



INSTITUTE FOR TRADE AND TRANSPORTATION STUDIES

PROMOTING REGIONAL AWARENESS FOR IMPROVING FREIGHT TRANSPORTATION

VOL 6 • ISSUE 2 • FEBRUARY 2014

NEWS UPDATE

🌐 Seems like February is my Mississippi month!! I attended the Mississippi Intermodal Council meetings in Jackson earlier this month. Recently, the Mississippi's Joint Legislative Committee on Performance Evaluation and Expenditure Review released a report on the importance of funding transportation within Mississippi. As with other states, discussing the need to align transportation into broader economic activities is becoming an important topic, although questions remain, such as "What do we get for our money?" and "Can we improve the process?"

🌐 Later this month, I will attend the Mississippi Freight Advisory Meeting in Jackson on February 19th. Contact Trung Trinh at MDOT Planning Division (ttrinh@mdot.ms.gov) if you want more information about the meeting.

🌐 Finally, ITTS has been involved in the Center for Logistics, Trade and Transportation (CLTT) in Gulfport, Miss.

INSIDE THIS ISSUE

Lambert's Lagniappe	2
What is... U.S. Flag Carrier	2
Fundamentals of Freight Data Workshop	3
Trade Profile – ITTS Member States	4
Regional Calendar	4

VISIT THE ITTS BLOG AT
<http://www.ittsresearch.org/blog/>

Freight in the Southeast 2014

In partnership with The Institute for Trade and Transportation Studies (ITTS), we would like to invite you to the upcoming **ITTS "Freight in the Southeast 2014"** conference, held **March 3 – 6th, in Tampa, Florida**. ITTS is an organization that represents all DOTs within the southeastern region. This annual meeting, organized by the ITTS and the Florida Department of Commerce, focuses on how freight operations and planning is reshaping the region's transportation system. The meeting is focused on discussing regional freight corridors, the importance of foreign direct investment and transportation's role in economic development, the conference offers a diverse range of topics and expertise.

FREIGHT IN THE SOUTHEAST

Moving Our Region's Business



The conference is designed for those with an interest in transportation-related strategies to guide multimodal priorities within the Southeast region. This includes transportation companies, consultants, academia, logistics personnel, economic development organizations, government officials, and metropolitan/regional planning organizations. Tours (Publix Distribution Centers, Winterhaven Rail Terminal, Tampa Port Authority and the Tampa Airport) are also scheduled to allow participants to gain additional insights into the transportation system. Registration also includes a dinner on Monday night to discuss freight planning and local transportation concerns.

Confirmed featured speakers include, but are not limited to:

- Greg Nadeau, FHWA, Deputy Administrator
- Clark Robertson: CSX, Assistant Vice President, Regional Development
- Doug Davidson: Bank of America, Global Commercial Banking Market Executive, North and Central Florida
- Pat Thomas: UPS: Vice President Public Affairs
- Cissy Proctor, Director of Strategic Business Development
- Jeffery Marple, Rooms To Go, President
- Bob Ledoux, FECR, Senior Vice President, General Counsel and Corporate Secretary
- Chris Quinn, Jacksonville Chamber of Commerce, Vice President of Public Policy/Business Advocacy

ITTS would like to thank the Conference sponsors

Platinum Sponsor:
Florida East Coast Industries

Gold Sponsor:
CDM Smith

Silver Sponsor:
Cambridge Systematics

Partner Sponsors:
Central Florida Roundtable, I-95 Corridor Coalition and Port Tampa Bay

Registration for the full three day event is \$200, which includes tours, panel discussions, networking events, and meals. The rate for attending a single day is \$100.

The Conference will be held at the DoubleTree by Hilton, 4500 West Cypress Street, Tampa, Florida, 33607. **The room block rate of \$129 ends this Sunday, February 16!** Make sure you ask about the Florida Department of Transportation, Institute of Trade and Transportation Studies rate.



Institute for Trade and Transportation Studies

Bruce Lambert
Executive Director

10 Veterans Boulevard
New Orleans, LA 70124
Phone: 540-483-8536
bruce@ittsresearch.org

The Institute for Trade and Transportation Studies provides research data and expert opinions to its members concerning the effects of commercial freight movements on domestic and international activities, with reference to infrastructure and transportation needs, and safety implications.

The ITTS members include the:

Arkansas State Highway and Transportation Department

Florida Department of Transportation

Georgia Department of Transportation

Kentucky Transportation Cabinet

Louisiana Department of Transportation and Development

Mississippi Department of Transportation

Missouri Department of Transportation

Virginia Department of Transportation

West Virginia Department of Transportation

Please share this newsletter with your friends and coworkers.

The ITTS Newsletter is a free publication.
To subscribe, please visit
www.ittsresearch.org

▶ LAMBERT'S LAGNIAPPE

la-gniappe |lan'yap|:
something given as a bonus or extra gift.

Well, it's February and Punxsutawney Phil saw his shadow. According to legend, we should expect six more weeks of winter. Although groundhogs are not necessarily the best weather forecasters, based on recent winter storms, maybe the groundhog was right this year!

Recent winter storms demonstrate just how dependent we have become on transportation. No matter the forecast, people expect to return home safely and to have their heating fuel delivered. For example, a January snowstorm crippled Atlanta, causing people to abandon their cars on stand-still highways. While severe, this was not an isolated case as most people can relate to being caught in some unexpected traffic situation.

But there exists another related reference. In the movie "Groundhog Day," weatherman Phil Connors (played by Bill Murray) repeats the same day over and over again. He cannot escape his purgatory until he shapes the perfect day, full of compassion and vigor, and in doing so, transforms himself. The transportation sector is similarly stuck in a "Groundhog Day"-type situation. There appear to more winter days ahead

of us, as system conditions and traffic congestion worsen, reminding us of the infrastructure's fragility. Considering that the Highway Trust Fund may run out of moneys this year, the question that has plagued decision makers is how to "fix" infrastructure funding without raising taxes, tolling, or any other "inconvenience" to the driving public. (As often happens, inactivity today may create future inconveniences!) Unlike Phil Connors we recreate "Groundhog Day" during each reauthorization cycle, not only for highways, but for other infrastructure funding bills as well, unable to resolve our dilemma.

A clear vision regarding a "perfect" transportation system for our country in the next 40 years is truly needed. But visioning will also require action, such as preparing for that future and identifying ever changing user needs. In the movie, Phil Connors learned to play the piano and speak French, which helped him achieve his transformation into a "new" man. Maybe by agreeing on a shared future, we will not return into our burrows, but will instead enjoy the warmth of an early spring. ■

What is ... U.S. Flag Carrier

The movie "Captain Phillips," tells the story of the capture and rescue of American mariners off the Coast of Africa. While piracy remains an important concern for shipping, why is a foreign company (in this case Maersk Shipping, a Danish firm) owning and operating a US-flagged, US-crewed vessel, the MV Mearsk Alabama? Easy answer. The Maersk Alabama, as with other Sea-Land assets, was sold by CSX to Maersk in 1999. But why are national flags important, and why would Maersk want to operate a fleet of American Vessels?



Every ship needs to identify its country of registry for both tax and inspection purposes. Often, a vessel owner will register a vessel in their home country, but some countries, including Liberia and Panama, serve as "Flags of Convenience." This designation allows owners to register ships in countries other than their own to manage costs or operating regulations.

After World War II, the alignment of merchant marine fleets with national interests underwent considerable changes. Vessel ownership and management established worldwide fleet services controlled by increasingly larger (but fewer) shipping companies. The result

Continued



Fundamentals of Freight Data Workshop

The Federal Highway Administration's one-day workshop, "Fundamentals of Freight Data", is intended for freight transportation professionals. Researchers at state DOTs and MPOs and consultants, need information on freight data for many studies, such as regional profiles, long-range transportation plans (LRPs), State Freight Plans, State Transportation Implementation Plans (STIP), transportation improvements programs (TIPs), freight performance measurement, freight forecasting, freight studies, facility planning, corridor planning, and strategic policy planning.

This workshop provides a broad knowledge of freight data sources used in the primary freight activities needed for transportation planning and effective policy decision making. This workshop is not meant to be a comprehensive or in-depth examination of freight data and its applications. It will present the characteristics and key limitations of existing freight data, methods for collecting state and local data on freight transportation, including uses for freight data.

The workshop covers the following topics:

- Types of freight data
- Sources of freight data
- Freight data tools
- Case studies of using freight data
- What to do when existing data does not exist or is inadequate

Workshop: FHWA Fundamentals of Freight Data Pilot
Date: Monday March 3, 2014
Time: 8:30am – 4:45pm
Location: Tampa Doubletree , 4500 West Cypress Street, Tampa Florida

To register, go the ITTS Freight in the Southeast Conference page. You must register for one day to attend the course (\$100), which includes a dinner on Monday, or if you wish, pay the full registration (\$200) and attend the rest of the ITTS conference.

Registration is limited. As a pilot NHI course, you will unable to register on the NHI website but can do so through the ITTS Conference registration process.

Trade Profile ... the ITTS Member States

continued from page 4

drop was shipments into Louisiana, as crude oil shipments dropped by 27%, due to increased domestic energy production (net imports into Mississippi declined for the same reason). Missouri also saw a significant increase in imports, led by imports of petroleum and machinery. Kentucky businesses also increased imports of industrial machinery. The remainder of the ITTS states experienced a general increase in imports, although without any significant commodities or countries driving higher volumes.

As I do every year, I will begin updating the trade PowerPoints for the member states once the figures are finalized.



What is ... U.S. Flag Carrier

Continued

is that today most nations, including the United States, are often served by vessels of sailing under a foreign flag or registry. Today, roughly 2% of total tonnage for foreign trade between the U.S. and its trading partners is carried by vessels of U.S. registry. But there still exists a need for a U.S. flagged fleet.

There are certain advantages to operating U.S. flagged vessels. Firstly, these are the only vessels allowed to work in domestic cabotage "Jones Act" trades between U.S. ports. Secondly, there are certain cargos that must be carried by these vessels, such as Food for Peace cargos or some military shipments. And finally, these vessels receive operating subsidies administered through the Maritime Administration to offset higher U.S. costs due to taxes and wages to remain competitive with other maritime nations.

While Captain Phillips's tell is an engaging story, it represents just a small part of the integration of freight operations in our daily lives.

▶ ITTS CALENDAR

This list highlights upcoming conferences related to transportation that may be of interest to the ITTS member region. For any corrections or suggestions, please contact Bruce Lambert at bruce@ittsresearch.org.

🌐 ITTS participation or speaking engagements

February 19, 2014

2nd Freight Advisory Committee for Mississippi DOT

Jackson, MS

🌐 **Feb 26-27, 2014**

Logistics, Trade and Transportation (LTT) Symposium

Long Beach, Mississippi

March 3-6, 2014

ITTS Freight in the Southeast Conference

Tampa, FL

March 13-15, 2014

55th Annual Transportation Research Forum

San Jose, California

March 18-19, 2014

Sixth Annual Georgia Logistics Summit

Atlanta, GA

March 17-20, 2014

Supply Chain & Transportation USA

Atlanta, GA

April 9-10, 2014

Kentucky Transportation Cabinet's Division of Planning and FHWA-KY Division's 6th biennial Air Quality Conference "Nature's Call to Action"

Frankfort, KY

April 9-11, 2014

I-TED 2014 – International Transportation Economic Development Conference

Dallas, TX

April 15-17, 2014

6th Critical Commodity Conference

New Orleans, LA

April 22-25, 2014

NAFTANext

Chicago, IL

April 28-May 1, 2014

Inland Rivers, Ports & Terminals (IRPT) Annual Conference

St. Louis, MO

>>> **SAVE THE DATE** <<<

FREIGHT IN THE SOUTHEAST

Moving Our Region's Business



Co-Sponsored by
Florida Department of Transportation

March 3-6, 2014 – Tampa, FL

For Registration or Exhibit & Sponsorship info contact,
Bruce Lambert

Institute for Trade and Transportation Studies (ITTS)

540-455-9882 • bruce@ittsresearch.org

www.ittsresearch.org

▶ TRADE PROFILE ... the ITTS Member States

The preliminary 2013 trade statistics are available. For 2013, total US exports increased to \$1.58 trillion dollars, a 2.14% gain from 2012. The export growth, while not as robust as the increase from 2011 to 2012, continued the recovery that began in 2009. Imports into the U.S. declined by 0.37%, largely from a 6% decrease in shipments of crude petroleum. (All the information reported here is based on value, and not tonnage, by the U.S. Government.)

For the ITTS member states, the change in trade from 2012 varied. Regionally, exports declined by 1.99%. (The information here is based on export shipments from the ITTS states, not necessarily the trade that passed through the region's gateways.) West Virginia experienced a significant drop in export shipments, largely from reduced shipments of coal shipments to European markets. Florida exports of electrical and

industrial machinery declined to its largest two markets: Brazil and Canada. Exports from Missouri continued the gradual decline in net exports that began in 2012, largely due to

decreased shipments of industrial machinery and other products to Canada and China. For Arkansas, exports waned, led by a general reduction in exports of Industrial Machinery, while shipments from Virginia weakened, in part because of decreased shipments of soybeans to China. Louisiana exports remained relatively unchanged.

In contrast, Kentucky enjoyed strong gains in aircraft and aircraft parts, which overtook vehicles as the Commonwealth's largest export by value. Georgia (aircraft and paper products) and Mississippi

(petroleum products) also saw strong gains over 2012 levels.

Imports into the ITTS states declined by 1.81%. The largest

continued from page 3

	Trade in \$ Millions		%Change from 2012	
	Exports	Imports	Exports	Imports
TOTAL	245,272	323,117	-2.0%	-1.8%
Arkansas	7,154	7,607	-6.1%	2.6%
Florida	60,461	72,119	-8.7%	1.3%
Georgia	37,578	75,072	4.2%	3.6%
Kentucky	25,285	37,839	14.3%	9.0%
Louisiana	63,079	66,087	0.3%	-18.2%
Mississippi	12,368	19,983	4.9%	-3.3%
Missouri	12,931	18,315	-7.2%	13.5%
Virginia	17,941	22,373	-1.9%	2.3%
West Virginia	8,474	3,722	-25.3%	-2.2%