves during mobilization.

In addition to establishing a strategic air route network, we've found that scheduled commercial air service significantly exceeds our defense requirements--good news, indeed! However, we did find limited availability of ground support equipment for wide-body aircraft at "off-line", smaller cities that might be used as mobilization departure points for active or reserve units.

I'd like to conclude with a look to the future. At this time, the networks I've described are being consolidated into a transportation engineering data base that will allow it to perform network modeling and automated traffic management in peace and war. We're using traffic density models to select alternate routings, when necessary. For example, suppose two deploying units need to reach the same port. Because the density distribution along the shortest paths shows an overload, one unit may elect to use another route and split part of its traffic to another acceptable seaport.

As I've summarized today, strategic planning for transportation is a vital element of our national defense posture. The network models that we are constructing will enable us to get the most from our transportation dollar in peacetime while providing the means to identify and avoid choke points in mobilization and wartime, as well.

Our military readiness depends heavily on commercial transportation and we're taking the steps to integrate our strategic plans with those of our fellow team members!

STRATEGIC PLANNING BY OECD

By Claude Morin, Administrator
Road Transport Research Program
Organization for Economic Co-operation
and Development (OECD)

The Road Transport Research Programme was established in 1968 involoving the participation of 21 countries in North America, Europe, and Scandinavia, as well as Australia and Japan.

The Programme centers on road and road transport research, while taking into account the impacts of intermodal aspects on the road transport system as a whole. It is geared towards a technico-economic approach to solving key road transport issues identified by member countries.

By providing scientific and technical support for national and international decisions on roads and road transport, the Programme is geared towards OECD's mission to promote economic and social progress in member countries. As policy priorities have evolved throughout the OECD community, the Programme continuously adjusted its scientific and technical activities accordingly to cover a broader range of road transport problems and to address the broadening context in which member countries approach road transport.

In addition, the Programme includes the information and documentation programme (IRRD-International Road Research Documentation), a cooperative scheme that provides a mechanism for the systematic world-wide exchange of information on scientific literature and current research programmes.

In the framework of the objectives of the Committee the following scientific and technical activities have been introduced to the participants:

1. The impacts of heavy freight vehicles. The study focused on the concerns that governments have when evaluating legal limits on truck size and weights, including; protection of large public investments in highways and bridges; efficient traffic management and high network serviceability; safety; energy efficiency; environmental protection; and reduced costs for vehicles and infrastructure. The aim was to develop a technical and economic systems analysis of the impacts of heavy trucks.

   By pointing to convergent findings in member countries and indentifying important areas needing further study, this analysis narrowed the range of technical controversies. In doing so, it should help to build a political consensus and support efforts aimed at international harmonization and standardization. The study is considered by many to be one of the most important accomplishments of the Programme drawing on the whole range of expertise and scientific knowledge available in member countries. The report was published in 1983.

2. Technico-economic analysis of the role of road freight transportation. The objective of the study is to assess to a

scientific level how road and rail freight transport complement each other. The study is based on a statistical analysis of freight distribution circuits, and identifies the changes in the demand process as well as in the road freight transport sector proper including the potential of new technology likely to modify the road freight industry in the long term. The following areas will be analysed: statistical freight trends, areas of competition between surface transport modes, road freight transport growth, intermodal transport, and assessent of potential technological improvements.

The study focuses on surface transport modes, for road and rail freight transport account for 70 to 85% and 10 to 20% respectively in most member countries. Depending on the geographical situation, coastal shipping may be mentioned as a competing mode in few member countries. This activity is planned to be terminated by mid-1985.

3. Freight vehicles overloading and load measurement. This activity is considered a high priority by member countries and will begin by the end of this year.

The OECD report on Impacts of Heavy Freight Vehicles shows that in most countries overloading occurs in the range of 15 and 20 percent. The effect of excess weight plays an important role in road management. Due to extensive damage, it is necessary to consider the problem of overloading when designing roads and bridges. It is well known that road damage increases exponentially with axle load. This damage is generally assumed to increase with the 4th power of the axle load, which means that even very few overloaded vehicles can have severe consequences for maintenance, and thereby be of importance economically.

Load distribution is particularly important on bridges, and also on roads; hence, the knowledge about length and width of freight vehicles, as well as the placing of wheels, etc. is very important.

The study should focus on the methods used for instrumentation, strategy of data collection, data management, and presentation of results in relation to registration of weight vehicles. Further, standard presentation of data should be considered in order to facilitate the international exchange of information.

COMMITTEE REPORTS

The following section of this report contains the reports prepared after their panel discussions by each of the participating committees.

Freight Transportation Planning and Marketing, A1B02

Herbert Levitt, Presenter

Key Issues

1. What are the transportation problems for intercity freight?
   a. Problems should be examined separately for shippers, carriers and government and for each mode.
   b. Can strategic planning minimize such problems?
2. Which approaches could be utlized to address these problems?
   a. Analyses that have been done and could be done?
   b. Freight modeling and forecasting approaches which are useful.
3. What data are needed to help understand and resolve these problems? There is a paucity of existing data. Planners are looking forward to dependence on 1987 Census of Transportation (COT). But there is uncertainty of its achievement and whether there will be conformity with needs of industry and government planners. The goal should be better utilization than has been made of the 1977 COT.
4. How could freight services best be marketed in a given environment while utilizing the best currently available data resources?

Committee Action Plan

1. Develop a survey of members of all freight committees on the kinds of data they perceive are neede for freight planning purposes.
2. Form a task forced within this committee for above survey plan.
3. Assist the COT representative to be appointed for the creation of an optimal COT in 1987.
4. Work with government agencies to insure that a COT will be done in 1987 and promote such effort.
5. Contact industry sources to assist in promoting the effort to insure a 1987 COT.

Research Needs

1. Update the 1977 COT as best as can be done.
2. Develop new freight measurement approaches until 1987 data are available.

Summary

1. Objective is not just to secure freight data as before.
2. Instead, we should develop a plan prior to any additional data development and meanwhile promote the 1987 COT.