

TRIENNIAL STRATEGIC PLAN (TSP)

Period: 2017-2020

PART 1: Committee Name and Scope

Committee Code *	AW020
Committee Name *	Standing Committee on Inland Water Transportation
- Date(s) reviewed	1/31/2017
- Change, if proposed***	
- No. of official members approving change/total number of members **	
Committee Scope *	This committee will consider research related to the movement of freight and passengers by inland and intra- and inter-coastal waterways. This will include planning, financing, management, vessels, ports and port facilities, environmental considerations, and engineering and operational aspects. The committee will also focus on the intermodal aspects of inland water transportation and intermodal system integration.
- Date(s) reviewed	1/31/2017
- Change, if proposed ***	
- No. of official members approving change/total number of members **	

* Show current, as it currently appears in the [TRB Online Directory](#)

** Includes Chair, Standing Committee Members, Emeritus Members, and Young Members

*** Show proposed, or Not Applicable

PART 2: Committee History

2.1

Year	2014	2015	2016	2017
Number of Members in Attendance at Annual Meeting		29	10	10
Number of Visitors in Attendance at Annual Meeting		11	21	22
Number of Papers Reviewed		6	2	6
Total Number in Attendance at Mid-Year Meeting	? ¹	11 ²	39 ³	

2.2

Sessions and workshops sponsored/cosponsored at the Mid-Year meeting, including name of co-sponsoring committee(s) if applicable (by year):

See below.

Annual Meeting Activities	
2017	
Session Number & Name	Number of Podium Sessions: 2 Number of Poster Sessions: 0 Workshops: 0
Session 344 (Lectern)	Growing Operational Resilience Within the Inland Water Transportation System
Session 480 (Lectern)	Research in Inland Water Transportation
2016	
Session Number & Name	Number of Podium Sessions: 1 Number of Poster Sessions: 1 Workshops: 0
Session 432 (Lectern)	Mississippi and Illinois River Lock Revitalization Using Public-Private Partnerships and Alternative Financing
Session 329 (Poster)	Current Research in Inland Water Transportation
2015	
Session Number & Name	Number of Podium Sessions: 2 Number of Poster Sessions: 1 Workshops: 0
Session 369 (Lectern)	Will the Promise of Inland Waterway Communication Networks Actually Improve Commercial River Operations?
Session 839 (Lectern)	New Research on Inland Water Transportation
Session 253 (Poster)	Current Trends in Inland Waterway Transportation
2014	
Session Number & Name	Number of Podium Sessions: 2 Number of Poster Sessions: 0 Workshops: 0
Session 659 (Lectern)	If Waterways Are So Great, Why Aren't We Paying for Them?
Session 352 (Lectern)	New Research on Inland Marine Transportation System

¹ Joint meeting of AW020 and AW040. Cannot find minutes of this meeting. No indication that they were ever prepared or approved.

² Joint meeting of AW020 and AW030. Count is from signed attendance log. The minutes did not include a list of attendees.

³ This was a joint meeting of the Marine Group. Total attendance was 22 in person and 17 via phone.

2.3

Provide title(s) and presenter(s) for informal presentations made at Annual Meeting and Mid-Year Committee meetings:

2014 Mid-Year Meeting:

- “Fuels as a Cargo Initiative” – Mark Carr (Channel Design Group)

2015 Annual Meeting:

- “Job Creation Benefits of the Lock and Dam System” – Mark Burton (University of Tennessee) and Ted Grossardt (Kentucky Transportation Center)
- “Congressional Viewpoint on Tax Policy” – Jacob Triolo (Office of Congressman Todd Means)
- “Eno’s Freight Funding Working Group: Update on Finding a Source for Investment Funds” – Paul Lewis (Eno Center for Transportation)
- “Federal Tax Credits, National Freight Policy, and Shifting Freight onto the River System” -- Greg Pritchett (Port of Henderson, KY)
- “Engaging State DOTs in Funding Improvements on Inland Waterways: A Case Study of the Gulf Intracoastal Waterway—Texas” – Annie Protopapas (Texas A&M Transportation Institute)
- “Leveraging our Comparative Advantage: State Funding for Inland Waterways and Ports” – Aaron Jermier (Center for Freight and Infrastructure Research and Education)
- “Surfacing from the Undertow: Pitching a Research-Based Approach to Reclaim the Promise of the U.S. Inland Waterway System” – Sarah McCormack and Candice Wallace (Kentucky Transportation Center)

2015 Mid-Year Meeting:

- None

2016 Annual Meeting:

- “P3 for Waterways Infrastructure Subcommittee” – Dennis Lambert (Chair of ASCE COPRI P3 for Waterways Infrastructure Subcommittee)

2016 Mid-Year Meeting:

- “Inspection of Towing Vessels: Final Rule” – Doug Scheffler (U.S. Coast Guard)

2017 Annual Meeting:

- “The Perils of Efficiency: An Analysis of an Unexpected Closure of the Poe Lock and its Impact” – Craig S. Gordon (U.S. Department of Homeland Security)

2.4

Provide titles of new research need statements (RNS) posted in TRB's RNS database (by year):

Multi-region Equilibrium Fuel Transport Model (2014)
Assessing Railroad Capacity in the Wake of Changing Fuel Transport (2014)
Re-evaluating the Competitive Influence of Available Navigation on Rail Rates as Fuel Transportation Shifts (2014)
Promoting Increased Sustainability Awareness on the Inland Waterways (2014)
Port Gentrification (2014)
Strategic Plan for Handling Certain Dangerous Cargoes on the Inland Waterways (2014)
Inland Waterway Workforce and Development (2014)
Assessing Freight Characteristics of Waterborne Cargo (2014)
Developing a Multimodal Freight Transportation System (2014)
Inland Waterways Strategic Investment Planning (2014)
Inland Waterways Funding Assessment (2014)
e-Navigation: Single Window Data Entry and Reporting (2014)

2.5

Provide title(s) of RNS submitted for funding consideration:

NOTE: If funded, include research project title/number and name of funding organization(s).

None.

2.6

Provide titles of synthesis topics submitted (by year):

NOTE: **List** any synthesis topic(s) funded in a research program.

None.

2.7

Membership Make-up:

As of January 2017, AW020 consisted of 16 members.

MEMBERSHIP TYPES	
Regular Member	11
State Department of Transportation Member	0
International Member	2
Young Member	3
GENDER	
Male	8
Female	7
DIVERSITY	
White	11
Black	0
Hispanic	0
Asian or Pacific Islander	0
American Indian	0
Two or More Races	0
Unknown	5
MEMBER AFFILIATION	
Public-Sector	5
Private-Sector	6
Academia	1
Nonprofit/Other	4

TRB’s committee rules allow for a total of 25 Regular Members, 2 State Department of Transportation Members, 5 International Members, and 4 Young Members (younger than 35 years old) for a total committee membership of 36 persons.

As of January 2017, AW020 could add 14 Regular Members, 3 International Members, 2 State Department of Transportation Member, and 1 Young Member. The committee membership’s next rotation will occur in April 2019.

2.8

Provide any of the following:

- Any special publications, such as TR circular, and conference proceedings
- Sponsored or co-sponsored specialty conferences, symposia, workshops, webinars or other joint efforts with other TRB committees, other TRB entities, or other organizations (i.e. AASHTO, FHWA, State DOTs, ASTM, ASCE, and/or other modes of transportation)

Co-Founder, along with the Freight Systems Group (AT000), of the TRB Subcommittee on Fuel and Energy Transportation, which is now an official subcommittee of the Freight Systems Group. The first meeting of the Subcommittee was January 2016.

PART 3: Committee Future Outlook Statement and Committee Three-Year Plan (Limit 1,500 words total)

Committee Future Outlook Statement

The committee future outlook statement should include a discussion of the primary factors and influences that will shape the transportation community and topic(s) within the committee's scope over the short-term (one to three years) and long-term (four to seven years). This statement should include:

- *identification of emerging, critical, and cross-cutting issues **within the committee scope** (these issues could have been identified by the committee, Section, Group, Technical Activities Council, TRB Executive Committee, or other transportation committees and organizations);*
- *identification of emerging, critical, and cross-cutting issues **outside the committee scope** that provide opportunities for liaison and collaborative efforts (these issues could also come from a wide range of sources).*

Emerging, Critical, and Cross-Cutting Issues:

1. The aging infrastructure. The inland river system locks and dams are deteriorating, and the funds available to maintain and modernize the system are inadequate.
2. We exist in a political environment of budget reduction at all levels of government. How does this impact inland water transportation now, and how will it impact it in the future?
3. The nation continues to value a transportation system in which most of the tonnage and ton-miles of freight is transported via truck transportation. A truly intermodal system would improve the quality of the environment and help relieve the freight capacity constraints observed with the other surface modes, especially highway transport.
4. Our nation is facing dramatically increasing freight volumes, and there is a need for much of this increase to be handled by non-highway modes.
5. State funds for the maintenance and construction of new roads will be limited in the coming years. Thus, states with navigable waterways may consider giving more accommodation to water transportation.
6. There is a lack of adequate funding for dredging.
7. The use of probe data via Automated Identification System (AIS) on inland waterways to better understand delays, capacity needs and cargo flows. The next step would be connecting that flow data to other modal sources to understand multimodal freight flow from a network standpoint.
8. What is the relationship between fuel prices on modal choices? How do changes in fuel prices impact the inland water transportation system?
9. What are the critical climate-related issues impacting inland water transportation, now and in the years to come?
10. There is a pending lack of manpower for the industry. The workforce is aging, and not many young people are being attracted to the inland waterway transportation industry.
11. Reduced coal production and usage. How does this impact the inland water transportation system?

In implementing the Strategic Plan, the Committee should coordinate where appropriate with the following committees, each of which has a common set of goals to increase the efficiency of the river system for economic and environmental production.

1. Ferry Transportation
2. Ports and Channels
3. Agricultural Transportation
4. Intermodal Freight Transportation
5. Marine Environmental Committee
6. Marine Safety and Human Factors Committee

Committee Three-Year Plan

*The committee plan is a short, focused statement of where the committee wants to go and how to get there. The committee plan may include, but is not limited to: **projects, activities and products** that the committee will undertake during the next three years to address the emerging, critical, and cross-cutting issues identified above;*

- *How the current or proposed changed membership composition will respond to issues identified above;*
- *strategies to encourage significant involvement by the committee's Young Members, state DOT members, and other key constituents, both during committee meetings and at other times;*
- *committee's communication activities, and efforts to provide assistance and technology transfer to the transportation community;*
- *research – for the TRB committees, “research” is a very broad concept that can begin with providing the user perspective on research needs, writing research needs statements, tracking research, understanding the funding available for research in their topic area, developing case studies, lessons learned, disseminating research, technology transfer, and other activities that will advance the state of the practice. Potential research activities are:*
 - *research directions, results, and needs or gaps;*
 - *plan for maintaining and augmenting the Research Need Statements (RNS) database;*
 - *efforts to address research implementation and user needs, and ways to identify research use and implementation.*

The Inland Water Transportation Committee proposes the following strategic goals for the next three years:

1. Develop and implement a recruitment plan to increase committee membership from its current level (16 members) to 25 members, with particular emphasis on increasing minority participation.
2. Placed increased emphasis on the development of research needs statements, synthesis topics, and calls for papers based on the critical issues identified above, with the goal of producing at least one RNS, one synthesis topic, and one call for papers each year.
3. Continue sponsoring the research necessary to address the critical issues identified above and to demonstrate the value of the inland waterway transportation systems in meeting the current and future transportation needs of our nation.