



INSTITUTE FOR TRADE AND TRANSPORTATION STUDIES

PROMOTING REGIONAL AWARENESS FOR IMPROVING FREIGHT TRANSPORTATION

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NEWS UPDATE

For December and February, the primary focus was the ITTS Conference in Memphis, which included a lot of work regarding conference planning, speaker invitations, and related activities. During that same time, ITTS attended the Transportation Research Board meeting in January, where I made a presentation on the future of Gulf Coast ports, as well as attended the usual onslaught of committee meetings, sessions and planning events.

ITTS also served as a panelist for DOT Secretary LaHood's first listening session in New Orleans last December. ITTS spoke about the need to reexamine trade and transportation policies, as well as the federal role in ensuring trade corridors were providing access to gateway facilities.



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Conference update



ITTS held its first conference, at the FedEx Institute of Technology on the University of Memphis Campus. Cohosted by the Tennessee Department of Transportation and the University of Memphis, Intermodal Freight Transportation Institute, over 110 attendees attended sessions ranging from the general economy to the inland port development. Overall, the response from the participants was very positive.

The meeting started with 40 people taking an optional tour of the BNSF railyard and the Port of Memphis Monday morning. After opening remarks by Bill Ankner, Secretary of LADOTD and President of the ITTS Board, a panel discussed the general state of the economy. Most of the panelists agreed that the economy is recovering, but it will be a slow process. The next panel focused on the automotive industry in the Southeast. The panel outlined how dependent the region's automotive industry is upon transportation, from site selection decisions, to relationships with suppliers and, to the dependence on railroads to move finished cars.

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ITTS held its first conference, Freight in the Southeast, last week in Memphis Tennessee. With over 110 attendees, the conference was a great success.



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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 Alabama Department of Transportation, the Arkansas State Highway and Transportation Department, the Florida Department of Transportation, the Georgia Department of Transportation, the Kentucky Transportation Cabinet, the Louisiana Department of Transportation and Development, the Mississippi Department of Transportation, the North Carolina Department of Transportation, the Puerto Rico Department of Transportation and Public Works, the South Carolina Department of Transportation, the Tennessee Department of Transportation, the Virginia Department of Transportation, and the West Virginia Department of Transportation.

Please share this newsletter with your friends and coworkers. Any comments, suggestions, or additions should be sent to Bruce Lambert at 540-455-9882 or bruce@ittsresearch.org.

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▶ LAMBERT'S LAGNIAPPE

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

As a sign of yet another year's end, everyone who is an expert, ranging from football, to finances, and to health, are giving their wise counsel. Here in New Orleans everyone is making Superbowl predictions. We know that the future is uncertain, and while we can only guess at where things are going, it is still useful to consider what we believe (or hope) will happen.

For the economy, most agree that we are slowly coming off the bottom, but the halcyon days remain a long way off. Regarding infrastructure funding, the discussions about reauthorization of the SAFETEA-LU, the TIGER grant process, and the need for additional investment in transportation continue. However, I am struck with the notion that we can not agree on what kind of transportation system we want to build and how it will be financed. But it seems that if only we have enough money we could build everything everyone wants.

Recently, I served as a panelist at the first of Secretary LaHood's listening sessions. In going through the sessions, it was interesting how several panelists wanted a new transportation system based primarily on urban passenger transportation. The irony was also how everyone assumed that a tor-

rent of federal funds will be unleashed to assist in mostly local transportation issues. It appears as if we have ignored the role of the federal and state government when it comes to providing infrastructure. The Federal role traditionally was to ensure the network works, and by extension, access to that network. Such an approach focused on connecting areas, as well as the major networks in the urban area and rural access points. The State was set up to ensure access exists for its citizens to the Federally funded infrastructure, but also to State and local networks.

While everyone sees the reality for reinvestment in transportation, it appears that most want the discussion to largely involve solving the urban transportation problem. This somewhat myopic view, while critical to local urban mobility, is not wise. It ignores both the role of equity amongst projects as well as the greater role of access to global markets. But it is safe to say that the future of transportation is based on many, but conflicting, views that must be reconciled as the Nation commits to a new transportation future. And that need for creating a national vision is about the only thing all the experts agree on. ■

Conference update

Continued from cover

Tuesday morning found a lively panel on Foreign Investment in the Southeast, with some discussions regarding linking these projects to ports and waterways. This was followed by a discussion on the importance of trade with Latin America. The panelists affirmed that trade with Latin America remains important to the region, despite increased trade between the US and Asia and growing competition from Asia in the Latin America market.

The afternoon found most participants struggling to decide what session to attend. One panel discussed the challenges facing supporting exports from the Southeast. While positive that exports would grow from the region, the panelists stressed the need to work regionally to develop business opportunities for the region. The second session's panelists discussed biofuels in the region. Biofuels in the southeast are starting to develop, both from a

production and consumption perspective, but policy questions remain regarding the future expansion of biofuel production. The State of Tennessee has supported biofuel stations along the State's interstate system.

After the break, the participants were again given two sessions to attend: one on Inland Ports and Distribution Networks, and a second on moving overweight equipment. The Inland Ports and Distribution networks panelists stressed the importance of transnational networks as critical to their success. The overweight panel discussed the elaborate planning and project permits required to move these large pieces, including the use of waterways for oversize loads.

Wednesday, Jack Wells discussed the USDOT TIGER program, and Mark Norris, Tennessee Senate Majority Leader, discussed the challenges facing State Legislatures in supporting

transportation investment. Finally, Butch Brown, Mississippi DOT, Gerald Nicely, Tennessee DOT, and David Cole, Maine DOT, discussed the challenges of addressing freight projects as a DOT director. The afternoon session focused on transportation modeling, with discussions ranging the Lamar Avenue study in Memphis, to Freight Performance Measurements, to other related modeling studies.

All the powerpoint presentations are posted on the ITTS website, as well as speaker bios and related materials. For more information on the conference, please visit http://www.ittsresearch.org/itts_conferences.html

ITTS would like to thank the following nonfinancial sponsors for their assistance:

American Association of State Highway Transportation Officials

American Trucking Research Institute

Appalachian Regional Commission

Delta Regional Authority

Federal Highway Administration

Inland Rivers, Ports and Terminals

Tennessee Tombigbee Waterway

The Greater Memphis Chamber of Commerce

The University of Southern Mississippi, Center for Logistics, Trade and Transportation ■

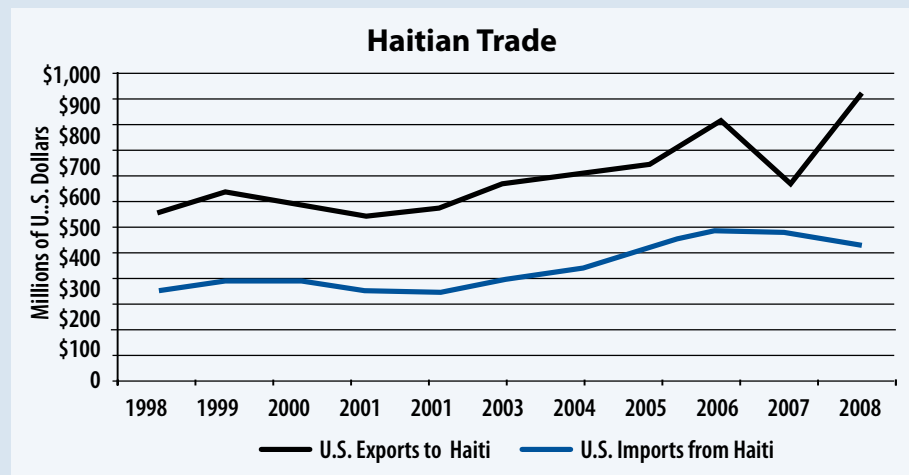


▶ TRADE PROFILE

While not one of the U.S.'s largest trading partners, trade with Haiti amounted to \$1.4 billion in total imports and exports in 2008. Total trade with Haiti had grown over the past few years, lead mostly by increased imports of apparel, and exports of food and charity items.

Haitian imports into the United States amounted to \$450 million, of which \$412 was apparel items (t-shirts, sweaters, and pants.) Some agricultural products, such as dates and cocoa, are also exported to the United States. Exports to Haiti amounted to \$945 in 2008. The largest export commodities were rice (\$197 million) and wheat (\$64 million). During 2008, \$209 million of charity related exports of clothing, food and medical supplies were shipped to the country.

Based on the proximity of the Southeast to Haiti, the region served as the principal gateway for U.S.-Haitian trade. In 2008, exports through ITTS member state gateways to Haiti amounted to \$635 million, or 67% of total U.S. exports. Most of the outbound



grain left through the New Orleans customs district, while the majority of the humanitarian exports passed through Florida. The ITTS member states received \$430 million, or 96% of the Haitian exports to the U.S., mostly through Florida Gateways.

Last week, Crowley Maritime delivered 202 20-foot containers of relief materials via LASH Service outside of Port-au-Prince. (While Haiti has over

14 commercial ports, Port-au-Prince is the primary container port for the nation. The U.S. government is working to restore the port to handle relief materials.) Such shipments will become more commonplace. In the aftermath of the earthquake, rebuilding efforts in Haiti will go on for several years, as construction equipment, lumber, and other supplies are expected to be transported to aid in Haiti's recovery. ■

▶ 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 speaking engagements

February 10-11, 2010

Coalition for America's Gateways and Trade Corridors

Washington, D.C.
http://www.tradecorridors.org/images/Agenda_CAGTC_2010_Annual_Meeting.pdf

February 11-12, 2010

21st Annual Port Of Tampa Steel Conference

Tampa, Florida
<http://www.tampaport.com/News-Events-Calendar/Events/21st-Annual-Port-of-Tampa-Steel-Conference-February-11-12-2010>

February 21-24, 2010

RILA Logistics Conference

Orlando, Florida
<http://www.rila.org/events/conferences/Pages/Logistics.aspx>

🌐 **February 22-23, 2010**

53rd Annual Alabama Transportation Conference

Contact Dr. Rod E. Turochy
334-844-6271 or rodturochy@auburn.edu

February 22-24, 2010

2010 Waterways Council Washington Meetings

Washington, D.C.
<http://www.waterwayscouncil.org/>

February 28 - March 2, 2010

Development District Association of Appalachia training conference, Leading the Charge for an Energy-Efficient Appalachia

Arlington, Virginia
<http://guest.cvent.com/EVENTS/Info/Summary.aspx?e=70ee6ac8-ab0d-40f4-9c07-5906938dcef0>

March 1 - March 3, 2010

AASHTO Washington Legislative Briefing 2010

Washington, DC
<http://www.transportation.org/meetings/246.aspx>

March 2-4, 2010

Inland Waterways Navigation Conference

St. Louis, MO
<http://www.inlandwaterwaysconference.com/>

March 8-9, 2010

AASHTO Standing Committee on Rail Transportation

Washington, DC 20001
<http://www.transportation.org/meetings/255.aspx>

March 11-13, 2010

51st Annual Transportation Research Forum

Washington, DC
<http://www.trforum.org/calendar/>

March 14-17, 2010

Air Cargo 2010

Orlando, FL
<http://www.aircargoworld.com/Events/Air-Cargo-2010>

March 22-23, 2010

AAPA Spring Conference

Washington, DC
<http://www.aapa-ports.org/Programs/seminarschedule.cfm?itemnumber=17154>

March 30- April 1, 2010

Ports Association of Louisiana 27th Annual Conference

New Orleans, LA
<http://portsoflouisiana.org/2010-conference-announcement/>

April 5-7, 2010

"Sustainable Development of Maritime and River Port Infrastructure in Latin America"

Buenos Aires, Argentina
<http://www.aadipcongresos.com.ar/>

April 7-9, 2010

Gulf Coast Trade Alliance, World Trade Conference 2010

Pensacola, Florida
<http://www.worldtradeconference.com/>

🌐 **April 10-14, 2010**

American Planning Association Planning Conference

New Orleans, LA
<http://www.planning.org/conference/>

April 13-15, 2010

Annual Delta Regional Authority Conference

Contact: Bevin Hunter at bhunter@dra.gov

April 14-16, 2010

IRPT Conference

Mobile, Alabama
<http://www.irpt.net>

April 20-22, 2010

Critical Commodities Conference

New Orleans, LA
<http://www.aiis.org>
<http://www.dra.gov/events/default.aspx?eventID=74>

April 18-20, 2010

Federal Economic Development Forum

Alexandria, Virginia
<http://www.iedconline.org/FederalForum/index.html>

April 18-23, 2010

I-95 Corridor Coalition Freight Academy

New Brunswick, New Jersey
<http://www.freightacademy.org/>

April 25-28, 2010

PORTS™ 2010 (COPRI/ASCE and PIANC)

Jacksonville, FL
<http://www.portsconference.org>

What is... Drayage

Today's seamless transportation system is a well coordinated dance of equipment and information. But as every chain is only as strong as its weakest link, in many ways drayage providers are an under appreciated, but vital part of today's supply chains.

Drayage normally refers to a short movement between terminals, normally associated with moving cargo from one mode to another. While most people assume this refers to intermodal container movements, drayage may also refer to the movement of steel coil, bananas, or any commodity that needs to move from a terminal or a warehouse. Also, drayage providers may specialize in a special market or commodity, such as providing most of the truck movements across the U.S.-Mexican border.

Drayage fees are assessed in a number of different ways. Drayage operators may have client contracts for specific moves or terminals, or may be a subcontracted to a specific terminal or bill of lading. These drayage operators are driving over local connector roads, which according to FHWA are among the worst roads in the nation. Because of their local knowledge, drayage operators assist in reducing congestion by knowing local procedures and gate operations around port areas, as opposed to line haul drivers who may be unfamiliar with routes or local procedures.

Depending upon the terminal, drayage drivers also need to be certified for a Transportation Worker Identification Card (TWIC). Furthermore, most drayage operations are non-union, despite some efforts to unionize drayage operations in Los Angeles and New York to mandate cleaner truck emissions.

In most countries, drayage chassis are owned by the truck companies, while in the U.S., these chassis, are mostly owned by the ocean carriers. (Maersk recently instituted a chassis fee for drayage operations in the Midwest.) The lack of coordinated pooling strategies for handling container chassis adds to additional empty trips in port areas, as well as issues related to chassis maintenance. Furthermore, as the terminals have to stockpile extra chassis to satisfy demand, this can contribute to some lost terminal handling space. ■