## Contents

Lis Lis	t of fig t of ta t of ea face		vi ix xi xii
1.		e global economy and freight transport flows mas R. Leinbach and Cristina Capineri	1
PA	RT I	GLOBALIZED TRADE AND INTERMODALITY: EUROPEAN AND NORTH AMERICAN PERSPECTIVES	
2.		ting modes and spatial flows in North American	1.7
		n T. Bowen and Brian Slack	17
3.	Inte	rmodal freight transport in Europe hel Beuthe	54
PAI	RT II	GLOBALIZED TRADE AND LOGISTICS: EUROPEAN AND NORTH AMERICAN PERSPECTIVES	
4.		balized trade and logistics: North American	
	-	pectives	103
5.		Paul Rodrigue and Markus Hesse balized trade, logistics and intermodality: European	
٥.		pectives	135
	-	Henstra, Cees Ruijgrok, Lori Tavasszy	133
PAF	III TS	GLOBALIZED FREIGHT, SUSTAINABILITY, E-COMMERCE AND TECHNOLOGY	
6.		mmerce, logistics and the future of globalized freight	167

vi Contents

7.	Sustainable solutions for freight transport William R. Black	189
PAR	T IV GLOBALIZED FREIGHT AND POLICY CONSIDERATIONS IN EUROPE AND NORTH AMERICA	
8.	Policy implications of dynamic globalized freight flows in Europe	219
9.	Roger Vickerman Policy implications of dynamic globalized freight flows in North America	238
10.	Mark Maggio and Roger Stough Globalized freight transport: conclusions and future resea Cristina Capineri and Thomas R. Leinbach	rch 259
Inde	x	273

## Figures

2.1.	Value-weighted mean distance for trade in goods	
	(imports and exports combined), 2003	19
2.2.	Shifts in relative share of container traffic, 1983–2003	32
2.3.	Intermodal rail traffic growth	33
2.4.	Major air freight hubs in North America	48
3.1	Origins and destinations of air freight flows (EU-25)	63
3.2.	Combined railroad transport in 1000 tonnes	69
3.3.	Containers transported by ICF and affiliated firms	71
3.4.	EU-15 maritime containers	72
4.1.	Major modal US gateways, 2003	111
4.2.	Traffic at major North American container ports, 2003	113
4.3.	Tonnes of landed freight at major American airports, 2003	115
4.4.	Daily truck volume, 1998	117
4.5.	The North American land bridge	118
4.6.	Containerized cargo flows along major trade routes,	
	2000–2004	121
4.7.	Volume to capacity ratio of road transportation, 1998	123
5.1.	The evolution of logistics networks through time	137
5.2.	Growth of trade flows to and from Western Europe,	
	1993–2003	139
5.3.	Freight transport growth within the EU-15	140
5.4.	Expected growth in world freight travel by land modes,	
	2000–2050	141
5.5.	Container traffic growth favors Northern EU ports	142
5.6.	Key areas of economic activity in Europe	143
5.7.	Travel times in one-hour bands from the Netherlands to	
	EU destinations	144
5.8.	Flexibility in hybrid networks	151
5.9.	Different levels of logistical sophistication in different	
	sectors of industry	154
5.10.	Organizational structure for a collaborative	
	logistic network	156
5.11.	Example of hybrid multimodal network using an inland	
	navigation hub network for well-predicted demand,	
	and a truck network for excess demand	157

5.12.	The Sony multimodal hybrid network	158
5.13.	The VOS network before reorganization	159
5.14.	The VOS network after reorganization	160
6.1.	Total logistics costs	175
6.2.	Stakeholders in e-commerce	183
6.3.	Physical and virtual value chains	185
7.1.	Transatlantic container traffic at US ports	198
7.2.	Transatlantic container traffic at European ports	198
7.3.	Transpacific container traffic at US ports	199
7.4.	Transpacific container traffic at Asia ports	199
7.5.	Transatlantic and transpacific container traffic 1998–2002	200
8.1.	EU-15 external trade, 1992–2003	221
8.2.	EU-15 external trade and GDP	221
8.3.	Openness: share of trade in GDP	222
8.4.	Modal shares of EU external trade, 2003	223
8.5.	Traffic by major European ports, 1985–2004	224
8.6.	Container traffic by major European ports, 1980–2004	225
8.7.	Air cargo traffic at major EU airports	226
8.8.	Modal split of intra-EU-15 and US freight traffic,	220
	1970–2000	227
9.1.	US international trade in goods and services, 1992–2003	240
9.2.	Iotal US imports and exports	241
9.3.	Share of trade in GDP, 1992–2003	241
9.4.	US transportation in GDP, total	242
9.5.	Modal shares of US international merchandise trade by	242
	value and weight, 2001	243
9.6.	Modal shares of US international merchandise trade by	273
	value and weight, 1997	244
9.7.	Traffic by top 10 US maritime container ports,	2 <del>44</del>
	1995–2004	245
9.8.	Top 10 US airports for international freight by weight,	243
	1990, 1993, 2000	246
9.9.	Modal split of US intra-trade by weight	240

## **Tables**

2.1.	Domestic freight transportation in the Group of	
	Seven economies	18
2.2.	Modal shares of commercial freight activity in the US	20
2.3.	Modal shares of Canada–US crossborder trade, 2001	24
2.4.	Modal shares in Canada and US intercontinental trade	25
2.5.	Top 20 US international freight gateways, 2001	27
2.6.	US-Canada container traffic growth, 1983-2003	31
2.7.	US rail intermodal shipments	33
2.8.	Top 15 air freight carriers, 2003	45
2.9.	Links in the US air transport system with heaviest	
	freight flows, 2004	47
3.1.	Transport in EU-15 by mode and average annual change	57
3.2.	Modal split EU 15	57
3.3.	Transport in EU-25 by mode and average annual change	58
3.4.	Modal split EU-25	59
3.5.	Modal split in Eastern Europe and Baltic States	59
3.6.	Relative importance of the air freight markets in	
	2003	61
3.7.	Cargo and mail loaded and unloaded in major	
	European airports	62
3.8.	Top ten European airlines in cargo traffic, 2004	64
3.9.	International cargo traffic of the top airlines, 2004	65
3.10.	Top world air forwarders market shares, 2002	65
3.11.	Railroad combined transport by UIRR firms in	
	tonnes-km and by means	70
3.12.	Traffic through the Alps	73
3.13.	Crossing of the Channel and Pyrenees	74
<b>4</b> .1.	US freight shipments by tonnes and value, 1998,	
	2010, 2020	108
4.2.	Major North American gateways	112
5.1.	Existing intermodal markets in Europe	146
5.2.	Concerns and benefits for extreme design options	154
6.1.	E-commerce penetration in US industries, 2003	167
6.2.	Per cent of enterprise turnover from e-commerce,	
	2004	168

x Tables

6.3.	B2B marketplaces	172
7.1.	Emissions for freight modes	209
7.2.	Objectives and activities necessary to improve	
	sustainability of freight flows	213