



INSTITUTE FOR TRADE AND TRANSPORTATION STUDIES

PROMOTING REGIONAL AWARENESS FOR IMPROVING FREIGHT TRANSPORTATION

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NEWS UPDATE

“The directional development of intermodal freight corridors in relation to inland terminals,” with Gordon Wilmsmeier and Jason Monios, will be published in an upcoming Journal of Transport Geography.

Attended the SASHTO Annual meeting in Louisville, where I spoke on the Panama Canal and creating opportunities through freight logistics.

Attended the Tenn-Tom waterway meeting in Fairhope, Alabama. As always, the meeting is interesting for its focus on waterways and economic development.

Also participated in the Smart Rivers Conference, where ITTS served as a Partnering Organization. Both Robby Burt, Mississippi DOT and Kathy Graham, Virginia DOT, also attended the meeting. Smart Rivers, from its modest start in 2005, has grown into one of the premier worldwide conferences on the many facets of inland navigation.

Finally, I spoke on broad freight issues at the West Virginia Transportation Planning Conference. As with most of my speeches, you can download the presentation from the website.

INSIDE THIS ISSUE

Lambert's Lagniappe	2
What is ... Investigative Process at NTSB	2
Calendar	4

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American Exports and Transportation Networks

One solution to promote economic development

Over the past few years, the discussion on promoting American exports has been seen as one solution to promote economic development. For the majority of the states in the Southeast, exports as a share of total Gross Domestic Product (value) increased from 2000 to 2010, as shown in Figure 1. (The figures were based on estimating shipments of origin by state GDP figures.) While groups celebrate the success of southern firms in global markets, they tend to forget that such flows occur over a variety of different transportation networks, such as a truck or train, or through different gateways, such as ports, airports or border crossings.

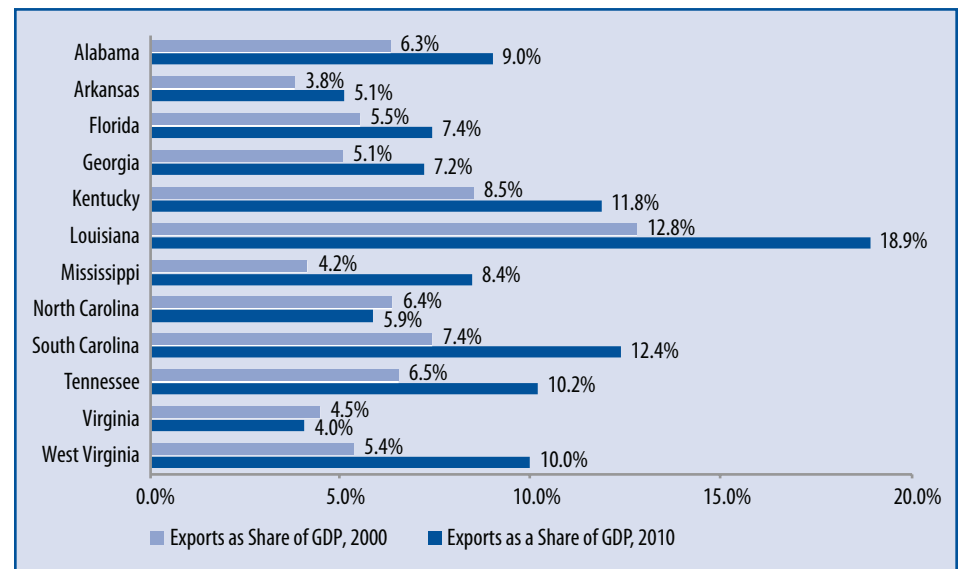


Figure 1. Exports as a Share of State Gross Domestic Product, 2000–2010

Over the past few years, ITTS has created data and charts that discuss how each member state is related to global markets. While other studies (US Department of Transportation, US Chamber of Commerce, local agencies, and even the local Departments of Commerce) describe the role of transportation as a series of numbers and markets, this is half the story. Such data are useful, but it does little to link vague statistics to the corridors and infrastructure necessary for these flows to occur.

Using the State of West Virginia as an example, I introduce the newest charts that I have developed for use in various presentations or reports. (All state reports are posted on the website.) All of the maps have the major intermodal terminals (railroads,

Continued on page 3



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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 South Carolina Department of Transportation, the Tennessee Department of Transportation, the Virginia Department of Transportation, and the West Virginia Department of Transportation.

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▶ LAMBERT'S LAGNIAPPE

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

During the West Virginia Planning Conference, a wonderful Thomas Jefferson impersonator (yourthomasjefferson.com) addressed the attendees after dinner. During "Jefferson's" speech, he outlined his education, time in public office, the writing of the Declaration of Independence and the founding of the University of Virginia. Oftentimes, "Thomas Jefferson" spoke about the political challenges facing his projects, including the construction of the District of Columbia and the University of Virginia. He also discussed the Louisiana Purchase, rightly stressing that whoever controls New Orleans owns the Mississippi River.

As Jefferson, he highlighted how he transformed Charlottesville, Virginia and America through his strident actions; actions which protected liberty, opened markets and created better communities. Jefferson was not alone in his connection between transportation and opportunity. In the past visionaries pushed for projects that were transformative because they connected large regions: Lincoln started the transcontinental railroad

during the Civil War, Washington supported canal projects, Eisenhower and the Interstate System, and the Erie Canal cemented New York's position as the financial center of the U.S. Today, one can argue that we have accepted that the big corridors are completed, as we rest on our laurels in an area of "preventive maintenance".

Such a view limits the contribution of transportation to improve mobility and economic growth, the later term being on everybody's list. In reflection, transportation infrastructure and asset agencies provide the framework for any long term structural transformation, which is echoed by various site selection rankings that place transportation as one of the top factors regarding new site development.

At the end of "President" Jefferson's oration, he challenged the audience that maybe one day someone will impersonate you in 200 years and talk about your accomplishments. Well, there are plenty of roadways and bridges yet to be built and named, we just need volunteers! ■

What is ... Investigative Process at NTSB

The National Transportation Safety Board was established in 1967 to conduct independent investigations of all civil aviation accidents in the United States and major accidents in the other modes of transportation. It is not part of the U. S. Department of Transportation, nor organizationally affiliated with any of DOT's modal agencies. NTSB tries to respond quickly to incidents with its "Go Team," a small group of technical experts who assess what is needed to address transportation safety problems. Once the investigations underway, NTSB inspectors form working groups to address the various technical components.

While NTSB addresses air incidents, NTSB also responds to surface accident investigations. While the teams are smaller and working groups fewer, the team technique is the same. Locomotive engineers, signal system specialists, and track engineers head working groups at railroad accidents. The specialists at a highway crash include a truck or bus mechanical expert and a highway engineer. The Board investigates about 2,000 aviation accidents and incidents a year, and

about 500 accidents in the other modes of transportation - rail, highway, marine, and pipeline.

More months of tests and analysis eventually lead to the preparation of a draft final report by Safety Board staff. Once a major report is adopted at a Board Meeting, an abstract of that report - containing the Board's conclusions, probable cause and safety recommendations - is placed on the Board's web site under "Publications." The full report typically appears on the web site several weeks later.

For example, several recent workings have been posted concerning lithium batteries. Lithium batteries are a hazardous cargo, as they can catch fire. (When metal such as keys, coins, or other batteries come in contact with both terminals of a battery, it can create a "circuit" or path for electricity to flow through. This can cause extreme heat and sparks and even start a fire.) After several planes have caught fire, recent rulings have been posted by Federal Aviation Administration based on findings from NTSB. ■

American Exports and Transportation Networks

Continued from cover

ports and airports) and Interstate System routes, reinforcing that access is critical for developing exports. These maps outline the following elements: Ex-Im Bank loans by state, exports by MSA and exports as a share of MSA Gross Domestic Product. These charts could be used on their own or with the other charts that are posted on the ITTS website. (Each state has its own datasets in powerpoint, etc.)

The Ex-Im Bank (Figure 2) is responsible for providing financial assistance and loans for firms that are engaged in international trade. Normally, these are small to medium size enterprises (under 500 employees) although larger firms are clearly eligible for such loans. Between 2005-2009, West Virginia businesses received over \$133 million dollars in loans. This does not represent all the state's exporters but it provides a framework looking at where exporters are located and their proximity to infrastructure access.

The next two maps show the relative flow of exports from the Metropolitan Statistical Areas (MSA) in a state. Figure 3 displays exports from MSA's based on the value of exports. Figure 4 shows the relative importance of exports to the MSA's in the state. There is a fourth map, (not shown here) which shows exports based on three digit zip code, which better aligns some of the rural flows that are not necessary a part of a MSA region.

In a recent breakfast meeting, Assistant Commerce Secretary Suresh Kumar, Director General of the U.S. and Foreign Commercial Service stressed exports must be linked to infrastructure. No truer words were spoken, but creating and sustaining jobs must balance many factors: improving access along intermodal connectors, dredging the nation's channels, enhancing rail and highway operations, while securing our borders in addition to other regulations and operational issues. Several of these topics were addressed during previous "Freight in the Southeast" conferences. A discussion on a national system does raise questions about defining the appropriate federal, state and local roles, as well as with private sector participation, to ensure the system remains

Continued on page 4

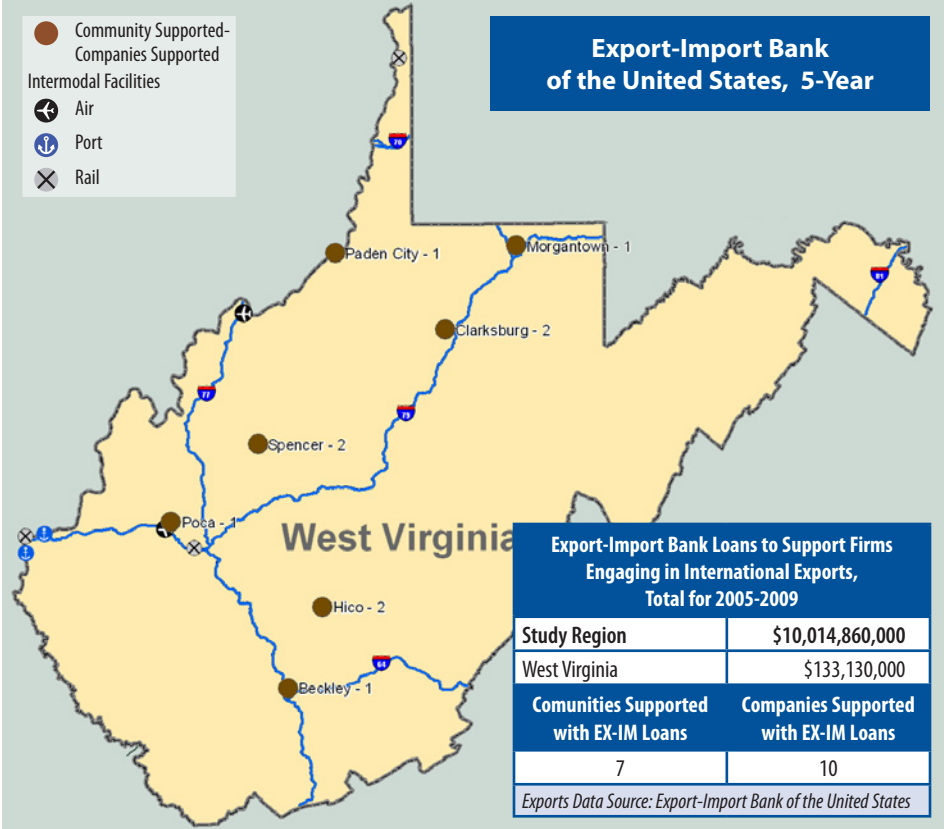


Figure 2.

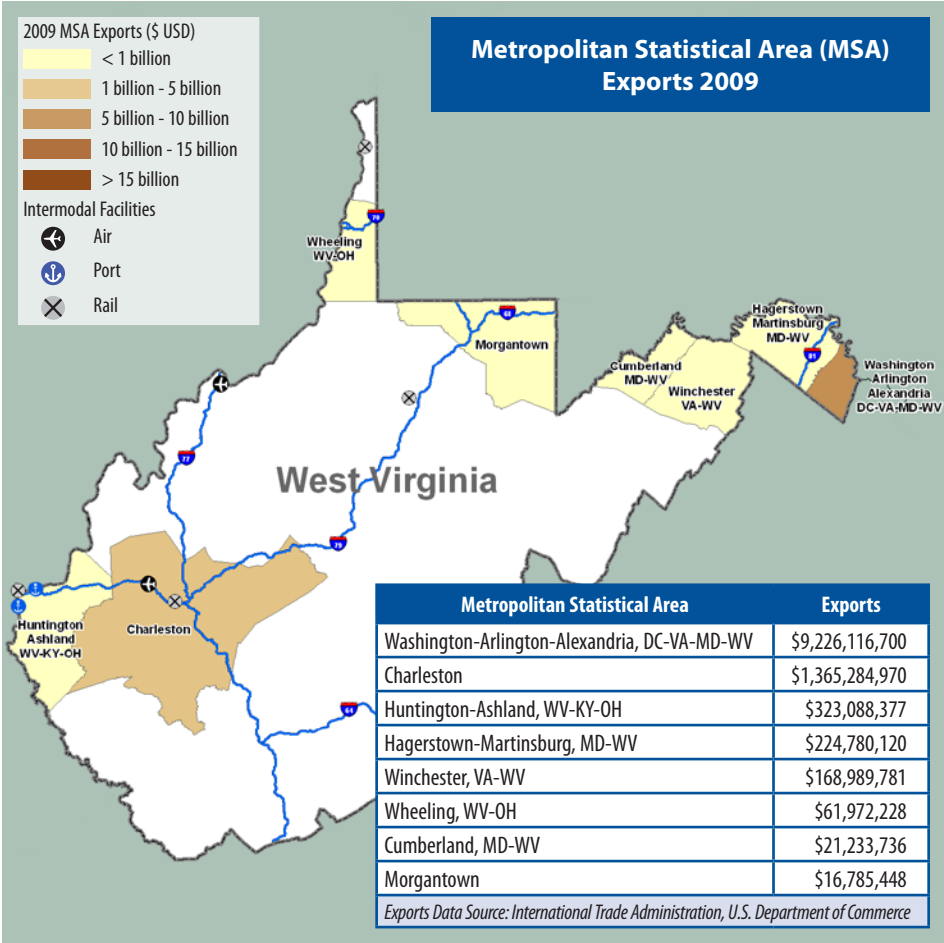


Figure 3.

▶ 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

October 2-5, 2011
Council of Supply Chain Management Professionals Annual Meeting
 Philadelphia, PA

October 2-5, 2011
American Public Transportation Association Annual Meeting
 New Orleans, LA

October 6, 2011
The Southeast Freight Conference & Memphis Port Night
 Memphis, TN

🌐 **October 13-17, 2011**
AASHTO Annual Meeting
 Detroit, Michigan

October 19-21, 2011
Eighth Annual Waterways Symposium
 Pittsburgh, PA

October 24-25, 2011
Railway Age/Passenger Trains on Freight Railroads
 Washington Marriott, Washington, D.C.

🌐 **October 25-28, 2011**
International Association of Maritime Economists
 Santiago, Chile

October 25-27, 2011
Breakbulk Americas Transportation Conference & Exhibition
 New Orleans, LA

October 25-27, 2011
Using Census Data for Transportation Applications Conference
 Irvine, California

October 25-28, 2011
2011 AMPO Annual Conference:
Conference Theme: Moving America's Metros
 Hosted by AMPO and North Central Texas Council of Governments

🌐 **November 1-3, 2011**
Mississippi Transportation Institute MTI Conference 2011
 Biloxi, MS

FREIGHT IN THE SOUTHEAST

Moving Our Region's Business



Save the Date

March 14-16, 2012 – Norfolk, VA

(Please visit http://www.ittsresearch.org/itts_conferences.html)

If you are interested in partnering opportunities, or wish to participate in the organizing committee, please contact Bruce Lambert.

TRB has just released E-Circular E-C158: Commodity Flow Survey Workshop.

This circular reports the proceedings of a November 2010 workshop that explored the next application of the Commodity Flow Survey (CFS). ITTS served as the Planning Chair for the workshop. You can download the E-Circular at <http://www.trb.org/Main/Blurbs/166010.aspx>

Continued from page 3

efficient and competitive. At the recent FHWA Freight Partnership meeting in Kansas City, the European Union's Ten-T program was highlighted as one method to consider and improve national freight corridors are funded and operating. If a discussion on corridors and federal systems is included in the national discussion on transportation, having maps and statistics that demonstrate the regional and national linkages of our economy will become more critical.

I hope that you will find these charts useful in framing how your region ties into global markets. These charts, used with the other materials posted on each state website concerning jobs, markets and gateway flows, may be useful in discussing freight shipments. As always, any comments and suggestions are appreciated, including links to related data or studies related to freight studies.

Figure 4.

