What’s All This About Marine Highways?

Northeast Diesel Collaborative Ports Working Group
May 19, 2010
Coastwise Coalition

- Ports and Terminal Operators
- Longshore and Shipboard Labor
- Vessel Architects and Builders
- Vessel Owners and Operators
- Non Federal Agencies
- Transportation Planners
- Academicians and Consultants
- Truckers
Geographically

- Short Sea: U.S., neighbors
- Policy Discussion: US/US, US/CN on Great Lakes-SLS
- AMH: US Contiguous, US/CN on Great Lakes
  - Intermodal, non-bulk
  - International container and domestic freight
Cabotage Requirements*
• American Built
• American Crewed
• Carriage between US ports

* Jones Act, Passenger Vessel Services Act
Coastwise Coalition

What’s Driving It?

- Underutilized Maritime Sector
- Over-utilized Landed Transport System
- Energy & Environmental Imperatives
- Greater Attention to System Resiliency
- Greater Awareness of Options to Trucking as We Have Known It
RELATIVE CAPACITY: BARGE, RAIL, TRUCK

Equivalent Units

- One barge: 15 jumbo hopper cars
- One 15 barge tow: 2.25 100 car unit trains
- 58 large semis
- 870 large semis
“….including the establishment of a pilot program to designate Marine Highway Corridors to relieve congestion on roadways.”
Coastwise Coalition

Institute for Global Maritime Studies
in cooperation with
The Fletcher School of Law and Diplomacy, Tufts University

AMERICA’S DEEP BLUE HIGHWAY
HOW COASTAL SHIPPING COULD REDUCE TRAFFIC, LOWER POLLUTION, AND BOLSTER NATIONAL SECURITY

Transportation For America
THE ROUTE TO REFORM

BLUEPRINT FOR A 21ST CENTURY FEDERAL TRANSPORTATION PROGRAM
Coastwise Coalition

What’s Driving It?

I-95 Corridor Coalition

Short-Sea and Coastal Shipping Options Study

Executive Summary
Coastwise Coalition

What’s Driving It?
What Is It?

- Existing Service
- Planned Service
Coastwise Coalition

Existing Service

Tote Ocean Trailer Express

Osprey Line
Coastwise Coalition

Existing Service

Detroit-Windsor Truck Ferry
Coastwise Coalition

Existing Service

ISC Rail Ferry
Mexico - Mobile
Columbia Coastal Transport

Existing Service

NY- Boston | Norfolk - Baltimore
Coastwise Coalition

Existing Service

64 Express
Norfolk - Richmond
Coastwise Coalition

SeaBridge Freight
Brownsville - Manatee

Existing Service
Coastwise Coalition

Planned Service

New Bedford - Canaveral
Eco Transport
Oakland-West Sacramento-Stockton
Planned Service

- Container on barge service
- Port of New York/New Jersey Manhattan/Port Elizabeth
- Connectivity to rail at industrial park
- Capital needs = $19.5 million
- Reconstruction of wharf
PORT AUTHORITY BOARD APPROVES PURCHASE AND REDEVELOPMENT OF GREENVILLE YARDS, INCLUDING A BARGE-TO-RAIL FACILITY TO TAKE TRUCKS OFF THE ROAD  (May 18, 2010)

“… will serve as the lynchpin to removing up to 360,000 trash trucks annually from trans-Hudson crossings and New Jersey highways… Each year, the Port Authority spends more than $30 million maintaining the deck of the George Washington Bridge upper roadway, due primarily to truck traffic. …the reduction of up to 360,000 trash truck trips a year will significantly reduce [emissions]…”
Coastwise Coalition

AMERICAN FEEDER LINES

Planned Service
Coastwise Coalition

Planned Service

Roadships

Coastal Connect

Marine Highways

SeaBridge
What’s the Policy?

- Recent Developments and Direction
- Potential Developments and Direction
ENERGY INDEPENDENCE AND SECURITY ACT OF 2007
Subtitle C—Marine Transportation
SEC. 1121. SHORT SEA TRANSPORTATION INITIATIVE.
(a) IN GENERAL.—Title 46, United States Code, is amended by adding after chapter 555 the following:
“CHAPTER 556—SHORT SEA TRANSPORTATION
“Sec. 55601. Short sea transportation program.
“Sec. 55602. Cargo and shippers.
“Sec. 55603. Interagency coordination.
“Sec. 55604. Research on short sea transportation.
“Sec. 55605. Short sea transportation defined.
SEC. 3515. AMERICA’S SHORT SEA TRANSPORTATION GRANTS FOR THE DEVELOPMENT OF MARINE HIGHWAYS.

Section 55601 of title 46, United States Code, is amended by adding at the end the following:

“(g) GRANTS.—

“(1) IN GENERAL.—The Secretary shall establish and implement a short sea transportation grant program to implement projects or components of a project designated under subsection...
National Marine Highway Policy

What’s the Policy?

– Goods Movement Hierarchy... “Keep goods movement on water as long as possible, and then on rail as long as possible and truck it for the last miles.” Deputy Secretary Porcari, March 24, 2010.

– The DOT is working with ports... “to take trucks off the road and to really utilize the Marine Highway.” Secretary LaHood, 2010.

– Marine Highway Program implementation & Federal Partnerships.
Surface Transportation Authorization Act (Oberstar)

State Freight Corridor Plans

- **Short Sea Shipping Projects**
  - The freight corridor plan may include transportation projects related to short sea shipping routes if the geographic, transportation, and economic characteristics of the corridor make short sea shipping routes operationally and financially viable.
To amend the Internal Revenue Code of 1986 to exempt from the harbor maintenance tax certain shipping between United States mainland ports.

IN THE HOUSE OF REPRESENTATIVES

110th Congress 1st Session

H.R. 981

Mr.続く

IN THE HOUSE OF REPRESENTATIVES

June 5, 2007

Mr. Mica introduced the following bill; which was read twice and referred to the Committee on Transportation and Infrastructure:

A BILL

To amend the Internal Revenue Code of 1986 to exempt certain shipping from the harbor maintenance tax.

1. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,
Coastwise Coalition

What’s the Policy?

America’s Deep Blue Highway

- Develop/implement comprehensive transportation vision
- Eliminate HMT on coastal shipping
- Invest $150M in Fed funds in prospective coastal ports
- Preserve working waterfronts
- Promote the use of alternative fuels for coastal shipping
- Encourage the development of more efficient ships
- Encourage shipbuilding industry to reinvent itself by building a new fleet of environmentally friendly coastal ships
- Incorporate American Marine Highway into homeland security and infrastructure protection plans
- Encourage hazmat to be offshore and away from pop. centers
- Improve Federal collection of transportation statistics
Intermodal Freight Modeling including Carbon Footprint

James J. Corbett
Theme: Air Emissions in the Maritime Industry
SHIP OPERATIONS COOPERATIVE PROGRAM
November 10 & 11, 2009
MITAGS in Linthicum, Maryland
GIFT Model Summary

- Most freight is transported *unimodally* by carbon-intensive modes

- There may be economic and environmental benefits associated with *intermodal freight transport* – and all modes may benefit

- The GIFT model helps the user analyze the potential costs and benefits of intermodal routes and freight transportation policies

Geospatial Intermodal Freight Transportation (GIFT) Model

Decision makers can explore tradeoffs among alternative routes, across modes, and identify optimal routes for economic, energy and environmental objectives.

Intermodal freight network optimization model to evaluate objective tradeoffs.

Developing resources for “table-top” exercises with industry and agencies.

Evaluates performance against benchmarks and optimizes with respect to possible targets.

Web-version in development.

Which mode do you prefer?

Wilmington to Boston Scenario

Wilmington, DE to Boston, MA

- RAIL (BestCase)
- WATER (Ellie J)
- WATER (Dutch Runner 2% S)
- WATER (Dutch Runner)
- RAIL (WorstCase)
- TRUCK
- WATER (Invader)
**Some Questions**

- How do we develop more transportation capacity when parts of the system are at or near design capacity?
- How can we fix the many system chokepoints?
- As demand for freight and commuter service continues to grow how can we build new capacity in a rail system hemmed in by other land uses?
- How might marine technology be applied to these problems?
- How can we finance the system that we need?
- Can the nation’s transportation deficiencies be adequately addressed **without** considering the underutilized maritime sector?
SAMPLE POLICY AGENDA

• Create a freight ferry program
• Authorize designation of water routes in highway system.
• Re-establish the Office of Intermodalism in OST
• Allow mode-blind decisions on infrastructure investment
• Provide short term incentives to shippers and truckers
• Provide incentives to invest in greener equipment
• Improved financing for marine highway vessels
• Improve and expand freight data
• Training of transportation planners and engineers
• Give the MARAD needed resources
Marine Highway Benefits

• Reduced Congestion
• Better Air Quality
• Fuel Conservation
• Infrastructure Cost Avoidance
• Safer HazMat Transportation
• Greater Surface Transportation Resiliency
• Improved Highway Safety
Water Transportation Network
Proposed Corridors, Connectors and Crossings

Corridors
Connectors
Crossings
2010 Marine Highways Program

- **Designate Marine Highway Corridors**
  * Focus efforts and resources of multiple state, Transportation planners, local entities

- **Designate Marine Highway Projects**
  * Identify projects that would offer best public benefit (congestion, emissions, energy and infrastructure savings)
  * Provide support to expand or start new operations (promote, coordinate, research, and identify federal cargos. Remove impediments)

- **Identify Incentives, Impediments and Solutions**
  - Report to Congress
    - Establish Marine Highway Advisory Board
    - Identify & propose short term incentives

- **Conduct Research**
  * Identify environmental and transportation benefits
  * Vessel design, technology, emissions, fuel economy & increase efficiency
  * Studies to identify and implement solutions for specific projects

- **Capital Construction Funds are available for vessels in Marine Highway trade.**
Marine Highway Grant Program

• Approved Marine Highway Project
• 20% Local Funding Required
• Grant Applications Due 8/1/10
• Grants Awarded September 2010
• Funds must be obligated within one year
Expected Timetable

• Final Rule published April 9, 2010
• DOT designates AMH Corridors in April 2010
• Federal Register notice calling for project applications published April 15, 2010
• AMH Grant Funding Notice in May 2010
America’s Marine Highways

As we seek solutions to congestion, air quality, and infrastructure capacity, we must view the Marine Highways as a vital part of the surface transportation system.

America’s Marine Highways offer immediate benefits to everyone:

- Reduced Congestion
- Better Air Quality
- Fuel Conservation
- Infrastructure Cost Avoidance
- Safer HazMat Transportation
- Improved Highway Safety
- Increased System Resiliency
America’s Marine Highways

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