

RELATED DEVELOPMENTS

U. S. MARINE TRANSPORTATION SYSTEM: WATERWAYS, PORTS, & THEIR INTERMODAL CONNECTIONS

The U. S. Department of Transportation in conjunction with other Federal agencies is sponsoring a series of regional listening sessions and a national conference to improve the marine portion of the national transportation system. The objective of this effort is to support a safe and environmentally sound world-class waterways system that improves our global competitiveness and national security. Marine transportation is now characterized by many diverse organizations engaged in a complex environment, often working independently and for the accomplishment of different goals. This initiative will address the future needs of the Nation by improving the coordination and cooperation among all stakeholders.

The Maritime Administration and the U. S. Coast Guard have joined efforts to bring together stakeholders, other USDOT and Federal entities, state governments, industry, and state/local port authorities. Cooperating Federal entities include the U.S. Army Corps of Engineers, Environmental Protection Agency, National Oceanic and Atmospheric Administration, Minerals Management Service, National Imagery and Mapping Agency, and the U.S. Customs Service.

During the summer of 1998, seven Federally-sponsored, two-day regional listening sessions were held to gather information¹⁹. The first day of each regional listening session was an open forum to receive the views and opinions from the public concerning the current state and future needs of our marine transportation system. The second day of each session was a structured focus group discussion. A representative cross section from the region's ports, terminals, stevedores, pilots, vessel operators, railroads, truckers, environmental community, and others were selected to provide their expertise on the current state and future needs of our marine transportation system. A summary from each regional listening session will be placed in the public docket and will be available for public review and comment. The regional listening sessions built upon information from other Department of Transportation led outreach activities that identified issues of significance to the marine transportation system. For example, workshops in 1997 addressed the impact of larger container ships; in 1994, outreach sessions led to an action plan to improve the dredging process in the United States; and, in 1993, port visits identified landside intermodal access impediments.

The Secretary of Transportation will host a national conference to be held in Washington, DC, on November 17-19, 1998. This conference will address key issues identified in the regional

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The regional sessions were held in New Orleans, Oakland, New York, Cleveland, St. Louis, Charleston, and Portland (OR).

listening sessions and other outreach efforts. The purpose of the national conference is to develop potential solutions to these problems and explore various strategies to implement these solutions.

SUPPORT OF DEFENSE INTERMODAL TRANSPORTATION

MARAD is required by law to act as the intermediary between the commercial sector and the military on container issues in connection with deployment of U.S. Armed Forces, or other national defense requirements. Under 46 CFR Part 340, the Maritime Administrator is to identify container and/or chassis suppliers that can furnish DOD with the required equipment needed for a contingency and to minimize the disruption of the commercial sector.

The commercial transportation sector invests in new equipment and technology to become more competitive and reduce overall costs. These transportation advantages can be put to use in the defense sector. With recent changes in the national defense strategy and the downsizing of the U.S. military establishment, an increased emphasis is placed on the need for a more effective deployment of forces in times of national emergency using the commercial intermodal transportation system. The benefits that the military can derive from containerization and intermodal transportation are the same as in the commercial sector: lower costs, decreased transit times, and lower rates of damage.

MARAD has increased its coordination with the commercial and military sectors to explore ways that the existing system can be used for military purposes. Programs such as the U. S. Transportation Command's Center for the Commercial Deployment of Transportation Technology (CCDoTT) are reviewing existing and emerging technologies that may be of benefit to military deployments. MARAD's Voluntary Intermodal Sealift Agreement has been established to prepare the commercial shipping industry for possible future deployment contingencies. The Cargo Handling Cooperative Program assists member companies to explore ways to increase productivity and enhance competitiveness.

DOD's vision for deployment is to use the commercial transportation system to assist it in the rapid deployment of large amounts of materiel on short notice with well-planned, maintained, and sufficient transportation facilities. New directives within the DOD reinforce the concepts of intermodalism and containerization. A recent Joint Chiefs of Staff publication entitled, *Joint Tactics, Techniques and Procedures for Use of Intermodal Containers in Joint Operations*, states "Intermodal transportation that is flexible and fast is used by the Department of Defense to prepare, deploy, support, and sustain forces assigned or committed to a theater of operations or objective area." Other directives within DOD specify minimum containerization requirements for certain military cargoes.

Cargo Handling Cooperative Program

Since its inception in 1983, the goal of the Cargo Handling Cooperative Program (CHCP) has been to increase the productivity of marine freight transportation companies through cargo handling research and development. The CHCP, conceived as a public-private partnership, was designed to foster research and technology development among U.S.-flag ocean carriers. The membership actively pursued innovative cargo handling developments to increase the productivity and cost effectiveness of cargo operations. The organization undertook initiatives that led to international recognition. This included playing a key role in two standards development efforts for automatic equipment identification. As the leader of one effort, the program organized representatives from all areas of the U.S. transportation industry and government. Drawing on input from maritime, trucking, rail, and air industries, as well as Department of Defense, port authorities, Federal and state highway departments, and vendor organizations, program members formulated standard requirements and alternatives for automatic equipment identification. In the second effort, CHCP collaborated with the technical committees and working groups of the American National Standard Institute and the International Standards Organization (ISO) on the establishment of the international standard for automatic identification of freight containers (ISO 10374). Recognition of the international standard for automatic equipment identification, and commercial acceptance and implementation of this technology in member terminals, represents ultimate success of one of the most ambitious initiatives of the program.

Other significant projects included the prototype equipment location system which effectively showed that a mobile inventory vehicle can accurately identify and locate containers and chassis to within one slot of their true positions 99.4 percent of the time. Another project, hand-held computer technology, was successfully demonstrated to allow shipside equipment-transaction data collected during vessel loading and discharge operations to be recorded and transmitted to mainframe databases in real-time. There was also a video container recognition system that was used to track tagged and non-tagged containers in and out of a marine terminal.

The new focus of the Cargo Handling Cooperative Program is industry-driven technology priorities. This focus is critical to develop a more integrated transportation system for the movement of international and domestic freight, based on advanced technologies in (1) infrastructure design, (2) seamless international transportation networks, and (3) more efficient communication and information flows. Initiatives to enhance such a transportation system should be based on a system-level approach to freight transportation from origin to destination. This allows for the development of a framework wherein segments of technologically advanced transportation networks are developed in relation to total system requirements. Key to this concept are advances in water and surface transportation technology and infrastructure requirements, including intermodal transfer points. On the terminal side, this will require advances in design and operating systems that complement advances in ship design and

operations. Surface transportation networks, in addition to infrastructure needs, will require advances in modal networks and interfaces, handling systems, communications, and information systems.

Center for the Commercial Deployment of Transportation Technology

The United States Transportation Command (USTRANSCOM), the City of Long Beach, and California State University Long Beach (CSULB) established a Memorandum of Understanding in 1995 for CSULB to operate the Center for the Commercial Deployment of Transportation Technologies (CCDoTT).

On June 20, 1997, USTRANSCOM and MARAD entered into a Memorandum of Agreement to jointly continue the CCDoTT program as a cooperative effort utilizing funds provided by DOD. USTRANSCOM and MARAD share in the technical management of the program. In addition, MARAD has the responsibility of administering the MOU of June 20. On September 4, 1997 MARAD entered into a cooperative agreement with CSULB Foundation on behalf of CCDoTT.

The purpose of CCDoTT is to improve the overall commercial/defense transportation system by combining their relevant capabilities, resources, and technologies. This is accomplished through a strong government, industry, and academic partnership. Specifically, the areas examined are: (1) ports, terminals, intermodal transfer, and intransit visibility and transportation technologies, (2) high speed sealift ship system configurations, and (3) rapid deployment technologies. These areas are consistent with the Congressional language on "...prototyping of agile port facilities operating in combination with high speed sealift and related rapid deployment technologies, and the enhancement of capabilities for cargo and personnel movement tracking and total asset visibility." CCDoTT works to increase system performance, to speed the integrated movement of commercial and military cargoes, and to enhance the U.S. global rapid response capabilities.

The program is funded on a yearly basis. Funding is broken down into individual research projects or tasks based on the innovation and scientific merit of the proposed projects. These projects are reviewed by a Working and Steering Group and recommended for approval. MARAD, USTRANSCOM and USCLB negotiate the recommended tasks. Final approval is made by USTRANSCOM and MARAD.

Freight Identification Systems - Tagging and Tracking

The use of freight identifications systems is expanding in both the private and government sectors. Imaging systems and RF (radio frequency) tag systems are in use at the modal

(terminal) interfaces. Customized systems for freight and asset management are successfully deployed for use within the terminal and during transportation between terminals and customers. The Department of Defense is testing its own freight identification system. The long term goal is to advance and thus improve the United States competitiveness by creating a seamless, intermodal freight movement system. The intermodal freight movement community is clearly at a technology crossroads. MARAD, ITS America, CCDoTT, and FHWA sponsored (June/98) a workshop to bring together leaders from the public and private sectors to collaboratively set an action agenda to address interoperability issues in intermodal freight location and identification systems. The workshop invited members from intermodal carriers, shippers, port and terminal operators, motor carriers, railroads, associations, and the Departments of Defense, Treasury, and Transportation. Industry and Government attendees discussed their current systems and future requirements for freight identification and location (containers, trailers, etc.) across the modes and international borders. The goal was to engage the attendees in a dialogue that will lead them to: (1) identify potential benefits of greater harmonization across freight communities in using freight identification technologies, (2) identify candidate projects that will help to achieve the desired benefits, (3) draft an action agenda to achieve these benefits, and (4) identify organization(s) willing to lead and actively participate in the resulting agenda initiatives. Proceedings of the workshop were published in September 1998.

INTERMODAL EDUCATIONAL INITIATIVES

MARAD, FHWA, and the Research and Special Programs Administration (RSPA) developed a proposal to pursue a more formal relationship with respect to cooperative freight transportation education and training initiatives. A primary objective of these initiatives is to expand the logistics and intermodal programs at the U.S. Merchant Marine Academy (USMMA) through coordination with the National Highway Institute (NHI) of FHWA and the University Transportation Centers Programs (UTCP) managed by RSPA. The motivations driving the proposed cooperative effort are: (1) the need for coverage of international intermodal transportation under RSPA's university program structure, (2) the expansion of NHI's coverage of logistics and intermodal freight transportation topics, (3) the current development of a logistics and transportation major at the USMMA, and (4) the broader objective of the Department to establish a national transportation education and training policy. An Interagency Working Group composed of representatives from the three agencies is investigating areas of mutual interest and cooperation. Key areas include:

Identification of Existing Courses - Both NHI and the USMMA offer courses that could be used to enhance each other's existing educational and training programs. The objective is to evaluate existing courses relevant to logistics and intermodal transportation for their potential application in the respective programs of each organization and to plan for the transfer of course materials or the development of joint program initiatives as appropriate.

Development of New Course Materials - The objective is to fill any gaps in course offerings by each organization and to expand the coverage of logistics and intermodal freight transportation within the context of the Department's National Freight Transportation Policy statement.

Enhanced Departmental Coverage of Intermodal Transportation - The primary objective is to integrate the USMMA more fully into the broader spectrum of the Department's university programs pertaining to domestic and international intermodal transportation.

Administrative and Financial Issues - The objective is to identify areas of cooperation regarding program management (e.g., course maintenance and staffing) and financial resource allocation (e.g., expenditures for travel and module software).

Joint Program Development - The long-term objective is to explore the potential of comprehensive joint programs that can be administered by either two or all three participating organizations.

MARITIME ADVANTAGE INTERMODAL INITIATIVE

The Maritime Advantage Intermodal Initiative (MAII), developed by the Maritime Administration's Central Region, seeks to integrate the region's maritime transportation community into the respective states' intermodal transportation planning process and to enhance their participation in Federal programs. A better understanding of regional transportation problems and trade opportunities will facilitate multi-state and multi-modal cooperation. Because of the MAII region's unique natural and developed maritime resources, such cooperation can be a distinct advantage in meeting the inevitable challenges posed by the expansion of domestic and international trade. For example, of the many ports located on the U.S. Gulf Coast, six rank among the Nation's top ten. In addition to the rail and highway network, these ports are linked by a highly developed inland waterway system with over 1,000 marine deep or shallow water terminals. No other combination of states has this magnitude of maritime infrastructure.

MAII will emphasize the goal of facilitating local government and planning organization initiatives aimed at coordinating economic investments in intermodal facilities that impact regional commerce. Fostering local/state/Federal partnerships to improve the delivery, efficiency, and connectivity of infrastructure investments will also be a priority.

Specifically, MAII will participate in the Latin America Trade and Transportation Study (LATTs), to increase the awareness of trade opportunities with Latin America. This participation will assist the Gulf Coast region effectively plan, invest, and develop strategies to increase their market share of this expanding trade area.

MAII has begun the Freight Interface Educational Laboratory Demonstration (FIELD) project to increase the understanding of intermodal freight by sponsoring a series of technical field tours of intermodal facilities for regional transportation planners and managers. The tours will be conducted by USDOT regional representatives.

The Federal Data Partnership program is intended to provide an opportunity for MAII state DOTs and MPOs to gain knowledge of and access to USDOT data resources by surveying their information needs and developing a program to describe these data resources.

The Inland Public Port Connectivity Inventory will conduct a comprehensive needs assessment of the region's inland ports. This effort will help to ensure that these ports are capable of meeting future waterborne commerce demands.

MAII participants include the state DOTs of Alabama, Arkansas, Florida, Louisiana, Mississippi, Oklahoma, Tennessee, and Texas; three state maritime agencies, Federal transportation agencies, and maritime industry representatives.

NATIONAL DEFENSE - NATIONAL PORT READINESS NETWORK (NPRN)

The National Port Readiness Network was formed in 1984 and was composed of six Federal agencies involved in port activities during a military deployment. The number of agencies in the Network has grown over time and it is now composed of nine agencies. In addition to the Maritime Administration, the current members are U.S. Army Forces Command (FORSCOM), U.S. Transportation Command, U.S. Army Military Traffic Management Command, U.S. Navy Military Sealift Command, U.S. Army Corps of Engineers, U.S. Coast Guard, U.S. Atlantic Command, and Commands of the Maritime Defense Zone. MARAD is the permanent chair of the National Port Readiness Network Steering Group and the National Port Readiness Network Working Group. As Chair, MARAD has the lead in the development of new initiatives to ensure port readiness.

For the past several years, selected ports, which the military plans to use during a deployment, have been issued planning orders. These are non-binding letters of intent which provide the ports with deployment information for planning purposes. Planning orders are now issued for only a one year period in another effort to encourage communication among ports, terminal operators, and the military. The Network instituted a program of semi-annual visits to ports with planning orders to improve the deployment process. Efforts are being made to have ports participate in FORSCOM's Key Asset Protection Program.

The Network is encouraging the exchange of deployment data between the military personnel responsible for the logistics of a unit move and the unit itself. This information can be used to identify and discuss lift requirements, port capabilities, and commercial disruption impacts.

The identification of industrial property near ports which could be used as cargo staging areas is being examined as a means to alleviate potential problems associated with surge movements of military cargo through commercial port facilities. Other initiatives include increasing the emphasis and support of local Port Readiness Committees, enhancing port readiness exercises, and updating of various publications.

PORT FACILITY CONVEYANCE PROGRAM

The National Defense Authorization Act for Fiscal Year 1994 (Pub. L. 103-160) authorized the Secretary of Transportation to convey needed surplus Federal real property to non-Federal public entities without monetary compensation for use in the development or operation of a port facility. This authority was subsequently delegated to the MARAD.

The program requires MARAD to receive, evaluate, and approve applications after consultation with the Departments of Labor and Commerce and recommend assignment of surplus property to MARAD for final conveyance to an applicant. Final assignment decisions are made by a disposal agency--military service or General Services Administration. All conveyances are in perpetuity by a MARAD Quitclaim Deed which contains the terms, conditions, reservations, and restrictions of the conveyance.

MARAD is responsible for enforcing compliance with the provisions in the deed. The program is designed to create jobs, encourage economic development, and assure adequate port capacity to meet future trade and national defense needs.

MARAD has received eight applications since the inception of the program. The highlights of the applications are as follows:

- o Port of Benton, Richland, WA - In September 1996, MARAD conveyed approximately 71 acres of the former Department of Energy Hanford 3000 Area to the port for development into a foreign trade zone and industrial park. The property complements the port which is located on the Columbia River.
- o Oxnard Harbor District, Port Hueneme, CA - Approximately 33 acres of the former Naval Civil Engineering Laboratory were conveyed to the port in March 1997. The port is developing the property into cargo staging area, improving terminal access, and expanding cold storage facilities.
- o Port of Los Angeles, Los Angeles, CA - The application to convey approximately 26 acres of the former Long Beach Naval Station located in the City of Los Angeles has been tentatively approved. The principal use of the property is to provide rail access and a

Seaside Avenue/Navy Way grade separation for cargo terminals on Terminal Island (Pier 300 and 400) and the dry bulk terminal.

- o Rhode Island Economic Development Corporation, North Kingstown, RI - The application and requested assignment of approximately 259 acres of property located at the former Naval Construction Battalion Center in North Kingstown, RI, has been approved. The property will be used for industrial and maritime terminal support uses.
- o Port of Long Beach, Long Beach, CA - Two applications are under review by MARAD. The port is interested in acquiring the former Long Beach Naval Station including the Navy mole. The port and the community are evaluating re-use alternatives.
- o Port of Stockton, Stockton, CA - The port has requested conveyance of approximately 1,450 acres known as "Rough and Ready Island" for development into a commercial port facility using existing warehouses and facilities. The property is adjacent to the current port.
- o Village of Harrisonburg, Harrisonburg, LA - The Village has requested conveyance of the former Harrisonburg Lock and Dam No. 2 for development into a port facility. The property is located on the Ouachita River.

CONRAIL ACQUISITION

CSX and Norfolk Southern (NS) announced (April 8, 1997) a \$10.3 billion agreement to divide the routes and assets of Consolidated Rail Corporation (Conrail) in a transaction. On June 23, 1997, CSX, NS, and Conrail filed an application with the Surface Transportation Board (STB) jointly seeking authority for NS and CSX to acquire control of Conrail and for the subsequent division of Conrail's assets. The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. The applicants anticipate that the proposed transaction would provide for benefits that include: reduced energy usage, enhanced safety, reduced highway congestion, reduced system-wide air pollutant emissions, expanded competition, and a more efficient rail transportation system. In a filing in late April, CSX and NS asked the STB to review the joint application on an expedited basis, requesting a 255-day schedule. The STB adopted a 350-day procedural schedule for the proposed transaction proceeding and determined that preparation of an environmental impact statement (EIS), in accordance with the National Environmental Policy Act of 1969, was warranted in this case.²⁰

²⁰ The draft EIS was issued by the STB in December, 1997, and the final EIS was issued on May 29, 1998.

On June 8, 1998, the STB approved the transaction²¹ and adopted the Merger Team's Final Recommendations, Broad Issues.²² A written STB decision was published on July 23, 1998. In its decision, the Board noted that the transaction, as enhanced by the conditions it is imposing, will result in a procompetitive restructuring of rail transportation throughout much of the Eastern United States.

The STB's statutory function in reviewing rail mergers is to balance the benefits of the merger against any competitive harm that cannot be mitigated by conditions. The STB found that the benefits of this merger were substantial. The transaction will create two strong competitors in the East that will provide improved rail service opportunities throughout the Northeast and South. Through the development of shared assets and joint access areas, it will bring competition back to many areas that had lost options through the creation of Conrail.

The STB has the authority to impose conditions to mitigate harm that a merger would produce. Here, the applicants themselves structured the merger so as to improve the circumstances of shippers and localities throughout the East. Additionally, the applicants responded to the concerns of many affected parties by modifying the proposal through private-sector settlements that further improved the circumstances of a number of shippers and localities.

The conditions that the STB voted to impose, while extensive, recognize the operational and competitive integrity of the proposal and the importance of preserving and promoting privately negotiated agreements. The STB's conditions require 5 years of oversight, along with substantial operational monitoring and reporting to ensure that the merger is successfully implemented; mitigation of potential adverse impacts on the environment and on safety; recognition of employee interests, including a reaffirmation of the negotiation and arbitration process as the proper way to resolve important issues relating to employee rights; and several conditions that recognize the vital role of smaller railroads and that assist regions such as New York State, New York City, and New England. As an example of the various deals and agreements which compose the transaction, New York State and New England shippers could gain new rail competition *via* a number of conditions, as NS was given trackage rights affecting service in Buffalo and Rochester, and Canadian Pacific received access from Queens to Albany (Selkirk).

²¹ Generally, see CSX/NS/Conrail Voting Conference, STB Chairman's Closing Statement and Vote (June 8, 1998) and Statement and Vote, Gus A. Owen, Vice-chairman, Surface Transportation Board, Finance Docket No. 33388, CSX/NS/Conrail Merger (June 8, 1998), both at [ULR://www.stb.dot.gov/newsrel.nsf](http://www.stb.dot.gov/newsrel.nsf)

²² See Surface Transportation Board, STB Finance Docket No. 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company --Control and Operating Leases/Agreements --Conrail Inc. and Consolidated Rail Corporation -- Merger Team's Final Recommendations Broad Issues (June 8, 1998), on [ULR://www.stb.dot.gov/newsrel.nsf](http://www.stb.dot.gov/newsrel.nsf)

Upon Federal approval, CSX will become a 23,000 route-mile system serving 23 states, the District of Columbia, and the Canadian provinces of Ontario and Quebec. NS would enlarge its system to 20,000 route miles in 21 states.

All told, the restructuring of the rail system in the East will provide intermodal shippers with the benefits of rail competition to and within the eastern United States. The restructuring should ensure competition from two comparably sized balanced eastern railroads, and will introduce competitive services to major markets such as New York and New Jersey that critics claim have not had rail competition for more than two decades.

As to more specifics concerning the increased competition involving the New York market, currently, rail carriers other than Conrail attempt to compete in the New York intermodal market. However, they must use Conrail tracks and lack the right to build adequate terminals, which prevents them from competing effectively. The restructured eastern rail system will provide direct competitive rail service to the Port of New York and New Jersey, now served solely by Conrail.

Further, the transaction promised to bring a balanced market share for long term competitive service by two railroads similar in size, market access, and financial strength by providing competitive, owned routes between New York and Chicago, the Nation's intermodal hub. It also pledges competitive, owned routes between New York and the Southeast, as well as two rail carrier competition at the Ports of Baltimore and Philadelphia.

Another sample of an advantage to the New England market is the April 1998 agreement whereby NS and Guilford Rail System agreed on the creation of competitive new intermodal service for that area. Beginning in mid-1998, New England Thoroughbred Intermodal Service will link Guilford Rail's newly-constructed terminals at Devens Commerce Center in Ayer, Massachusetts, and at Waterville, Maine, with NS's network of 34 intermodal terminals.

Based on the anticipated benefits from the acquisition, the applicants believe that the rail improvements will encourage manufacturers and other shippers to switch from trucks to railroads, alleviating road congestion, highway maintenance spending, and taxpayer costs. Within three years of the transaction being approved, more than 1.1 million truckloads of freight per year could be diverted from eastern and mid-western highways to the rails, saving 120 million gallons of diesel fuel annually and reducing levels of toxic air emissions. For example, this could lead to a reduction of more than 12.6 million truck miles on New York highways and save the state more than \$1.5 million annually in highway maintenance costs due to reduced truck traffic.²³

²³ Generally, see, ULR: http://www.csx.com/med/acq_pressreleases.htm

AMERICAN HERITAGE RIVERS INITIATIVE

In his 1997 State of the Union Address, President Clinton announced the American Heritage Rivers initiative to help communities revitalize their rivers and the banks along them--the streets, the historic buildings, the natural habitats, the parks--to help celebrate their history and their heritage. According to the needs they identify, communities along these rivers will receive special assistance. American Heritage Rivers is an umbrella initiative designed to more effectively use the Federal government's many resources. Environmental, economic, and social concerns will be addressed through a plan that is designed and driven by the local community.

On July 30, 1998, President Clinton designated 14 "American Heritage Rivers" assuring that communities along these rivers will get help implementing their plans for restoring and protecting the environmental, economic, and cultural values of their rivers and riverfronts.

Vice President Gore stated that, "the message of this initiative is clear: there is nothing more powerful than water as a catalyst for economic revitalization and cultural renewal. Working together as partners, we can clean up America's rivers, create new jobs, and strengthen the communities that surround them for generations to come."

The 14 rivers designated include:

- o Blackstone and Woonasquatucket Rivers (MA, RI)
- o Connecticut River (CT, VT, NH, MA)
- o Cuyahoga River (OH)
- o Detroit River (MI)
- o Hanalei River (HI)
- o Hudson River (NY)
- o New River (NC, VA, WV)
- o Rio Grande (TX)
- o Potomac River (DC, MD, PA, VA, WV)
- o St. Johns River (FL)
- o Upper Mississippi River (IA, IL, MN, MO, WI)
- o Lower Mississippi River (LA, TN)
- o Upper Susquehanna and Lackawanna Rivers (PA)
- o Willamette River (OR).

The objectives of American Heritage Rivers Initiative include:

- o It will focus on economic revitalization, natural resource and environmental protection, and historic and cultural preservation. Once a community is chosen, a single contact, called a "River Navigator," will be available to help citizens identify Federal assistance to

complement existing project resources, helping them achieve the goals of their self-designed plan.

- o In addition to providing the River Navigator, Federal agencies will make existing field staff available to each American Heritage River to help match community needs with available resources from current programs. For example, the River Navigator could work with the community to address pollution problems, attract local entrepreneurs and small businesses, improve flood protection, protect agricultural land, and watersheds, rebuild historic docks and buildings, restore eroded stream banks, and seek out economic opportunities.
- o Communities along American Heritage Rivers will receive improved access to technical and financial assistance from Federal agencies. These agencies will work with community members to make the community aware of Federal actions in the area and coordinate these activities with community goals.

ASIA-PACIFIC ECONOMIC COOPERATION (APEC) - Dredging Needs Study

MARAD, working in cooperation with the APEC Port Experts Group, is undertaking a dredging needs study of the APEC economies, including the United States. This effort will identify the major dredging issues facing APEC ports. The study is scheduled for completion by the end of 1998. MARAD is also working on a related project with the APEC Port Experts Group which will develop an Environmental Code of Practice (ECP) for APEC ports. The development of an ECP will provide a set of guidelines for best environmental protection management practices in APEC ports. The guidelines will be based on common environmental management and program practices, objectives, and elements that can be identified to assist APEC member economies in addressing the complex issues associated with port activities in estuarine environments.