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Paper Abstracts

Councilman Bill Blaydes

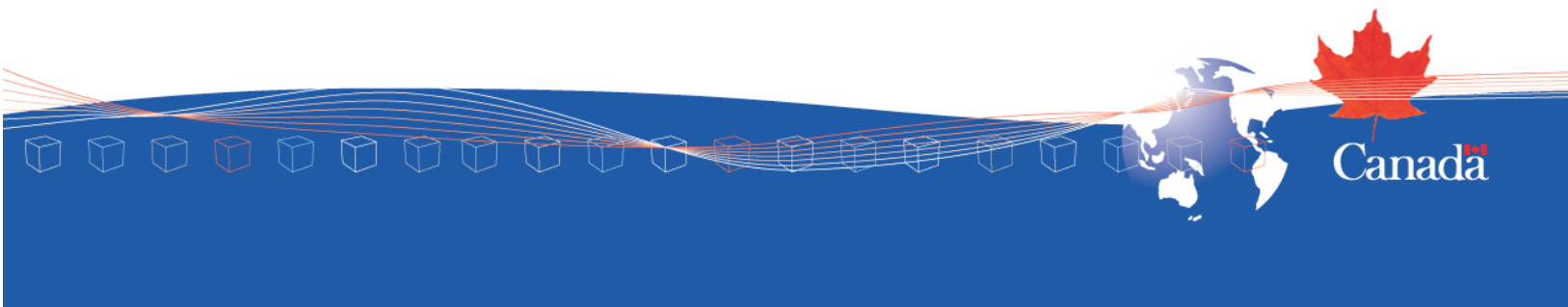
Profiles of the Change in Global Trade Patterns (1880-2040): Competing Gateways and Corridors

In an environment where local economies are increasingly affected by trends in global commerce, it is nearly impossible to find any population that produces 100% of the products which it consumes. These products, which must be delivered to the consumer, have logistics and transportation costs associated with the movement and delivery of goods to the consumer. Therefore, to ensure that goods are affordable, it is critical that goods move from point of origin to the consumer in the most efficient manner. We must continue to make sensible and cost-effective upgrades and improvements to recognized transportation corridors, utilizing communication systems involving technology and the transfer of information to increase the capacity of goods moving along corridors without necessarily building expensive infrastructure. The important mission of the River of Trade Corridor Coalition is to protect, expand, and spur economic development and to mitigate congestion and facilitate environmental compliance along the goods movement and trade corridors bringing goods to and delivering them throughout the United States, Canada and Mexico.

Dr. Garland Chow

Collateral Benefits of Security and Supply Chain Improvements at International Gateways

Freight security initiatives do not necessarily result in cost increases or reduced service. Security improvement can also reduce logistics and supply chain costs by improving supply chain visibility and enhancing transit reliability, resulting in collateral benefits to the supply chain. Previous studies have examined the impact of security ex ante, typically through surveys. We develop a total cost logistics model to simulate alternative logistics scenarios and security strategies to determine the influence of security initiatives on total logistics cost. A hypothetical application of the model to competing gateways is used to demonstrate the models usefulness in evaluating how security impacts the total cost of using a specific gateway and subsequently the competitive advantage of the using that gateway.



Dave Frank

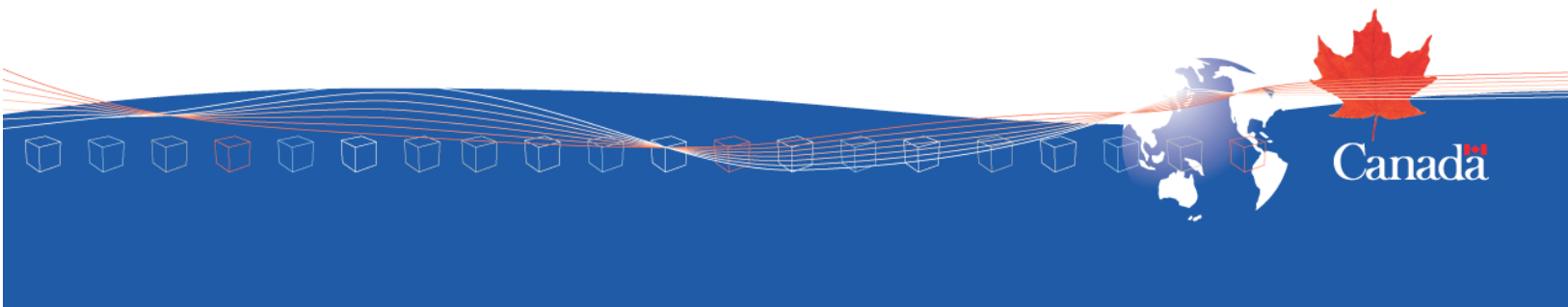
Using Marketing and Education to Reduce the “Border Effect’s” Impact on Freight Traffic Routing

In response to 9/11, several changes have been implemented at the border to increase the security and efficiency of freight traffic. However, in many cases, transportation companies and shippers have been very slow to adopt new programs involving intelligent transportation systems (ITS) such as C-TPAT, FAST and advanced electronic manifests. Slow adoption rates of new programs adds to the “border effect” – when given a choice, many transportation companies and shippers will choose to conduct domestic, rather than transborder, business. If Western Canada is to develop as a Pacific Gateway to North America and not just to Canada, approaches to minimizing the border effect must be identified, understood and implemented. One approach is through the educating and marketing of new border programs (involving intelligent transportation systems) to potential users. “Smart Gateways and Corridors” are not just about the application of technology to increase security and efficiency. Users must be educated and supportive of border programs as well. Educating and marketing to users of new government programs is an area that very little research has been conducted in. This paper surveys users to identify some of the barriers to border program adoption, highlights the methods users prefer to have information communicated to them, and presents education and marketing approaches designed to increase the use of new border programs.

Dr. Robin Lindsey

Infrastructure Capacity, Pricing and Gateway Competition

The federal and western provincial governments in Canada have recently launched several major infrastructure investments to facilitate Asia-Pacific trade, including port capacity expansions and new roads, bridges and pipelines. This paper reviews some analytical models of transport infrastructure investment, congestion pricing and competition, and draws some lessons for freight transport and gateway competition from a Canadian perspective. The analysis applies to all modes of transport although emphasis is given to maritime transport and seaports. Attention is also focused on the complexities of freight transport and gateway competition, the need for further model-based research, and the scope for cross-fertilization between the literatures on maritime transport, air transport and other transport modes.



Dr. Alain Verbeke

Strategic Port and Gateway Development: European Experiences

In this paper, we propose an integrative conceptual framework for strategic seaport planning. We analyse port impacts from an extended gateway perspective. We also provide this framework's operationalization in the form of a calculation model. The model builds upon the four components of the seaport system: the sea leg, the port activity component, the hinterland transport component and the port's broader network in its hinterland. The model permits the comprehensive evaluation of alternative port expansion trajectories. We apply the model to the case of a European mainport, namely the Port of Antwerp. This application represents the substantive foundation of the present, long-term expansion plans of the Antwerp port authority. We provide a set of policy recommendations for port authorities and stakeholder groups involved in integrative, long-term port planning processes. More specifically, we suggest there is value added in the integrative approach vis-à-vis other, more conventional planning approaches, which do not take into account fully the wide variety of economic, spatial and environmental impacts of port development. We also identify some of the critical trade-offs that need to be performed, and planning pitfalls to be overcome, when applying this integrative approach in practice.

Dr. Clarence Woudsma

Comparative Analysis of Urban Planning and Gateway Development

Gateways and their associated corridors often consume valuable land within the context of our cities and metropolitan regions. The advantages of agglomeration efficiencies for firms locating in relation to the gateway or corridor are juxtaposed against the concentration of negative externalities related to their activity which often spill over into adjoining areas. In contrast, the advantages to the broader regional and national economy of gateway activities are dispersed through a much larger geography and society at large. The challenge for stakeholders, local and beyond is to provide an environment in which a balance is struck between these opposed elements. The goal of this paper is to explore this balance through a comparative analysis of land use planning practice and related transportation, environmental and development policies drawn from a cross section of global jurisdictions. This paper synthesizes the state of practice for gateway planning at the urban scale in order to provide understanding and insights into the manner in which the competing interests are addressed in successful gateway developments and operations. Of particular focus is the interplay between the levels of government, private firms and public and professional interest groups. Lessons drawn from the experiences are summarized and presented as set of guidelines for urban planners.

