



## MARAD FACT SHEET Intermodal Development



### America's Advocate for the Maritime Industry

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**Strategic Objective:** Ensure intermodal capacity to support National goals of economic competitiveness and national security.



#### OFFICE OF INTERMODAL DEVELOPMENT

Promote the utilization of marine-related intermodal transportation systems and provides technical assistance to agencies and organizations concerned with intermodal development. Primary areas of emphasis include access to ports; technology innovations and pilot projects to demonstrate improved techniques to enhance intermodal transportation.

#### Background

Ports play an essential role in the U.S. economy. Today, over two billion tons of goods, produced or consumed in the United States move through our Nation's ports and waterways. This volume is expected to more than double over the next 20 years. Marine freight, in particular, is growing at a fast pace because of market globalization brought about by innovations in logistics and production patterns. These global changes are already generating demand for more marine terminal capacity, more efficient landside access and better intermodal connections to the surface transportation system. In the meantime, expansion of freight transportation infrastructure has slowed dramatically in the United States, despite these projections of freight growth, because of environmental, land access, and cost issues. If port improvements are not implemented, existing bottlenecks will increase in severity and potentially degrade the efficient intermodal movement of goods. The Maritime Administration (MARAD) is in a unique position to help reduce these potential capacity constraints through promotion of technological advances and new network designs that will result in higher productivity without incurring greater costs.

## Initiatives

### **Cargo Handling Cooperative Program**

The goal of the Cargo Handling Cooperative Program (CHCP) is to increase the productivity of marine freight transportation companies through cargo handling research and development. The CHCP, conceived as a public-private partnership, works to foster research and technology development among U.S. intermodal companies. The members actively pursue innovative cargo handling development to increase productivity and cost effectiveness of cargo operations.

### **Inland Waterways Intermodal Cooperative Program**

The goal of the Inland Waterways Intermodal Cooperative Program (IWICP) is to address and promote intermodal transportation by companies that use America's inland waterways through research and development. The focus of the IWICP is industry-driven technology priorities that will support an integrated system for the movement of both domestic and international freight.

### **Delaware River Maritime Enterprise Council (DRMEC)**

MARAD is working with DRMEC and the Military Traffic Management Command to develop a RISK (RAPID International Security Knowledge) Alert system to combine shipment and transportation information from the port of origin to final destination in North America. The RISK Alert system will be part of a RAPID (Regional Agile Port Intermodal Distribution) Center (a neutral transport and logistics portal). The RAPID Center is a component of RAPID system that is a demonstration of advanced agile port technologies.

### **Port of Anchorage Intermodal Expansion Project**

At the request of the Port of Anchorage, MARAD was designated the primary agency to establish and implement the port intermodal expansion project. The Port is currently participating in regional efforts to encourage development of natural resource industries. The Port is concentrating its efforts to facilitate movement of cargoes and provide for the requirements of existing customers. It is doing this by: developing and improving land managed by the Port; improving and expanding the rail and road transportation network serving the general Port area; and replacing an aging under-capacity petroleum valve yard needed to service South-central Alaska fuel distributions. This is multi-modal multi-funded project that will be a model for smarter project development and should be completed in about 7 years.

### **Intermodal Access to US Ports and Marine Terminals**

MARAD has primary federal responsibility for ensuring the availability of efficient water transportation service to shippers and consumers as well as effective intermodal transportation connections. In MARAD's Strategic Plan, under the Government Performance and Results Act, a pivotal strategic goal is *Intermodalism*: Improve intermodal transportation system performance by applying advanced technology and innovation. MARAD's success in achieving this strategic goal will be measured by a number of factors, a critical one being the increase of containerized cargo throughput capability. We developed a survey instrument to achieve this performance goal. *Intermodal Access to U.S. Ports Survey* and *Intermodal Access to U.S. Marine Terminals Survey* will provide MARAD with key road, rail, and waterside access data and highlight the issues that affect the flow of cargo through U.S. ports and terminals. Annual surveying of the industry will provide an overall indicator for cargo flow, capacity trends and requirements.

### **Efficient Marine-Rail Interface**

For the past several years the Center for the Commercial Deployment of Transportation Technologies (CCDoTT) has been developing Agile Port System (APS) concepts. APS consist of a variety of marine and inland intermodal terminals that are connected by freight corridors. For example, an inland intermodal terminal may support multiple marine terminals such as an Efficient Marine Terminal and High Speed Ship Terminal. APS is being developed to increase the productivity and efficiency of commercial marine and inland intermodal terminals. By taking a systems approach to marine terminals and inland terminal infrastructure development, while incorporating a comprehensive data management structure, CCDoTT is investigating APS because of their agility and flexibility to handle commercial cargo needs and military needs during times of deployment and sustainment.