

**Draft**

Minutes of Committee Meeting

A1B05: Intermodal Freight Transport

Friday, July 27, 10:15 – 12:15 pm

The Vail Marriott Mountain Resort

Vail, CO

1. Attendance (Attachment A)
2. Agenda (Attachment B)
3. Minutes from January 2001 Annual Meeting
  - a. Minutes from the January meeting were distributed to committee members in attendance. Since this was the first opportunity to review the minutes, there was no motion to approve the minutes. Steve Kale will e-mail members for approval.
4. Comments from Committee Staff – Elaine King
  - a. TRB is embarking on a renewed focus on integrating freight into the planning process. TRB has conducting freight research in the past, including some NCHRP reports, but most of it has been piecemeal.
  - b. The deadline for papers for the 2002 Annual Meeting in Washington, DC is August 1.
  - c. TRB is undertaking a strategic planning process this year. They will be seeking input from TRB members.
  - d. Future Meetings
    - i. The 2002 summer meeting of the ports/waterways committees will be in either Memphis or Pittsburgh.
    - ii. The location for the 2002 summer meeting of the planning/economic committees has not been determined. Several locations under consideration include: Providence, RI; Saratoga Springs, NY and the Florida Keys.
    - iii. The ports/waterways committees and the planning/economic committees will conduct a joint summer meeting in Portland in 2003.
    - iv. The 2002 Annual Meeting will be January 13-17 in Washington, DC.
    - v. The freight research ideas submitted to Tina Casgar are expected to be used at a National Freight Forum scheduled for December.
    - vi. TRB is planning a freight workshop on Sunday, January 13 in conjunction with the Annual Meeting.
- 5.
6. Reports from Other Committees

- a. The Urban Freight Transportation Committee (A1B07) is interested in co-sponsoring sessions with A1B05. They are considering topics such as e-commerce and business communities.
  - b. The Taxation and Finance Committee (A1A01) is hosting a Conference on Innovative Finance in August. There will be a session on freight transportation.
  - c. The Task Force on Environmental Justice in Transportation (A1T52) is looking at the impacts of freight facilities on Environmental Justice communities.
  - d. The Task Force on Transportation and Sustainability (A1T57) is another group addressing this issue.
  - e. The Transportation Planning Needs and Requirements of Small and Medium Size Communities Committee (A1D05) is developing a "Practical Procedures for Freight Planning" document. They are also hosting a conference in September and are seeking papers on freight and logistics.
  - f. The Statewide Multimodal Transportation Planning (A1D01), Social and Economic Factors in Transportation (A1C06) and the Public Involvement in Transportation (A1D04) Committees are all interested in freight issues.
  - g. The Access Management Committee (A1D07) is interested in access issues related to trucks.
7. Old Business
- a. A1B05 submitted its triennial self-evaluation on March 1. It is posted on the committee website (<http://www.wilbursmith.com/a1b05/tse.htm>).
8. Subcommittee Reports/New Business
- a. A1B05 conduct a session on freight planning at the summer meeting. Thanks to Mark Berndt, Ted Dahlburg, and Kate Quinn for presenting and Jennifer Clinger for moderating.
  - b. The committee has 5 subcommittees. Members and friends are encouraged to take an active role by becoming involved in subcommittees: internal liaison, external liaison, communications, research and membership.
9. New Committee Secretary and Members
- a. Six members of the committee have rotated off. Thank you for your service. Ten new members have been added. The committee has 25 members, 2 under-30 members and 2 international members (there is space for one more international member)
  - b. Robert Ritter is the new Committee Secretary
  - c. Membership Guidelines. Jennifer Clinger, Chair, Membership Subcommittee, has spearheaded the development of Membership Guidelines (see Attachment C). These are intended to encourage professional diversity on the committee and are intended to codify what should happen, but not be too restrictive.
- 10.
11. Newsletter

- a. The committee is still trying to establish a twice-yearly newsletter (April/May and October/November). Contact Steve Kale if you are interested.
12. Freight Cooperative Research Program
- a. Tina Casgar, Foundation for Intermodal Research and Education, and Chair, Multimodal Freight Transportation Section (A1B100), has asked each freight committee to develop 1-3 research ideas. She wants to establish a freight transportation research program to encourage and better coordinate efforts to conduct freight research. Research ideas are due by September 30. Please send your ideas to Steve Kale.
13. Potential Intermodal Freight Research Topics
- a. Paul Belella, Chair, Research Subcommittee, presented 10 potential research topics to help spur ideas (attachment D). More are needed for the new Freight Cooperative Research Program and other research efforts. Please contact Paul to help develop these ideas.
  - b. Volunteers are needed to help review research papers submitted for TRB annual meetings.
  - c. The research subcommittee is looking for people who are willing to be active. We need to develop good sessions by actively soliciting and reviewing papers and developing research problem statements.
  - d. Steve Kale commended Paul Belella and Mike Onder for their efforts.
14. 2002 Annual Meeting
- a. January 13-17, 2002
  - b. The committee issued a joint call for papers with the Urban Freight Transportation Committee (A1B07).
  - c. Papers are due August 1, 2001. TRB strongly encourages electronic submission.
  - d. Steve Kale will be seeking paper reviewers in early-August. 3-5 reviewers per paper are needed. Reviews are due by September 14.
  - e. Names of session organizers, speakers and topics are due by October 2
  - f. Proposed Sessions:
    - i. Watching this Space: A Dramatic Year in European Freight and Intermodal Transportation – Sustainability and Liberalization. Bryan Stone is organizing this session as a follow-up to last year's. The European Union's revised common transport policy and renewed efforts to liberalize intermodal freight regulations will have been in place long enough for a lively discussion of their effects. Transportation is one of the last areas in Europe to be liberalized. These new regulations could be the last chance for intermodal in Europe. Contact Bryan if you can help identify speakers.
    - ii. Intermodal Freight Movement along U.S. Trade Corridors. Paul Belella is organizing this session to explore the challenges and opportunities to having corridor organizations (i.e. I-35, I-95, I-5 corridors). What does being part of a corridor organization do to help planning and moving freight? What are the challenges?

- iii. Freight Issues, Needs and Responses. Three sessions in a series are being planned with the Urban Freight Transportation (A1B07), Freight Transportation and Logistics (A1B02) and possibly Intergovernmental Relations and Policy Processes (A1A03) committees.
  - 1. Possible topics for the Emerging Trends and Issues session are time performance, public perception of freight, increasing volume of freight and the effect and relationship of freight sustainability to smart growth.
  - 2. Possible topics for the Assessing System Needs session are freight operations strategies and freight specific projects and data.
  - 3. The Public and Private Responses session will provide outstanding examples and discuss championing freight as an agenda for states. A committee member recommended this session include a large shipper discussing how they select distribution sites.

Our committee needs to decide how to contribute from an intermodal freight perspective.

Contact Steve Kale to help organize these sessions.

15. Announcements/Other

- a. Transportation and Economic Development 2001 Conference, Portland, OR, September 23-25, 2001, [www.ted2001.com](http://www.ted2001.com)
- b. National Freight Planning and Programming Conference, Memphis, TN, October 1-3, 2001, [www.ops.fhwa.dot.gov/freight](http://www.ops.fhwa.dot.gov/freight)
- c. Building the Partnership: Metropolitan Planning and Freight Transportation Workshops and Site Visits, Philadelphia, PA, October 9-11, 2001, contact Robert Ritter, [rob@enotrans.com](mailto:rob@enotrans.com)

16. The meeting was adjourned at 12:22 pm.

Attachment A

List of Meeting Attendees

**A1B05: Intermodal Freight Transport**

**Summer Meeting**

Friday, July 20, 2001, 10:15 am - 12:15 pm

Vail Marriott Mountain Resort

Vail, CO

**Members:**

Steve Kale, Oregon Department of Transportation (chair)

Jennifer Clinger, DMJM + Harris (vice chair)

Rob Ritter, Eno Transportation Foundation (secretary)

Paul Belella, Booz-Allen + Hamilton

Mark Berndt, Minnesota Department of Transportation

Kevin Chang, University of Washington

Evie Chitwood, Maritime Administration

Ted Dahlburg, Delaware Valley Regional Planning Commission

Arno Hart, Wilbur Smith Associates

Jocelyn Jones, Baltimore Metropolitan Council

Gerald Rawling, Chicago Area Transportation Study

Bryan Stone, Stone Intermodal

Chip Wood, US Department of Transportation

**Friends:**

David Bierling, Texas Transportation Institute

Henry Canipe, TransTech Management, Inc.

Michael Demetsky, University of Virginia

Robert Elder, Maine Department of Transportation

W. Gordon Fink, Emerging Technology Markets

Bob Hofstad, Minnesota Department of Transportation

Susie Lahsene, Port of Portland

Libby Ogard, Tioga Group

R. Leo Penne, American Association of State Highway and Transportation Officials

Khali Persad, Texas Department of Transportation

Kate Quinn, Federal Highway Administration

John Valerio, Colorado Department of Transportation

Robert Whitford, Purdue University

**TRB Staff:**

Elaine King

Attachment B

**TRB Intermodal Freight Transport Committee**

A1B05

Summer Business Meeting

Friday, July 20, 2001

10:15 a.m.

Vail Marriott Mountain Resort

Vail, CO

Opening Comments and Introductions	All
Additions/Changes to the Agenda	All
Minutes from January 2001 Annual Meeting Clinger	Jennifer
Comments from Committee Staff	Elaine King
Reports from Other Committees Various	

Old Business

Steve Kale

Tri-ennial Self Evaluation

<http://www.wilbursmith.com/a1b05/tse.htm>

Subcommittee Reports/New Business

Various

New Committee Secretary and Members

<http://www.wilbursmith.com/a1b05/people.cfm>

Membership Guidelines

Liaison with Other Committees

Web Page and Newsletter

<http://www.wilbursmith.com/a1b05/index.cfm>

Potential Intermodal Freight Research Topics

Cooperative Freight Research Program

2002 Annual Meeting  
Kale

Steve

Proposed Sessions

1. "Freight Issues, Needs, and Responses:

A Decade of Experiences after ISTEA

(three sessions, co-sponsored with A1B01, A1B07, and possibly A1A03)

A: Emerging Trends and Issues

B: Assessing System Needs

C: Public and Private Sector Responses

2. "Watching This Space: A Dramatic Year in European Freight and

Intermodal Transportation—Sustainability and Liberalization"

(one session, possibly co-sponsored with one or more other committees)

3. "Intermodal Freight Movement along Trade Corridors"

(one session, possibly co-sponsored with one or more other committees)

## Conference Reports

All

Summer Ports, Waterways, Freight & International Trade Conference,

Galveston, TX, June 24-27, 2001

## Announcements/Other

All

Transportation and Economic Development Conference, Portland, OR,

September 23-25-2001 [www.ted2001.com](http://www.ted2001.com)

## Adjourn

### Attachment C

#### Draft Guidelines for Committee Membership

##### Committee A1B05

July 31, 2001

#### TRB Guidelines on Appointments

The TRB Executive Director, on behalf of the Chair of the Executive Committee, appoints the committee members for a 3-year period. Reappointments are limited by the National Academy of Sciences' requirements for substantial rotation of membership. Interim appointments are for a period designated by the Executive Director.

Members of a committee are selected on the basis of their interest in and ability to contribute to the study of the subject or to the solution of the problem under consideration. When recommending the appointment or reappointment of committee members, a committee chair should ensure that all appropriate disciplines are represented. A reasonable balance in the employment or professional connections of members should be sought. A balanced committee might be composed of research and operating personnel from transportation departments and representatives of federal and local government, industry, consulting firms, universities, and other appropriate agencies or organizations especially interested in the committee's scope and objectives. Depending on the scope of the committee, representatives from various transportation modes should be appointed.

A committee chair should be alert to developments in related fields that might make additional appointments desirable. Appointment of more than one member from an organization is not usually considered conducive to balance and diversification of interest

but may be justified when the additional members bring needed additional talents and viewpoints to the committee. The committee membership should be reviewed annually to see that appropriate balance is being maintained. Official committee rosters are those maintained by and at the TRB offices. Chairs are encouraged to review official rosters when they are distributed to ensure correctness.

Membership on committees is on an individual basis. Members do not represent their organizations on a committee. Chairs should be constantly alert to potential conflicts of interest.

## Committee A1B05 Membership Guidelines

### **A. Statement on Diversity**

Committee A1B05 recognizes the importance of maintaining personal and professional diversity in its membership. The committee seeks to maintain a reasonable balance of interests so that its programs and priorities adequately reflect those of the entire intermodal freight industry. The committee chairman will make appointments to the committee to maintain an appropriate balance of professional backgrounds, industry segments and expertise in transportation issues.

### **B. A1B05 Guidelines on Membership**

#### **1. Professional Background**

Committee A1B05 strives to maintain diversity in its membership from different geographic areas, industry sectors, and levels of government. The following describes the various levels of professional diversity that the committee seeks to achieve:

- A. Geographic Areas: The committee should include members from all parts of the U.S. and Canada, as well as various international representatives.
- B. Industry Sectors: The committee should include representatives from private-sector transportation companies, governmental agencies, universities, and other organizations.
  - 1. Private Industry: This should include transportation service providers, equipment suppliers, and engineering/consulting services. Where possible, the committee should seek to appoint members that are directly involved in these occupations, or members of associations that represent these industries across various modes (road, rail, water, air and intermodal).
  - 2. Government: This should include representatives from the federal government (including different administrations in the US Department of Transportation and other agencies); state DOTs; and local / regional

agencies such as Metropolitan Planning Organizations, Port Authorities or local planning agencies.

3. Universities: The committee should seek to achieve a balance of representatives from large and small universities.
4. Other: The committee should include representatives from other organizations with interests in intermodal freight transportation. These could include associations that represent key industry stakeholders, such as transportation associations, government agencies, or transportation users. As a secondary priority, the committee should appoint members that represent general transportation policy interests without a specific emphasis on freight transportation.

## **2. Professional Contributions**

The committee recruits members that have demonstrated experience and interests in intermodal freight transportation. The committee seeks to involve members that have made professional contributions to the transportation industry through work or research experience. This can be reflected in many ways, including years of professional experience in the transportation sector; demonstrated research experience such as studies, papers or presentations; or achievement of a high level of responsibility for freight transportation issues in a government organization.

## **3. Contributions to Committee Activities**

Committee members participate in committee activities, including regular participation in annual and summer meetings; membership in at least one sub-committee; and timely responses to occasional requests for information and input from committee and subcommittee chairs. Members who are not able to fulfill their responsibilities should resign from the committee.

## **III. METHOD OF SELECTION**

Prospective new members will submit brief statements of interest to the committee chairman, who will distribute them to the membership sub-committee chairman along with his/her recommendations or other information. The membership subcommittee will review the materials and make recommendations to the committee chairman based on the following:

1. Contribution to the diversity of the Committee
2. Demonstrated professional contributions to the field of Intermodal Freight Transportation
3. Potential and actual contributions to Committee activities, including subcommittee activities

The committee chairman will make the committee appointments based on the current composition of the committee, recommendations of the membership committee, and current developments in the field of intermodal freight transportation.

#### **IV. NUMBER OF MEMBERS**

Committee A1B05 is permitted to have a maximum of 25 regular members. In addition to these members, the committee may appoint three "international" members (professionals who reside and work outside of the United States) and two members under the age of 30.

In addition, the committee chairman maintains a list of "friends" of the committee. These are transportation professionals that have attended previous committee meetings, participated in committee activities or sessions, or have indicated a desire to stay on the committee's mailing list. Friends of the committee are eligible and encouraged to serve on all of the A1B05 subcommittees, with the exception of the membership committee. When considering new members, the committee chairman and the membership committee will consider applicants that have been friends of the committee.

Attachment D

### ***TRB Intermodal Freight Transport Committee***

Expanded Thoughts on

Potential Research Topics

June 1, 2001

<b>Topic</b>	<b>Description</b>
Business Implications Associated with Moving to Gray Chassis Fleet	Intermodal chassis owners (typically ocean carriers) estimate that millions of dollars are lost each year due to the difficulties associated with individual ownership and maintenance of intermodal chassis. Common problems reported by these chassis owners include empty repositioning, unauthorized use, and asset location and deployment. Each of these represents a cost that many of these owners are convinced could be more effectively controlled if multiple chassis users pooled their assets into a shared, or "gray" fleet that would serve all the members of the pool. This study would examine the business implications

	(i.e., effects on profitability, operations, etc.) associated with establishing and operating such a pool.
Barriers to and Incentives for Greater Use of Rail for Trans Border Goods Movement	The challenges associated with the movement of goods by truck between the NAFTA partner countries have been well documented. Traffic at land border crossings, particularly along the border between Texas and Mexico, and concerns over the safety fitness of non-U.S. trucks and drivers, suggest that barriers to fully open international borders will exist for the foreseeable future. One possible alternative that may offer some relief from current traffic and safety concerns is the expanded use of rail, particularly for longer hauls. This study would examine the economic, operational, and political implications of greater rail use, with the specific goal of identifying possible barriers and incentives.
Alternatives to Dray Operations on the Southern Border	Due to restrictions imposed by a combination of laws and business practices, a significant portion of the goods moved across the Southern border at ports like Laredo, TX are moved in trailers pulled by dray operators. This practice has long been recognized as operationally inefficient, despite the fact that cottage industries (e.g., storage yards) have blossomed as additional sources of revenue thanks to these inefficiencies. This study would examine potential alternatives to this business model, with particular attention paid to the possibility that new distribution networks will form once the borders are "opened."
Meeting the Economic Promise through Improvements in Freight Productivity	The importance of efficient freight movement on the end-price and profitability of goods has been well documented. The competitive nature of the freight movement industry is testament to the influence shippers have on transportation costs. This study would examine the broad economic effects of increases in freight productivity.
Understanding Freight Infrastructure Investment Needs	The FHWA has made significant progress toward a better understanding the investment needs associated with intermodal connectors. These connectors are acknowledged as important components of an efficient intermodal freight transportation network. However, there are multiple other parts of the intermodal freight system that may justify, and benefit from, public sector investment. This study would examine the various components in the system, with the goal of identifying opportunities for injecting public sector support that would result in significant benefit to domestic freight transportation.

<p>Identifying Means to Improve Chassis Fleet "Roadability" through Technology</p>	<p>Thanks to a combination of forward-thinking commercial vehicle manufacturers and a supportive public sector, much is being learned about how technology can be leveraged to enhance the safety of commercial vehicles. However, most of these technologies are too expensive and complex to justify the investment necessary to place them on intermodal chassis. This is particularly true given the often extreme use and irregular maintenance seen by most chassis. This study would seek to identify low-cost alternatives to more complex tractor-based technologies that would promote improved chassis roadability and service life.</p>
<p>Long-Term Viability for Wide Use of Electronic Manifests and Bills of Lading</p>	<p>Current operational tests are examining the technical and operational feasibility of using electronic files as substitutes for intermodal freight manifests. What remains to be understood is the long-term viability of such electronic exchanges on a larger scale. The intermodal freight community already makes extensive use of electronic data interchange (EDI) transaction sets. This study would examine the similarities among and differences between the two approaches from economic, legal, and technical perspectives.</p>
<p>Prevalence and Implications of Using Freight Terminals as Mobile Warehouses</p>	<p>Without question, supply concepts like just-in-time delivery and time-definite-delivery save manufacturers and shippers untold millions of dollars each year. They no longer must bear the burdens associated with storage and multiple moves. However, many in the transportation industry have cynically seen these practices result in little more than "mobile warehouses." These moving warehouses, which may take the form of loaded trailers or freight terminals, still exact a cost on the transportation community. This study would examine the extent and broad effects of the use of freight terminals as mobile warehouses (i.e., the real and opportunity costs associated with the practice).</p>
<p>Opportunities for Streamlining and Facilitating Public Planning for Intermodal Freight Operations</p>	<p>(insert Steve's idea for smaller MPOs)</p>
<p>Impact of E-Commerce on Intermodalism and Freight Productivity</p>	<p>The explosion of e-commerce has had a profound effect on freight demand in the U.S., and globally. The express delivery industry has seen a marked increase in demand for time-sensitive freight movement. However, what remains to be fully understood is the impact of e-commerce on the general freight industry, and more broadly, intermodalism</p>

	<p>and freight productivity. Many common carriers have become links in supply chains that rely heavily upon e-commerce applications to run smoothly. This study would examine how e-commerce has effected change in the intermodal freight community, particularly how electronic information exchange has driven changes in business operations. The end goal would be to identify real and potential gains in freight productivity.</p>
<p>Rail Infrastructure Investment Needs – How the Public Sector Can Help</p>	<p>The lack of sufficient infrastructure has long been lamented as a primary reason behind the limited competitiveness of rail freight. While it continues to be used to haul bulk and long-distance, non-time sensitive goods, rail has had a very difficult time offering services in more time-sensitive commodities. Spotty delivery reliability is most often blamed for rail's lack of appeal. However, many attribute reliability problems to the lack of sufficient infrastructure. In contrast, rail has also proven to be an economical and safe way to transport large volumes of freight. This study would examine the role of infrastructure in rail competitiveness, and seek to identify potential ways that public sector investment might be appropriate.</p>
<p>Engaging the Private Sector in Network-Wide Freight Productivity Improvement Initiatives</p>	<p>Experts agree that the efficient movement of freight, particular intermodal freight, is dependent upon a complex network of stakeholders working in cooperation across modes, and often within modes. Practitioners, to some degree, appear to understand this as fact, yet a combination of factors, including intense competition, have contributed to some reticence to participate in efforts to collaboratively explore network-wide solutions to well-documented inefficiencies. This study would examine the barriers to greater cooperation and participation, and identify opportunities and methods for engaging heretofore reluctant stakeholders.</p>