



MARAD FACT SHEET

Inland Waterways Intermodal Cooperative Program



America's Advocate for the Maritime Industry

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Strategic Objective: To address and promote intermodal transportation by companies that use America's inland waterways through research and development. The focus is industry-driven technology priorities that will support an integrated transport system for the movement of both domestic and international freight.

Vision

Increase both the productivity and efficient flow of cargo moved on a secured inland waterway system through the introduction of innovative technology and intermodal networks

Mission

To foster research and technology development among domestic transportation organizations which use the United States inland waterways system.

Background

The Inland Waterways Intermodal Cooperative Program (IWICP) was conceived to provide leadership in adopting leading-edge business practices and cargo handling solutions to waterways users and support a sustainable and seamless intermodal transportation system. The IWICP was developed to assist inland waterway users and their customers advance a system that is safe, secure, efficient, effective, and accessible, while applying technology to achieve its goals.

Under the guidance and assistance of the Maritime Administration, the IWICP is working toward achieving a system-wide intermodal transportation network that is efficient in the intermodal distribution of goods. With the waterway as the backbone of the system, the IWICP will link waterway interests with shippers, short-line rail, and road carriers.

The IWICP will plan, market, and promote the system and seek funding to alleviate growing congestion throughout mid-America. The IWICP will seek to make this system among the most efficient wa-

waterway networks in the world. The IWICP will foster regional development by increasing the productivity of intermodal cargo movements through a combination of new methods of cargo handling technology, innovation in terminal design, and new freight identification technology.

In recent meetings, the IWICP working group agreed that the most important issues are those that relate to understanding and developing new markets for intermodal transportation using the inland waterways. "Container-On-Barge," in particular, is an important new business area for the inland waterway system and needs significant attention from both an outreach and marketing perspective. Additionally, better coordination and integration with shippers and third party logistics companies that make transportation decisions on behalf of shippers is needed to aid the outreach effort.

Proposed Initiatives

- The development of a Container-on-Barge (C-O-B) pilot project on the Lower Mississippi River. This includes the preparation of a "white paper" that will define the specific approach as to how the Cooperative members want to proceed.
- The IWICP is cooperating and functioning in close coordination with other entities and initiatives that can help further the inland waterway agenda. In particular, the IWICP is working with the Marine Transportation System National Advisory Committee (MTSNAC) and its related organizations to seek funding through SEA-21 (or similar) legislation that can provide funds to meet inland waterways needs. The IWICP is also working with AASHTO (including its regional organizations), short-line railroads, regional trucking associations, and other professional groups to determine common interests and strategies.
- The IWICP is developing working groups to deal with high priority issues including: (a) developing new market for waterways services, (b) business practices, (c) professional development, (d) public policy, and (e) port and terminal administration.