Issues and Perspectives on Water Transportation

Explore the way that water can improve the transportation system to be more productive and environmentally friendly.

Issues

- Harbor maintenance tax to constraints on expanding the system
- Jones Act issues – “break up”?? Keep as is?
- Environmental policy at ports/harbor/seaways, etc.
- Ports access funding – All modes must come together
- Security issues – How much do we inspect?
- Decentralized system vs. consolidated system (policy, operations, etc.)
- Port development – who – which agency, federal role (agencies)

What is the marine transportation's role in our "total system?"

- Cheapest freight cost per ton–the "economics of"
- Great port access in our country–3 coasts
- Inland waterway access
- Inability for "mode" to work together
- Nature of Federal role
- Need national policy
- Infrastructure funding needs

Ocean Transportation Issues

- Coastal shipping – difficult to profit
- Longshoreman – labor costs (need coastal rates)

Brownwater

- Bulk Cargo
  - 60%/70% grain
  - 20% petrol
  - 20% coal
- Top 6 companies caries most of the freight
- Infrastructure renewal
- State incentives jeopardize an “interstate” (water) system – too much “local” jurisdictions

Brownwater (Cont.)

- Opportunities
  - Funding – Favor diesel tax over lockage
  - Congress – hopes to freight trust fund
  - Corps issues
  - Need a direct incentive for shippers – Jones Act
  - States are impeding “interstate” movement with local taxes

Corps of Engineers

- 1,100 harbors maintained by corps – 30 harbors handle 90% of the cargo
- 1 generation behind channel design (12,000 miles waterway – 198 locks open)
- 70% on operations and maintenance – only 1% for “Investigations”
- Lock replacement held up do to limited funding
- Need “system” funding NOT individual funding
- Put funds towards most critical projects and evaluate them annually

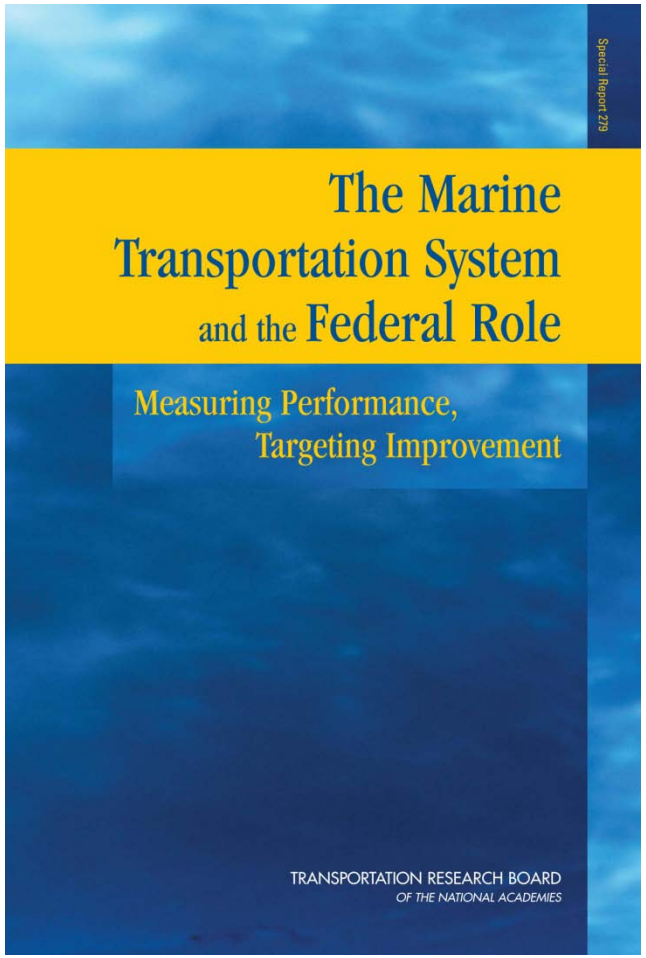
Coast Guard

- U.S. is the largest marine system in the world
- Creates 13 million jobs – trillion dollar revenue
- U.S. water transportation not a “freight system” is not targeted as a “National problem” – “issue”

Discussion

- Review the network as a whole – optimization
- Skinner – how do you break out the part from the system and deal with the parts that are working? What happened to the system approach?
- Horsley – where do you find the institutional leadership to “staff” a freight policy?

The Marine Transportation System and the Federal Role: Measuring Performance, Targeting Improvement - 2004



- Calls upon the U.S. Department of Transportation (DOT) to take the lead in assessing the performance of and improving the nation's entire marine transportation system.

The federal government's roles in the marine transportation system include:

- Constructing, operating, and maintaining the navigable channels;
- Managing the traffic on the waterways;
- Providing mariners with aids to navigation, charts, and information on water and weather conditions;
- Regulating the safety and environmental compatibility of vessels;
- Responding to marine accidents that threaten public safety and the environment;
- Helping to finance the highways that connect marine ports and terminals to the larger transportation system; and
- Ensuring the security of the MTS and its many components.

Table 5-2 **MTS National Infrastructure Needs Identified by MARAD (2003)**

Region	Waterside	Port Interface	Intermodal	Support Areas
Northeast	Increased water depth at major ports to handle fully loaded, large-capacity containerships Availability of U.S.-made vessels for short-sea/barge transshipment for short-sea activity	More terminal capacity and efficiency More on-dock rail infrastructure for container operations	More rail access points between marine terminals and railroad mainlines Less congested roadways in terminal areas and increased access to Interstate highways	Security, especially in Port of New York/New Jersey Greater availability of real-time information on weather and sea conditions to improve the efficiency and safety of vessel movements in busy harbors
Southeast	Increased water depth at major ports to accommodate larger cargo ships and containerships	Greater terminal capacity to meet future growth in cargo and provide alternative to West Coast ports	More rail linkages to marine terminals Improved road access to ports	None identified
Great Lakes	Continued active maintenance dredging to maintain safe channel depths Year-round access or lengthening of season	None identified	None identified	None identified
Pacific Northwest	Continued active maintenance dredging and lock development to maintain safe channel depths	Potential need for increased terminal capacity if demand grows significantly	Potential need for increased mainline feeder capacity to support future growth in cargo volumes Improved linkages between on-dock intermodal terminals and railroad mainlines	None identified

			Less congested roadways in terminal areas and increased access to Interstate highways	
West Coast	Increased water depth at major ports to handle fully loaded, large-capacity containerships	More terminal capacity and efficiency More on-dock rail infrastructure for container operations	Increased rail access capacity to handle large increases in cargo volume Less congested roadways in terminal areas and increased access to Interstate highways	Development of an integrated cargo information system to increase the efficiency of rail, truck, and maritime operations
Gulf Coast	None identified	More container storage space at marine terminals	Increased Interstate highway capacity to better link ports to the interior	More affordable U.S.-made vessels Greater recognition of intermodalism and policies that integrate the modes
Inland waterways	More electronic ("intelligent") aids to navigation Continued maintenance dredging of channels, especially in tributaries Modernized locks and reduction in backlog of lock maintenance	More container-on-barge terminal capacity	Greater access of inland waterway terminals to rail, highway, and pipeline networks	Security measures comparable with those in coastal ports More information about potential markets and more awareness among shippers of the advantages of inland waterway transportation More integration of inland waterways in regional transportation system planning