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**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

PRELIMINARY INTERMODAL DATA INVENTORY

*68018 Ed Mazzulli
68015 Susan Gaskins*

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**Prepared by
Office of Intermodalism
Intermodal Data Working Group**

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Preliminary Intermodal Data Inventory

I. Introduction

One of the duties of the Office of Intermodalism, specified in Title V of the Intermodal Surface Transportation Efficiency Act (ISTEA), is the development of an intermodal transportation data base. Section 5001(c) of the ISTEA states:

"(4) INTERMODAL TRANSPORTATION DATA BASE. - The Director shall develop, maintain, and disseminate intermodal transportation data through the Bureau of Transportation Statistics. The Director shall coordinate the collection of data for the data base with the States and metropolitan planning organizations. The data base shall include -

- (A) information on the volume of goods and number of people carried in intermodal transportation by relevant classification;
- (B) information on patterns of movement of goods and people carried in intermodal transportation by relevant classification in terms of origin and destination; and
- (C) information on public and private investment in intermodal transportation facilities and services.

The Director shall make information from the data base available to the public."

In October of 1992, the Office of Intermodalism covered a Departmental Intermodal Data Working Group. Membership of the Working Group is listed in Section IV of this document. The purpose of the Working Group is to provide the Departmental focal point for the coordination, planning and development of the intermodal data base as required by (ISTEA). The Working Group's charter is to:

- Review departmental sources of intermodal data.
- Review external intermodal data sources.
- Develop a preliminary inventory of current data holdings in the Department and industry.
- Establish preliminary DOT intermodal data requirements.

The Working Group is coordinating its efforts with the Bureau of Transportation Statistics, the DOT's Transportation Data Coordinating Committee, and the Federal Interagency Transportation Statistics Committee.

The first phases of the Working Group's responsibilities, the review of intermodal data sources and the development of a preliminary inventory of intermodal data bases, have been completed. The purpose of this document is to establish the baseline of current intermodal data used by DOT. The current data sets included in this inventory may provide some of the building blocks for the intermodal data base required by ISTEA; others will have to be developed based on Departmental requirements, which will be assessed by the Working Group in the next phase.

In Section II of this document we have defined intermodalism for the purposes of this inventory and indicate the basic attributes of intermodal data bases.

II. Defining Intermodal Data

The Office of Intermodalism, working with representatives from several DOT organizations, has defined intermodalism as follows:

First, intermodalism involves connections: the convenient, rapid, efficient, and safe transfer of people or goods from one mode to another (including pick-up and delivery) during a single journey to provide the highest quality and most comprehensive transportation service for its cost.

Second, intermodalism means choices: the provision of transportation options through the fair and healthy competition for transportation business between different modes, independently or in combination.

Finally, intermodalism requires coordination and cooperation: collaboration among transportation organizations in order to improve transportation service, quality, and efficiency for all modes or combinations of modes; and to do so in a safe and environmentally sound manner.

The consensus of the Intermodal Data Working Group was that, for purposes of developing an inventory of intermodal data, the definition of intermodalism should be based on connectivity - i.e. the first part of the definition as developed by the Office of Intermodalism. It was agreed that if the second and third parts of the definition, choices and coordination, were used the group would have to assess virtually all transportation data. While it is essential that this be done, this work falls within the charter of the newly established Bureau of Transportation Statistics (BTS), and is beyond the scope of the preliminary work to be done by the Working Group.

III. Summary - Intermodal Data Bases Described

The data bases which are included in the inventory in Section IV primarily describe intermodal flows or facilities, for either passenger or goods movement. The following are attributes of intermodal data that are viewed by the working group as important for inclusion into the Departmental intermodal data base:

- modes of transport
- geography
 - origin - destination
 - trip/shipment length
- shipper or traveler characteristics
- system capacity/utilization
- commodity type/value
- costs
- transfer facilities
- travel times
- accidents/incidents
- environmental and societal impacts
- vehicle, infrastructure, and facility condition
- investment in intermodal facilities, services

These attributes served as guidelines for working group members in their assessment of data bases to be included in the inventory in Section III of this document. The data bases included represent both passenger and goods movement data. The inventory covers data collected systematically, and periodically by DOT or other organizations. A primary determinant for inclusion in the inventory is that the data base is intermodal data, as defined, and is required and used by the Department currently or is planned for collection.

In addition to the data bases which fall clearly within the definition of intermodal, we have included some multimodal data bases. These, while they may not describe activity relating to connectivity of modes, either describe activity of several modes independently and could be used in combination with other data sets to generate intermodal information, or could themselves become intermodal data bases with some modification. We do not specifically indicate these in the inventory, but invite the reader to learn more about any of the described data bases by contacting directly the individual listed.

It should be realized that many intermodal analyses can be supported by extracting and analyzing information from several single mode data bases. For example, if one is interested in mode choice behavior in a given corridor (assuming the broader definition of the term intermodal to encompass choices), individual mode passenger trends would be required. There are many good modal data bases that can be used in intermodal analyses; many of these have been described in the Transportation Research Board's Special Report 234 "Data for Decisions - Requirements for National Transportation Policy Making", published in January 1992. In addition the Bureau of Transportation Statistics will be developing, and updating on a periodic basis, a full inventory of transportation data bases, beginning in 1993.

The data bases described in Section IV of this document are arranged in two categories - Intermodal Activity Data Bases and Intermodal Facilities/Equipment Data Bases. The following is a summary listing of data bases included in this inventory:

Intermodal Activity Data Bases:

Airport Activity Statistics of Certificated Route Air Carriers
Air Carrier Activity Information System (ACAIS)
1993 Commodity Flow Survey (CFS)
Nationwide Truck Activity and Commodity Survey (NTACS)
Passenger Flow Survey
Decennial Census of Population and Housing (Journey to Work Data)
Demographic Change and Recent Worktrip Travel Trends
Nationwide Personal Transportation Survey (NPTS)
Section 15 Reporting System
Carload Waybill Sample
Railroad Accident/Incident Reporting System: Grade Crossing File
PIERS Container Data Base
U.S. Merchandise Trade
St. Lawrence Seaway Traffic Report - Navigation Season (Current Year)
Great Lakes State Overseas Trade Report (Current Year)
Hazardous Materials Information System (HMIS)

Intermodal Facilities/Equipment Data Bases:

Airport Data Base
National Plan of Integrated Airport Systems
National Intermodal Network Data Base
Universal Machine Language Equipment Register (UMLER File)
The Official Railway Equipment Register
The Official Intermodal Equipment Register
FRA Data Base of Rail Loading/Unloading Facilities
Grade Crossing System Inventory
American Intermodal Equipment Survey (AIE)
U.S. Port Capital Expenditure Information
Port Facilities Inventory (PFI)

IV. Descriptions of Intermodal Data Bases

(A) Intermodal Activity Data Bases

Title: Airport Activity Statistics of Certificated Route Air Carriers

Source Organization: U.S. Department of Transportation
Federal Aviation Administration
Washington, DC 20590

Patricia Beardsley, APO-110
(202) 267-3355

U.S. Department of Transportation
Research and Special Programs Administration
Washington, DC 20590

Paul Gavel, DAI-1

(202) 366-9059

Abstract:

Annual report which includes activity data for the large scheduled certificated route air carriers. (Coverage excludes air taxis, commuters, foreign flag and charter only carriers.) Included in the data are enplaned revenue passengers, tons of enplaned freight and mail, and departures by aircraft type. These data are shown by city, airport, and individual carrier.

Collection Method:

Data are derived from Schedules T-100 and T-3, RSPA Form 41, Uniform systems of Accounts and Reports for Large Certificated Air Carriers.

Frequency of Update:

Annual

Computer System/Software:

Not applicable

Major Publications/Reports

Airport Activity Statistics of Certificated Route Air Carriers (1962- present)

Title: Air Carrier Activity Information System (ACAIS)

Source Organization: U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C. 20591

Sharon Glasgow, APP-400
(202) 267-8739

Abstract:

This database includes all scheduled and nonscheduled enplanements by large certificated, small certificated, and foreign flag air carriers as well as scheduled enplanements by commuter carriers. Data for some small, chartered air taxi/commercial passengers are also included. Some of the data is confidential and strict disclosure rules must be followed.

This database also included the total landed weights for all-cargo aircraft for airports with substantial activity.

The database is used to distribute federal Airport Improvement Program funds.

Collection Method:

The passenger enplanement data are derived from RSPA: Form 298-C Schedule T-1 or E-1, Form T-100, and Form T-100 (f). Enplanement data from FAA Form 1800-31 is also included in the database.

The cargo data is reported by the cargo carrier to each airport. The airport submits the data quarterly to the FAA on FAA Form 5100-108.

Frequency of Update:

Annual

Computer System/Software:

Not Applicable

Major Publications/Reports:

Air Carrier Passenger Enplanements, All Cargo Landings and Apportionments.

Title: 1993 Commodity Flow Survey (CFS)

Source Organization: Bureau of the Census
Business Division
Suitland, MD 20233

Jim Aanestad
(301) 763-7347

U.S. Department of Transportation
Bureau of Transportation Statistics
Washington, DC 20590

Rolf Schmitt, BTS-10
(202) 366-3282

Abstract:

During 1993, data on 24 million shipments from approximately 200,000 manufacturing, mining, merchant wholesale, and selected other establishments will be collected. Commodity flow data by modes used, shipment weight and value will be collected at the zip code level and reported for each pair of states and of 89 aggregations of Bureau of Economics Analysis (BEA) Economic Areas.

The CFS will differ from its 1977 predecessor in greatly expanded industry coverage and in treatment of intermodalism. The previous surveys reported only the principal mode. The 1993 survey will report all modes used for the shipment (for-hire truck, private truck, rail, inland water, deep sea water, pipeline, air, parcel delivery or U.S. Postal Service, other mode, unknown). Route distance for each mode for each shipment will be imputed from a Mode-Distance Table developed by Oak Ridge National Laboratory (ORNL). Distance, in turn, will be used to compute ton-mileage by mode of transport.

Collection Method:

Mailout-mailback questionnaires will be distributed prior to the reporting period, starting in early Jan. 1993. Each sampled establishment will be asked to report a sample of shipments for a 2 week period for each quarter of 1993. The sample frame will be drawn from establishments in the Standard Establishment List primarily at the 5 digit Standard Industrial Classification (SIC) level. Sampled shipment characteristics will be expanded to total flows by linking shipments back to establishment output data in the Census' annual establishment surveys and 1992 Economic Census.

Frequency of Update:

The CFS is part of the 5 year Economic Census.

Computer System/Software:

Tabulations will be provided in 1995 on electronic media, probably including 9-track tape and CD-ROM.

Major Publications/Reports:

Tabulations by origin-destination flows by type of commodity, modes used, shipment size, trip distance, and similar characteristics are planned to be published by the Census Bureau in 1995.

Title: Nationwide Truck Activity and Commodity Survey (NTACS)

Source Organization: Oak Ridge National Laboratory
Oak Ridge, TN

Stacy Davis
(615) 574-5957

U.S. Department of Transportation
Bureau of Transportation Statistics
Washington, DC 20590

Rolf Schmitt, BTS-10
(202) 366-3282

U.S. Department of Transportation
Federal Highway Administration
Washington, DC 20590

Jim March, HPP-12
(202) 366-9237

Abstract:

The NTACS is conducted by the Bureau of the Census for the FHWA as a follow-on to the Truck Inventory and Use Survey. The NTACS collects trip-level information for sample days scattered throughout one year. Among the truck, shipment, and location characteristics, the NTACS identifies shipments carried by the truck that were picked up from or delivered to another mode. The small sample size (less than 25,000 vehicles) precludes geographic specificity in tabulations.

Frequency of Update:

The first NTACS was conducted in 1990. The next is planned for 1994, and every 5 years thereafter.

Computer System/Software:

A public use file is available from Oak Ridge on 9-track 6250 bpc tape and from the BTS on CD-ROM.

Major Publications/Reports:

The FHWA and Oak Ridge are developing printed reports, which will be published in CY 1993.

Title: Passenger Flow Survey

Source Organization: U. S. Department of Transportation
Bureau of Transportation Statistics
Washington, DC 20590

Rolf Schmitt, BTS-10
(202) 366-3282

U.S. Department of Transportation
Federal Highway Administration
Washington, DC 20590

Frank Jarema, HPM-40
(202) 366-0160

Abstract:

The Passenger Flow Survey is in early phases of planning and design. The intent is to measure interregional passenger travel nationwide by trip and traveller characteristics for all modes and intermodal combinations. The survey will measure travel between the "true" origin and destination rather than between transportation terminals.

Collection Method:

A scoping study has been performed. The details of the collection method have not been developed.

Frequency of Update:

To be determined; past surveys were conducted every 5 years through 1977.

Computer system/Software:

To be determined.

Major Publications/Reports:

To be determined.

Title: Decennial Census of Population and Housing (Journey to Work Data)

Source Organization: Bureau of the Census
Journey to Work Division
Suitland, MD 20233

Phil Salopeck
(301) 763-3850

U.S. Department of Transportation
Federal Highway Administration
Washington, DC 20590

Elaine Murakami, HPM-40
(202) 366-0160

Abstract:

The long form of the Decennial Census collects information on journeys to work for all modes. This information includes the principal mode used, travel time, time of departure, and car pool size by occupation, industry, income, household characteristics, demographic characteristics, and vehicle availability. This self-reported information provides opportunities to study recent changes in worktrip patterns with greater detail than from any other source. In particular, this allows identification of worktrip origins and destinations vis-a-vis Central Business Districts, central cities, suburbs, etc.

The sample size is adequate to provide tabulations of area-to-area flows by Census tract and traffic analysis zones.

Collection Method:

Self-reported census information on population and housing from workers 16 years or older who live in a urbanized area. The decennial census questionnaire asks respondents about their usual means of transportation used for the majority of the journey to work the previous week.

Frequency of Update:

Every 10 years, with the Decennial Census.

Computer System/Software:

The Census Transportation Planning Package (CTPP) provides tables with much greater attribute detail than standard Census tapes and reports. The CTPP is available for States at the place-to-place (of 2,500+population) level and for metropolitan areas at the MPO-specified traffic analysis zone-to-zone level, the CTPP is provided to state DOT's and MPO's by AASHTO on 6250 tape. State packages and possibly MPO packages will be published on CD-ROM by the BTS.

Major Publications/Reports:

Subject reports published by Census, trends report published by the FHWA, and Commuting in America by the Eno Transportation Foundation.

Title: Demographic Change and Recent Worktrip Travel Trends

Source Organization: Joint Center for Political Studies
1301 Pennsylvania Avenue, NW
Washington, DC 20005

William O'Hare
Milton Morris
(202) 789-3500

Abstract:

This report provides greater detail to the decennial Census information on the journey to work. Data from the 1970 and 1980 Public Use Microdata Samples of the Census Bureau are used to examine changes in the use of public transportation for the journey to work by various demographic subgroups living in urbanized areas. The report also provides information on changes in the choice of public transportation modes.

Collection Method:

Data from the decennial Census are used to examine change in the use of public transportation for the journey to work by various demographic subgroups living in urbanized areas.

Frequency of Update:

Every ten years with release of Journey-to-Work data.

Computer System/Software:

Not applicable

Major Publications/Reports:

Demographic Change and Recent Worktrip Travel Trends

Title: Nationwide Personal Transportation Survey (NPTS)

Source Organization: U.S. Department of Transportation
Federal Highway Administration
Washington, DC 20590

Susan Liss, HPM-40
(202) 366-0160

Survey Sponsors: FHWA/FTA/FRA/NHTSA/OST

Abstract:

The NPTS is a national survey of trips and travel, conducted at approximately 7 year intervals. The data assesses the relative use of various modes of travel and provides information on the characteristics of those travelling and the characteristics of the trips taken, such as trip purpose, length, time, time of day, and vehicle occupancy. Travel activity is collected for all persons 5 years and older. The NPTS was designed to address program and policy issues in FTA, FHWA, NHTSA, OST, and FRA.

Since the NPTS dataset is collected as individual trips, it allows analysis of travel cross-classified with the characteristics of the travellers and the vehicles used. The dataset is used extensively by colleges and universities, the auto industry, insurance companies, States and metropolitan planning organizations, consultants and researchers.

Collection Method:

Research Triangle Institute used a computer-assisted telephone interviewing system to conduct the 1990 survey. Each household member was contacted once for a phone interview that lasted about 20 minutes. The NPTS data were collected over a full calendar year to insure that seasonal variations in travel were represented. The 1990 survey data were collected from March 2, 1990, through March 24, 1991. The survey response rate was 84 percent. Within the survey households, trip and travel information was collected for 87 percent of eligible persons (household members age 5 and older). The sample was a random digit dialing sample. Sample frame covers the entire U.S. and the 1990 survey sample was stratified by region of the country, size of metropolitan area, and presence or absence of a subway system. The sample was composed of 18,000 households. Prior NPTS surveys in 1967, 1977, and 1983 were conducted by the Census Bureau using home interviews.

Frequency of Update:

In the past, every 6-7 years; for the future FHWA is planning to conduct the survey at 5-year intervals.

Computer System/Software:

Public-use copies of the NPTS datasets are available as follows: 1990 - tape (SAS or EBCDIC), diskettes - ASCII; 1983 -tape (SAS, EBCDIC, TPL), 1977 - tape (EBCDIC).

Major Publications/Reports:

For the 1990 NPTS, Summary of Travel Trends, Travel Behavior Issues in the '90's, '90 NPTS Databook (spring/summer '93), NPTS Urbanized Area Travel (summer '93). Summary files are also available on the Transportation Data Sampler CD-ROM by the BTS.

Title: Section 15 Reporting System

Source Organization: U.S. Department of Transportation
Federal Transit Administration
Washington, D.C. 20590

Marvin Futrell, TGM-10
(202) 366-4020

Abstract:

Section 15 of the Federal Transit Act, as amended, requires applicants and direct beneficiaries of grants under Section 9 of the Federal Transit Act to maintain and report uniform financial and operating information. Section 15 provides for establishment of two information-gathering analytic systems: A Uniform System of Accounts and Records (USAR), and a Reporting System for the collection and dissemination of public mass transportation financial and operating data by uniform categories. The purpose is to provide information to base public transportation planning and public sector investment decisions.

The Section 15 system is used by approximately 500 public transit agencies to record summary information in annual reports filed with the FTA. The FTA then applies quality checks to the reported data, works with reporting agencies to correct errors, and distributes data in published reports and on computer media.

Section 15 information is used for management and planning by transit systems, and policy analysis and investment decisions at all level of government. This information provides a resource for consultants, researchers, and industry suppliers. Additionally, the Section 9 formula grant program apportions approximately \$1.7 billion in FTA grant funds annually based on a statutory formula which uses Section 15 data. No grant can be issued under Section 9 unless the applicant has been subject to both the Reporting System and the USAR prescribed by Section 15.

Collection Method:

All reports complete one basic level of information on a calendar year basis. All reporters complete the same set of forms, differentiated only by their system characteristics and urbanized area size. Diskettes are provided for use in submitting the report.

Frequency of Update:

Annual

Computer System/Software:

PC; D Base III and Lotus

Major Publications/Reports:

Section 15 Annual Report; Transit Profiles: Agencies in Areas Exceeding 200,000; Data Tables.

Title: Carload Waybill Sample

Source Organization: Interstate Commerce Commission
Office of Economics
12th & Constitution
Washington, DC 20044

James Nash
(202) 927-6196

Abstract:

For the rail portion of intermodal traffic, shipments using TOFC/COFC flatcars and stack cars can be identified as well as the rail origin and rail destination Standard Point Location Codes (SPLC). For each move, the following is available: carloads, tons, waybill revenues, car-miles, ton-miles, length of haul, each railroad involved in the movement, and the interchange locations. Nearly 60% of all this traffic (5.5 million carloads) in the 1991 database moved under the Miscellaneous Mixed Freight category, therefore, the actual commodity is not identifiable. The remainder can be identified at the seven digit Standard Transportation Commodity Code level (STCC). The database is confidential, used primarily by Federal and State agencies and consultants working for government agencies or clients involved in an open ICC proceeding.

The Public Use File, on the other hand, contains nonconfidential railroad traffic flow data. Movements are aggregated to the BEA-to-BEA level at the 5-digit STCC level. For a particular commodity, the origin or destination BEA is not divulged unless there are at least three freight stations in the BEA and there are at least two more freight stations than railroads in the BEA. Waybills for TOFC/COFC usually includes the UMLER number (see earlier description) of the trailer or container. This permits analysis of TOFC/COFC equipment as a function of usage.

Collection Method:

Annual stratified sample of waybills for railroads which terminate over 4,500 cars per year (95 railroads in 1991). For waybill submitted in machine readable form, the sampling rates range from 1/40 for 1 or 2 cars per waybill to 1/2 for 101 or more cars per waybill. For manually submitted waybills, the sampling rates range from 1/100 for 1 to 5 cars per waybill to 1/5 for 26 or more cars per waybill. In 1991, over 98 percent of the waybills were submitted in machine-readable form.

Computer System/Software:

IBM 9-track magnetic tape. Requires 3,600 feet of tape (typically two reels) at 6,250 BPI, also available on the Transportation Data Sampler CD-ROM by the BTS.

Major Publications/Reports:

FRA's Office of Policy publishes an annual TD-1 Report (Carload Waybill Statistics: Territorial Distribution, Traffic and Revenue by Commodity Class) which provides territory to territory flows by commodity with data on carloads; tons; revenue; car-miles; ton-miles; average tons/car; average revenue/car, length of haul per ton and per car; and average revenue per 100 pounds, per car-mile and per ton-mile. This report is available from the National Technical Information Service in Springfield, VA at (703) 487-4650.

Title: Railroad Accident/Incident Reporting System: Grade Crossing File

Source Organization: U.S. Department of Transportation
Federal Railroad Administration
Washington, DC 20590

Robert Finkelstein, RRS-22
(202) 366-2760

Abstract:

This file contains information on grade crossing incidents, such as time of incident, railroad(s) involved, USDOT-AAR grade crossing identification number, type of crossing, highway name or number, vehicle speed and direction, weather conditions, type of train and track, motorist behavior, number of railcars and locomotives involved, injuries, fatalities, property damage.

Collection Method:

Report is submitted by the railroad whenever there is an impact between rail and highway user (including pedestrians) at the crossing site, both public and private. FRA receives over 6,000 reports per year.

Computer System/Software:

Customized sorts can be performed and made available on nine track magnetic tape, floppy, or paper. There is no charge to government, railroad, or railroad labor requesters. Non-government parties are assessed for computer and printing charges (typically no more than \$35).

Major Publications/Reports:

Rail-Highway Crossing Accident/Incident and Inventory Bulletin is published annually and is available at no charge. This report presents national and state data based on the computer file.

Title: PIRS Container Database

Source Organization: U.S. Department of Transportation
Maritime Administration
Washington, DC 20590

Robert L. Brown, MAR-573
(202) 366-2277

Abstract:

Summarized data of all containerized shipments moving in waterborne U.S. foreign trade, as contained in Journal of Commerce PIRS database. Contains long tons and containers expressed as 20 foot equivalent units (TEU) by vessel, shipping line, port of loading and discharge, and country of origin or ultimate destination. Since the database contains only containerized shipments, we know that all of the movements are intermodal. However, no information is available from this database as to the actual connections, preceding movements or oncarriage.

Collection Method:

Data is downloaded from the PIRS database, which is manifest-based data obtained from the Journal of Commerce.

Frequency of Update:

Monthly

Computer System/Software:

Approximately 750,000 records per year are held in dBase files on a LAN File Server.

Major Publications/Reports:

Review of United States Liner Trades (Annual).

Title: U.S. Merchandise Trade

Source Organization: U.S. Department of Commerce
Bureau of the Census
Foreign Trade Division
Washington, DC 20233

Reba Higbee
(301) 763-5140

Abstract:

U.S. merchandise exports and imports showing commodity (10-digit harmonized code), quantity, weight and value between U.S. and foreign ports, country of origin or destination, state of origin or destination, method of transport (air, water, rail, truck, pipeline, other), and vessel or carrier name. Despite its containing data on all modes, there is no connectivity data.

Collection Method:

Information on U.S. merchandise exports compiled from Shipper's Export Declarations and Canadian import statistics, and on U.S. merchandise imports compiled from the U.S. Customs Service Automated Commercial System and from import entry summary forms.

Frequency of Update:

Monthly

Computer System/ Software:

Approximately 27 million records annually, held on a UNISYS Series 1100 mainframe.

Major Publications/Reports:

FT900 U.S. Merchandise Trade

FT920 U.S. Merchandise Trade: Selected Highlights

TM985 U.S. Waterborne Exports and General Imports

IM145/EM545 Data Bank U.S. General Imports and Imports for Consumption/ U.S. Exports of Domestic and Foreign Merchandise

CDEX/CDIM (CD-ROM) U.S. Merchandise Exports and Imports

Title: The St. Lawrence Seaway Traffic Report - Navigation Season (Current Year)

Source Organization: The St. Lawrence Seaway Authority (Canadian)
and
U.S. Department of Transportation
St. Lawrence Seaway Development Corp.
Washington, DC 20590

Robert Lewis, SLS-2
(202)-366-0091

Abstract:

Annual report detailing data on commodities carried and vessel transits through the lock facilities located in the St. Lawrence River, (Montreal/Lake Ontario Section) and the Welland Canal connecting Lake Ontario and Lake Erie. All commodity tonnage is metric. Vessel tonnage is gross registered tons. Data is presented in four parts: Part 1- Current year summary tables; Part 2- Combined traffic (no duplication) for both lock sections; Part 3- Montreal/Lake Ontario Section only; Part 4- Welland Canal Section only. Parts 2, 3, and 4 contain current year and historical data from 1959 forward. Selected tables include: Historical Tolls Revenue 1959 to date; Navigation Season Operating Dates 1959 to Date; traffic by type of vessel, origin of cargo and type of vessel, class and type of vessel, type of transit and type of vessel, origin and destination, type of cargo, type of transit and cargo, country of registry, classification and type of cargo, commodity classification, nationality and direction of movement, selected Canadian ports, selected U.S. ports, selected foreign countries, vessel length, vessel size in gross registered tons, month and type of cargo.

Collection Method:

Data is derived from the Seaway Transit Declaration Form filed by vessel representatives using Seaway lock facilities.

Frequency of Update:

Annual

Computer System/Software:

Hewlett Packard HP3000/960 mini computer 80 mega bytes, Cobol

Major Publications/Reports:

Annual hard copy report

Title: Great Lakes State Overseas Trade Report (Current Year)

Source Organization: U.S. Department of Transportation
St. Lawrence Seaway Development Corp.
Washington, DC 20590

Robert Lewis, SLS-2
(202) 366-0091

Abstract:

Annual report for each of the states contiguous to the Great Lakes, in separate volumes for Imports and Exports. All tonnage data is in metric tons. Each volume contains a summary section showing the top fifty importers/exporters (based on tonnage volume) by name, city of record, total tonnage volume, and number of shipments by each overseas trade regions. The detailed section lists importers and exporters alphabetically by city, company name, U.S. port of import/export, overseas country of origin/destination, commodity description, unit of measure and quantity, tonnage, number of shipments, and total tonnage by company name.

Limitations: A major qualification is the actual U.S. origin/destination of the cargo may not be where the exporter/importer lists as their address on shipping documents. Individual companies may have their identity withheld, in which case the word "order" will appear in lieu of the firm name. Shipments of less than 5 metric tons are excluded. Data for New York and Pennsylvania is limited to a selected geographic area bordering Lakes Erie and Ontario, and the St. Lawrence River.

Collection Method:

Data is compiled through the Journal of Commerce, PIERS system, from bills of lading and vessel manifests.

Frequency of Update:

Annual

Computer System/Software:

Not applicable

Major Publications/Reports:

Annual hard copy report.

Title: Hazardous Materials Information System

Source Organization: U.S. Department of Transportation
Research & Special Programs Administration
Washington, DC 20590

Sadie Willoughby, DHM-63
(202) 366-4555

Abstract:

The Hazardous Materials Information System (HMIS) is a computerized information management system containing data related to the Federal program to ensure the safe transportation of hazardous materials by air, highway, rail, and water. The HMIS consists of five sub-systems with data related to 1) incidents involving the interstate transportation of hazardous materials; 2) exemptions issued to hazardous materials regulations; 3) interpretations of the regulations issued by the RSPA, as requested by concerned parties; 4) approvals and registrations of specialized container manufacturers and testers; 5) compliance activities, including inspections performed by HMS and completed enforcement preceding. The information provided below pertains to the incident reporting module.

Collection Method:

Carriers of hazardous materials are required to report to HMIS certain unintentional releases that occurred during transportation. These reports include a) immediate telephone notifications made to the U.S. Coast Guard's Nations Response Center (NRC) since 1982; and b) written incident reports mad within 30 days of the incident, collected since 1971.

Frequency of Update:

Telephone report data base is updated on the day the report is received. The written database is updated approximately 3 months after RSPA receives the written report.

Computer System/Software:

A menu-driven database accessed through a modem connecting the user to the VAX-6210.

Major Publications/Reports

Not Applicable

(B) Intermodal Facilities/Equipment Data Bases

Title: Airport Data Base (part of the Aeronautical Information System)

Source Organization: National Flight Data Center
Federal Aviation Administration
Washington, DC 20591

Brenda Hawkins, ATM-612
(202) 267-9311

Abstract:

Includes descriptive data for every landing facility (airports, heliports, stolports and sea plane bases) registered with the Federal Aviation Administration. Pertinent information includes the name and address of the owner and/or operating authority, number, length, surface and configuration of runways, geographic coordinates, public or private ownership, whether or not it is open to the public.

Collection Method:

Data are derived from FAA Form 5010, Airport Master Record.

Frequency of Update:

As changes occur, or at least annually if the airport is open to the public.

Computer System/Software:

Amdahl using GEM II, running at EDS in Plano, TX

Major Publications/Reports:

Airport Facility Directory
IFR and VFR Aeronautical Charts

Title: National Plan of Integrated Airport Systems

Source Organization: Federal Aviation Administration
National Planning Division

George Bolduc, APP-400
(202) 267-8786

Abstract:

This report identifies airport development likely to be warranted during the next 10 years and eligible for Federal aid. Development and cost estimates are selectively compiled from state and local plans. The NPIAS is a primary source of data on airport development requirements and a secondary source of data on current and forecast airport activity.

Collection Method:

FAA field offices review airport master and system plans on an airport by airport basis to compile the NPIAS.

Frequency of Update:

Current data bases are maintained by FAA field offices, and a national data base is compiled, validated, and published every two years.

Computer System/Software:

D-Base

Major Publications/Reports:

National Plan of Integrated Airport Systems (biennial).

Title: National Intermodal Network Data Base

Source Organization: Oak Ridge National Laboratory
Oak Ridge, TN

Mike Brouzini

U.S. Department of Transportation
Bureau of Statistics
Washington, D.C. 20590

Rolf Schmitt, BTS-10
(202) 366-3282

Abstract:

Oak Ridge has compiled or developed highway, railroad, waterway, aviation, and pipeline networks with intermodal connections for use in calculating distances to the Commodity Flow Survey. These networks are based on 1:2,000,000 maps and are generally accurate to 500 meters. Emphasis has been placed in topological accuracy rather than planimetric accuracy for use in routing situations. Increased planimetric accuracy is anticipated when the data base is "snapped" to digital line graphs at 1:100,000.

Collection Method:

Public domain maps, digital line graphs from the U.S. Geological Survey.

Frequency of Update:

Annual planned.

Computer System/Software:

ASCII files on CD-ROM that can be imparted into TRANS CAO, ARC-INFO, and other GIS packages.

Major Publications/Reports:

Map supplements to the Transportation Statistics Annual Report are being planned by the BTS.

Title: Universal Machine Language Equipment Register (UMLER File)

Source Organization: Association of American Railroads
50 F Street, NW
Washington, DC 20001

Jim Moran, Director UMLER Service
(202) 639-2418

Frank Dunleavy
(202) 639-2419

Abstract:

This database contains an inventory of railcars, including flatcars for TOFC/COFC and stackcars. Information includes ownership, age, original cost, book value, dimensions, and weight. The AAR is not allowed to release any cost or age information which reveals the ownership or railroad markings of the equipment. The UMLER file contains information on 1.5 million railcars (intermodal and non-intermodal).

Data on 1.7 million trailers and containers in the UMLER file is provided typically by equipment users, not owners, in an abbreviated way without an accurate age.

Collection Method:

Domestic equipment owners fill in survey forms before the cars can be used in interchange service.

Computer System/Software:

The UMLER file costs \$6,000, but is not available without aggregation by AAR. Cost of aggregation/customization depends on level of effort by AAR.

Major Publications/Reports:

The AAR publishes an annual report on the Age of Freight (\$220) which breaks out car type by railroad-owned vs. privately-owned for U.S., Mexico, and Canada. Car fleet data are reported for 5-year intervals. The AAR can also generate customized reports on the age distribution of cars. Currently not released in machine-readable form, but AAR could explore making it available that way.

Title: The Official Railway Equipment Register

Source Organization: K-III Press, Inc.
424 West 33rd St.
New York, NY

Robert DeMarco
(800) 221-5488

Abstract:

Contains information on ownership of freight cars, their car type, description, dimensions (inside, outside, and doors), capacity (volume and weight), and number of cars.

Collection Method:

Equipment owners fill in survey forms when they want rail cars to be identified in interchange.

Frequency of Update:

Published quarterly (January, April, July, and October).

Computer System/Software:

Available on magnetic tape and diskettes.

Major Publications/Reports:

Annual subscription \$148 including shipping and handling.

Title: The Official Intermodal Equipment Register

Source Organization: K-III Press, Inc.
424 West 33rd St.
New York, NY

Robert DeMarco
(800) 221-5488

Abstract:

Contains information on ownership of intermodal equipment, their description, dimensions (inside, outside, and doors), capacity (volume and weight), and number of units.

Collection Method:

Equipment owners and users fill in survey forms when they want rail cars to be identified at interchange.

Frequency of Update:

Published quarterly (March, June, September and December).

Computer System/Software:

Available on magnetic tape and diskettes.

Major Publications/Reports:

Annual subscription \$87 including shipping and handling.

Title: FRA Database on Rail Loading/Unloading Facilities

Source Organization: U.S. Department of Transportation
Federal Railroad Administration
Washington, DC 20590

Peter Kerr, RRP-20
(202) 366-0366

Abstract:

FRA Office of Policy has developed a database containing geographic information for automotive and TOFC/COFC ramps. Geographic information includes city, state, latitude, longitude, standard point location code (SPLC), railroad(s) serving the facility, public vs. private ownership, automotive vs. TOFC/COFC (Trailer on Flatcar/Container on Flatcar). The database, which is not exhaustive, contains about 300 entries.

Collection Method:

The information is based largely on The Official Railway Guide and was entered manually by FRA's Office of Policy, Office of Policy Systems.

Computer System/Software:

DBase file.

Major Publications/Reports:

N/A.

Title: Grade Crossing System Inventory

Source Organization: U.S. Department of Transportation
Federal Railroad Administration
Washington, DC 20590

Robert Finkelstein, RRS-22
(202) 366-2760

Abstract:

This file contains information on all grade crossings, both public and private, in the U.S. For approximately 370,000 grade crossings, the file includes identification of location, railroad and highway, and public vs. private. For the 170,000 public grade crossings, the following information is also available: number of trains (through vs. switching, and daily vs. nightly), minimum and maximum speed, warning devices, and estimated daily traffic (road).

Collection Method:

This rail crossing inventory was originally created by voluntary submission of data by both states and railroads. The file is updated when a new crossing is created, an existing one is changed, or when a crossing is permanently closed.

Computer System/Software:

Customized sorts can be performed and made available on nine track magnetic tape, floppy, or paper. There is no charge to government, railroad, or railroad labor requesters. Non-government parties are assessed for computer and printing charges (typically no more than \$35).

Major Publications/Reports:

Rail-Highway Crossing Accident/Incident and Inventory Bulletin is published annually and is available at no charge. This report presents national and state data based on the computer file.

Title: American Intermodal Equipment Survey (AIE)

Source Organization: U.S. Department of Transportation
Maritime Administration
Washington, DC 20590

Doris J. Bautch, MAR-831
(202) 366-4357

Abstract:

Records all of the intermodal equipment of U.S.-flag intermodal marine carriers and large leasing companies operating in the U.S. It includes for each company the type and number, dimensions of containers and trailers. Chassis are shown by types, numbers of units and containers carried. The size and number of slots available on container vessels and barges is recorded. Forty foot equivalent units of trailers along with automobile capacity are also included for Ro/Ro ships and barges.

Collection Method:

Direct survey.

Frequency of Update:

Annual.

Computer System/Software:

PC/ Clipper.

Major Publications/Reports:

Inventory of American Intermodal Equipment.

Title: U.S. Port Capital Expenditure Information

Source Organization: U.S. Department of Transportation
Maritime Administration
Washington, D.C. 20590

William W. Dean, MAR-832
(202) 366-4357

Abstract:

The annual capital expenditure information is categorized by terminal type (general cargo, container, bulk, and other) and is subdivided into new construction and modernization or rehabilitation. The data includes expenditures for piers/wharves, handling equipment, and storage facilities. Similar information is provided for a five-year projection of capital expenditures. The data includes only expenditures made by public ports. Annual surveys exist for 1988 through 1991. Summarized data going back to 1946 are available.

Collection Method:

Data provided to MARAD by the American Association of Port Authorities, who conducts an annual survey of its corporate members (approximately 85 members).

Frequency of Update:

Annual.

Computer System/Software:

PC/Lotus.

Major Publications/Reports:

United States Port Development Expenditure Report.

Title: Port Facilities Inventory (PFI)

Source Organization: U.S. Department of Transportation
Maritime Administration
Washington, DC 20590

William W. Dean, MAR-832
(202) 366-4357

Abstract:

The Port Facilities Inventory is currently a subsystem of MARAD's Maritime Statistical Information System, although future plans call for PC based system. The PFI is a computerized database describing the physical characteristics and capabilities of the major U.S. coastal and inland river marine terminal facilities. There are approximately 4200 terminals in the database (50/50 split between ocean and inland river terminals). Terminal descriptions include type, location, owner, operator, physical dimensions (i.e., berth length and depth), type and number of handling equipment, and storage capacity.

Collection Method:

The primary information source is the Corps of Engineers' Port Series with additional information gathered from port literature.

Frequency of Update:

Updated periodically on an ad hoc basis.

Computer System/Software:

Amdahl/Cobol.

Major Publications/Reports:

None.

V. Membership of the Intermodal Data Working Group

Donna Aggazio

Federal Transit Authority/Office of Policy, TBP-12, (202) 366-1668

Patricia Beardsley

Federal Aviation Administration/Office of Aviation Policy, Plans and Management Analysis, APO-110, (202) 366-0386

Lee Chimini

Federal Highway Administration/Office of Environment and Planning, HEP-3, (202) 366-4068

William Ebersold

Maritime Administration/Office of Maritime Aids, MAR-500, (202) 366-4130

Santo LaTores, Chair

Office of the Secretary/Office of Intermodalism, S-3, (202) 366-8018

Robert Lewis

St. Lawrence Seaway Development Corporation/Office of Administrator, SLS-2, (202) 366-0091

Ernst Meyer

National Highway Traffic Safety Administration/National Center for Statistics and Analysis, NRD-31, (202) 366-5373

Bahar Norris

Research and Special Programs Administration/Volpe Center/Office of Research and Analysis, DTS-42, (617) 494-2150

Joel Palley

Federal Railroad Administration/Office of Economic Analysis, RRP-31, (202) 366-0348

Rolf Schmitt

Bureau of Transportation Statistics, BTS-10, (202) 366-3282

George Wiggers

Office of the Secretary/Office of Economics, P-36, (202) 366-5436