

Introduction
by
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The TRB Committee on Ports and Waterways and the Committee on Inland Water Transportation held their 11th Annual Joint Summer Conference in Chicago, Illinois on July 22 and 23, 1986. Each summer, these two TRB committees conduct a joint conference and business meeting, alternating meeting sites between deep-draft port cities and cities on the inland waterway system. Chicago was particularly appropriate for the meeting, as the Port of Chicago interconnects the deep-draft Great Lakes/St. Lawrence Seaway system with the inland waterway system.

In an effort to stimulate involvement in TRB's water transportation and shipping programs, this year's conference was held in conjunction with AASHTO's Standing Committee on Water Transportation and with the annual meeting of the Mississippi Valley Conference of State Highway and Transportation Officials.

The joint program attracted 80 persons to hear 14 speakers as part of four sessions on the first day of the conference. The four session topics included strategic planning and data needs for port and waterway development, an analysis of inland waterway operations, developments in rail/port intermodal coordination, and port economic impacts and state funding programs. The second day of the conference featured a bus tour of Global One, a new double-stack container railroad yard being constructed by the Chicago and North Western Railroad, and of the Controlling Locks on the Chicago River at Lake Michigan.

Tour of Global One

Global One is a \$435 million investment by the Chicago and North Western railroad to accommodate the handling and storage of containers and the loading and unloading of double-stack trains that run between Chicago and ports on both the east and west coasts. The facility, when completed in 1986, will have the capacity to handle four double-stack trains simultaneously or a total of 800 containers. One unique aspect of the facility is the triple-track configuration that enables two trains to pull along both sides of a stack train on the middle rail to transfer containers. On the outside of each set of three parallel tracks is a truck lane for containers to be transferred between the rail cars and flatbed chassis pulled by truck cabs. Another unique feature of the yard will be huge mobile cranes, now being built, that will span the three rail tracks and two truck lanes and will handle the transfer of the containers. An innovative feature of the yard is a number of chassis-stackers, which are metal racks against which the truck chassis are leaned vertically by fork lift trucks. The chassis-stackers are being installed to save on paved space that would otherwise have to be used to park the many flat-bed chassis that arrive at and depart from Global One.

Tour of Chicago Controlling Locks

The Controlling Locks were first installed on the Chicago River in 1900, when the City of Chicago undertook a project to reverse the Chicago River from flowing into Lake Michigan, which posed a severe health hazard by polluting lake waters. The existing lock, constructed in 1938, measures 600 feet in

length by 80 feet in width and has a depth of 23 feet. The lock is used primarily by recreation and tour boats, and about 600,000 tons of commercial traffic uses the lock each year. The lock is owned by the Metropolitan Sanitary District of Greater Chicago, and is operated by the Corps of Engineers under contract with a private company. This is the first Corps of Engineers' project to be operated under contract.

Paper Presentations

At the conference, presentations were divided into four major topics: 1) cargo forecasts and data needs, 2) analysis of inland waterway operations, 3) developments in rail/port intermodal coordination, and 4) port economics and port funding. The following are the papers or summaries of the presentations.

Cargo Forecasting and the Strategic Planning Process

by

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To gain an understanding of the role of strategic planning in the development of cargo forecasts, one needs to be aware of what is involved in strategic planning, why it is required, the role of cargo forecasts, the process of trade forecasting and interpreting the results.

Overview of Strategic Planning

Strategic planning is a continuous process which is different from traditional project specific planning. Strategic planning is required by a port or by a steamship company because of recent industry trends that are characterized by an acceleration of change, increased competition for cargoes, overcapacity and depressed earnings.

Industry Changes

1. Between 1960 and 1985, the coastal shares of U.S. liner service changed significantly. In 1960, the North Atlantic handled about 42% of U.S. liner cargoes; the Gulf, 29%, Pacific coast, 19% and South Atlantic, 4%. By 1985, the coastal shares and shifted dramatically as the Pacific coast handled about 37% of liner cargoes; North Atlantic, 29%; Gulf, 19% and South Atlantic, 14%.
2. Deregulation of railroads, trucking and ocean shipping has caused a shift from tariff rates to contract rates and to volume-driven pricing, increases in the types of transport services and depressed rates.
3. Changes in vessel technology have led to introduction of jumbo containerships which in turn have fostered innovations such as load ports, round-the-world vessel services and consortiums of steamship companies that rationalize services and share cargoes and revenues.
4. Double-stack rail services have proliferated in the U.S. to expedite inland shipments of containers to and from ports. By July 1986, most service was primarily from west coast ports. Seattle/Tacoma had 12 trains weekly to