



# INSTITUTE FOR TRADE AND TRANSPORTATION STUDIES

PROMOTING REGIONAL AWARENESS FOR IMPROVING FREIGHT TRANSPORTATION

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## NEWS UPDATE

Normally, August is a time of vacations and relaxation, but not so here at ITTS. Despite a few days of Jury Duty, ITTS has been very involved in several different venues. First, the State Portals have been posted on the website. These portals are designed to serve two key functions: display key trade and transportation statistics for each of the ITTS member states, and to serve as a repository for transportation data and analysis for the ITTS member states. In addition, ITTS has a blog to allow additional information to the ITTS members. Look for more information on the website over the next month, but as always, any comments would be appreciated.

This has also been a busy time for Conferences. ITTS attended the Gulf Intracoastal Canal Association Meeting in New Orleans, and spoke at the Tenn-Tom Waterway Development Opportunities Conference in Alabama. (The presentation is posted on the ITTS website.) Furthermore, ITTS has been in the final preparation work for the Smartrivers Conference in a few weeks, assisted in working with ITTS member states

*Continued on page 2*

## Transportation and The Economic Recovery: Where the Rubber Meets the Road

Transportation is viewed as a leading indicator of the economy, as transportation normally reflects the movement of components necessary to produce the goods that are then transformed into final products. As such, these leading indicators reflect a marriage of many different trends both for finished items as well as primary and intermediate goods.

At the moment, consumer spending is being evaluated to understand the Nation's current economic state. Generally, consumer spending picks up during the late Summer for the back to school purchases and peaks during the Christmas season. Shippers estimate sales forecasts in the Spring and early Summer, and plan their shipping orders based upon their projections. This leads to a fairly steady pattern of containerized shipments (mostly from Asia) beginning a run up in June and peaking in late October or early November.

Given the nature of this economic downturn, there are many different concerns over the timing of the recovery but also the routes these cargos will take. Retailers are already discussing their low expectations for the upcoming shopping season, and the trade statistics reflect their pessimism. On a year to date basis, import volumes through ITTS ports for all cargos have fallen from not only reduced consumer merchandise but from imports of petroleum and other products. Other modes have seen similar drops in volumes when compared to 2008 statistics. A recent article in the Journal of Commerce reports peak shipment levels have fallen to 2002 levels, with expected declines

*Continued on page 2*

## INSIDE THIS ISSUE

Lambert's Lagniappe .....	2
ITTS Partner .....	3
Calendar .....	4





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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](mailto:bruce@ittsresearch.org).

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[www.ittsresearch.org](http://www.ittsresearch.org)

## ► LAMBERT'S LAGNIAPPE

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

**W**ith Labor Day approaching, football fever is raging across the South. Everyone, from young boys strapping on pads for the first time, to old men who optimistically cry "this is the year", is waiting for the first kickoff. (Well, maybe not most wives and girlfriends.) But for most people, every offseason decision has been discussed and dissected. Now is the time to see if those decisions will get the desired results.

The interesting thing about football is that many of the people who frantically follow the game never actually played beyond tossing the ball with their friends. But that does not mean that amateurs cannot love and understand the game. I am always impressed with non-transportation people who discover, on their own, the value of the transportation system most simply take for granted. Wayne McCormick developed a website on navigation that deserves a visit! ([www.AmericasMarineHighways.com](http://www.AmericasMarineHighways.com)). Wayne wants to contact various members of the waterway community to understand their opinions on what will keep waterways a vital part of America's

transportation network. He begins with three basic questions:

- 1) Is there the potential for Marine Highway Program in the United States?
- 2) What are the barriers to making it a reality on a larger scale?
- 3) Is the Marine Highway a part of a Nation Transportation System?

Cornel Martin, at a recent break at the GICA meeting, stated there is no reason we need to tell anyone to invest in transportation in America, it should sell itself. I agree, but like any good coach, it is our job to help others understand how transportation benefits us all. I hope you will take some time to encourage Wayne and others like him who see transportation as critical to our country.

On a different note, I do have a late summer book recommendation - "Shadow of Betrayal" by Brett Battles. Brett is my wife's cousin who specializes in thriller novels (<http://www.brettbattles.com>). This is his third novel and I would recommend reading his other books ("The Cleaner" and "The Deceived").

## Transportation and The Economic Recovery

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continuing over the next few months. Other recent articles say some shipments from China will switch to later shipments from the CAFTA region to reduce the length of supply chains.

When compared to the first part of 2008, when the markets were responding to record fuel prices, there were concerns over firms realigning logistics networks to reduce transportation

costs. Now, the focus is on both reducing costs, but also remaining in business. At this point, the discussion remains focused on surviving and waiting for the recovery. However, there are some potential long range consequences when firms (both shippers and carriers) reconsider ways to offset costs through their transportation networks and inventory levels. ■

## NEWS UPDATE

*Continued from cover*

on the Tenn-Tom Trade Mission to Panama next month, and continued work on the upcoming Conference in Memphis. September will remain fairly busy, starting with the ITTS session at the SASHTO, the Smartrivers Conference, followed by the Tenn-Tom trip to Panama and attending

the Louisiana Freight Summit. After returning from Panama, I head to Canada to speak on the Panama Canal at the Journal of Commerce's Canadian Maritime Conference, followed by a visit to West Virginia and the National Waterways Council in Charleston. ■

## ▶ ITTS PARTNER

### The Gulf Intracoastal Canal Association (GICA)

The Gulf Intracoastal Canal Association works to ensure the Gulf Intracoastal Waterway is maintained, operated and improved to provide safe navigation along the Gulf Intracoastal Waterway. The GICA's vision is to become the respected, objective, authoritative voice for inland waterway navigation on the Gulf Coast. Working within the marine community and reaching out beyond it, the association ensures stability and growth of an industry that benefits all. The association provides members with a unique value for their dues investment, makes partici-

pation rewarding, and holds honor for its leadership."

The Gulf Intracoastal Canal runs from Brownsville Texas to Carrabelle, Florida, a distance of 1050 miles and an authorized depth of 12 feet. The Canal connects to many of the nation's largest ports through the corresponding waterways.



The GICA was organized in 1905, to promote the idea of a single channel that would connect all major Gulf coast ports. This very idea materialized some 44

years later, with the formal completion of the Waterway in June, 1949. A significant engineering achievement, the Waterway's creation was made possible only by the cooperative efforts of communities, legislators and government agencies, working together toward a common goal.

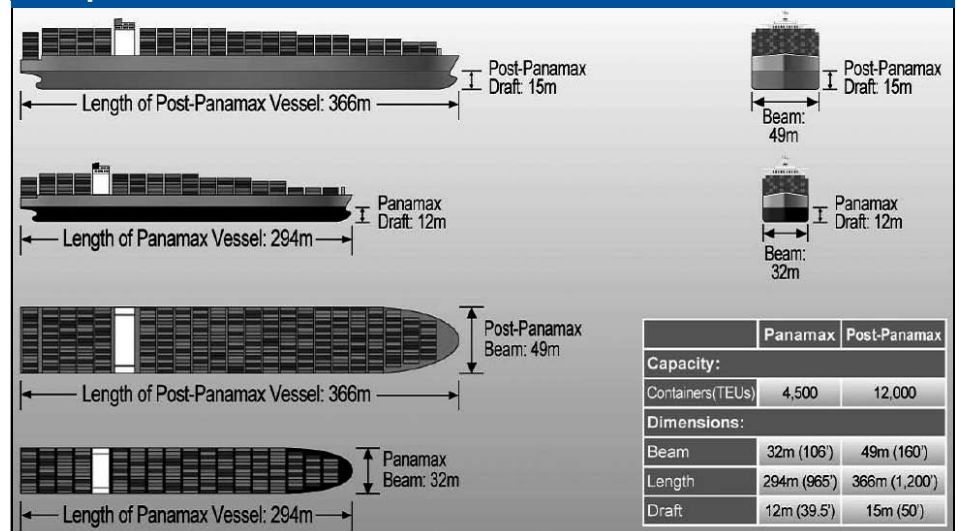
After the Hurricanes in 2005, the GICA worked with the Coast Guard and the Corps of Engineers to quickly restore navigation activities along the Gulf South. Since then, the GICA developed an ongoing navigation response partnership with the Emergency Management Center to assist in recovery efforts following any natural disasters.

For more information on GICA, please visit <http://www.gicaonline.com> or contact Raymond Butler at 281.996.6915 or [info@gicaonline.com](mailto:info@gicaonline.com). ■

## What is... Panamax Vessels

To ensure safe navigation to both mariners and cargo owners, various vessel classifications are used to classify a vessel's operation and to set minimum safety standards. There are five main types of vessels: Liquid bulk, dry bulk, general cargo, container and other vessels. Liquid bulk vessels handle petroleum and related products. Normally, these vessels have piping systems throughout the vessel to load or unload the vessel. Dry bulk vessels carry a mix of cargos, from grains, iron ore, aggregate, etc. These vessels tend to be loaded or unloaded by mechanical dumpers or scoops. When most people think about the port, they are thinking about general cargo vessels, with various holds, hatches, and serving a variety of cargo types. Normally, these vessels are worked by either shoreside or ship's gear. Container vessels have become the global supply chains, with containers stacked both below and above the deck. Some of the smaller vessels may still have shipside cranes, but most are worked with shoreside cranes. Finally, other vessels include specialized carriers, such as Ro-Ro (roll on-roll off vessels) chemical tankers, and ferries and passenger vessels. Given the difference in vessel types, vessels are also configured on deadweight weight capacity. (Deadweight refers to vessel's displace-

### Comparison between Panamax and Post-Panamax Container Vessels



*Comparison between the largest Panamax container vessel that can transit the current Canal and a Post-Panamax size vessel with 12,000 TEU's container capacity. The larger vessel has 2.5 times the cargo carrying capacity of the Panamax vessel.*

ment in the water, including calculations for cargo, stores, crew, etc., and reflects the maximum that a vessel can safely carry.)

Given the importance of the Panama Canal to worldwide shipping, vessels have been configured to maximum the volume of cargo that can transit the canal despite the size of the Canal's locks. Generally, a Panamax vessel range from 50,000 to 80,000 DWT's. Regarding physical dimen-

sions, these vessels are normally 965 feet long, with a 106 foot beam, and a 39.5 foot draft. For containers, a Panamax vessel can carry up to 4,500 Twenty foot equivalent units (TEUs). The third set of locks is planned to accommodate containerized vessels that are much longer (1200 feet), wider (160 foot beam), and deeper (50 feet of draft). Normally, vessels in this class carry 12,000 TEUS. ■

# ▶ 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](mailto:bruce@ittsresearch.org)

## 🌐 August 28–Sept 2, 2009

**Southern Association of State Highway Transportation Officials**  
Biloxi, Miss. Contact: <http://www.sashto.org/SASHTO2009>.

## 🌐 September 6–9, 2009

**Smart Rivers '21–The Future of Inland Navigation**  
Vienna, Austria Contact Kelly Barnes at 703-428-9090 or [kelly.j.barnes@usace.army.mil](mailto:kelly.j.barnes@usace.army.mil) or [www.smartdrivers.org](http://www.smartdrivers.org)

## September 14–15, 2009

**Transportation Research Board, Integrated Corridor System Management Modeling Best Practices Workshop**  
Irvine, Calif.  
<http://guest.cvent.com/EVENTS/Info/Summary.aspx?e=44a9acb3-c5f4-4b96-9204-285202e49842>

## September 15–16, 2009

**The Louisiana Freight Transportation Summit**  
New Orleans, La.  
Contact: Colonel Tom Atkinson (225) 274-4134 or [tomatkinson@dotd.la.gov](mailto:tomatkinson@dotd.la.gov)

## September 16–17, 2009

**Transportation Research Board, North American Freight Flows Conference 2009**  
Irvine, Calif., Contact: Tom Palmerlee, 202-334-2907 or [tpalmerlee@nas.edu](mailto:tpalmerlee@nas.edu) or <http://www.trb.org/calendar>.

## September 20–23, 2009

**Council of Supply Chain Management Professionals (CSCMP) Annual Global Conference**  
McCormick Place West, Chicago, IL  
[www.cscmp.org](http://www.cscmp.org)

## September 20–24, 2009

**American Association of State Highway Transportation Officials Standing Committee on Rail Transportation**  
Oklahoma City, Okla.  
Contact Joe Kyle at (405) 521-4203 or [jkyle@odot.org](mailto:jkyle@odot.org)

## September 22–23, 2009

**The Bureau of Transportation Statistics, Workshop For Transportation Forecasters**  
Washington, D.C.  
For more information contact Peg Young at 202-366-2483 or via email at [peg.young@dot.gov](mailto:peg.young@dot.gov), [http://www.bts.gov/about/events/transportation\\_forecasters](http://www.bts.gov/about/events/transportation_forecasters)

## September 23–35

**National Waterways Conference**  
Charleston, W. Va.  
[info@waterways.org](mailto:info@waterways.org) 703-243-4090 [www.waterways.org](http://www.waterways.org)

## October 5–7, 2009

**European Transport Conference, Transportation Research Board Lieden**  
The Netherlands, Contact: Sally Scarlett at [info@aetransport.org](mailto:info@aetransport.org) or <http://www.aetransport.org>

## 🌐 October 12–14, 2009

**Waterway Council's Annual Meeting and Waterways Symposium**  
New Orleans, La.  
For more information, please contact <http://www.waterwayscouncil.org/> or Andy Riester at (703) 373-2261 or [ariester@vesselalliance.com](mailto:ariester@vesselalliance.com)

## 🌐 October 13–15, 2009

**20th Annual Breakbulk Transportation Conference & Exhibition**  
New Orleans, La. Contact the Journal of Commerce <http://www.joc.com/node/409535>.

## October 13–16, 2009

**The American Waterways Operators – 2009 Fall Convention**  
New Orleans, La.  
[http://www.americanwaterways.com/membership\\_meetings/index.html](http://www.americanwaterways.com/membership_meetings/index.html)

## October 19–20, 2009

**Railway Age – Passenger Trains on Freight Railways**  
Washington, D.C.  
Jane Poterala at (212) 620-7208 or [jpoterala@sbpub.com](mailto:jpoterala@sbpub.com)

## October 27–30, 2009

**Annual Conference, Association of Metropolitan Planning Organizations**  
Savannah, Ga.  
Call AMPO at 202-296-7051 or visit <http://www.ampo.org/events/details.php?id=36>

## October 25–29, 2009

**American Association of Port Authorities Annual Convention, hosted by the Port of Galveston**  
Galveston, Tex. Contact: The American Association of Port Authorities, 703-684-5700, [info@aapa-ports.org](mailto:info@aapa-ports.org) or <http://www.aapa-ports.org>.

## October 28, 2009

**"Navigation and the Environment", Technical Seminar and Networking Reception**  
New Orleans, La.

Contact Kelly Barnes at (703) 428-9090 or [Kelly.J.Barnes@usace.army.mil](mailto:Kelly.J.Barnes@usace.army.mil) <http://www.pianc.iwr.usace.army.mil/conferences.cfm>

## November 2–4, 2009

**The Global Soybean Transport Conference**

For more information, please go to <http://events.soyatech.com/conference.php?cid=9>.

## November 8–10, 2009

**American Short Line and Regional Railroad Association 2009 Southern Region Meeting**  
Panama City Beach, Fla.  
Contact: Kathy Cassidy at 202-628-4500 or [kcassidy@aslrra.org](mailto:kcassidy@aslrra.org) [http://www.aslrra.org/meetings\\_seminars/Southern\\_Region\\_Meeting/](http://www.aslrra.org/meetings_seminars/Southern_Region_Meeting/)



## November 17–19, 2009

**American Association of Port Authorities, Facilities Engineering Seminar & Expo**  
Charleston, S.C. Contact: The American Association of Port Authorities, 703-684-5700, [info@aapa-ports.org](mailto:info@aapa-ports.org) or <http://www.aapa-ports.org>.

## November 18–19

**AASHTO Standing Committee on Water Transportation**  
Washington, D.C.  
Contact Chris Smith at 202-624-5839 or [CSmith@aaashto.org](mailto:CSmith@aaashto.org)

## January 10–14, 2010

**TRB 89th Annual Meeting Washington, DC**  
Contact The Transportation Research Board <http://www.trb.org/meeting/2010/default.asp>

## SAVE THE DATE: January 25-27, 2010

ITTS is working with the State of Tennessee and the University of Memphis to host a regional conference on Freight, focusing on emerging trends in The Southeast and Their Implications for Freight Transportation Systems". The meeting is scheduled to be held at the Fedex Institute of Technology on the University of Memphis campus. More information will be posted on the ITTS Website and in the next ITTS Newsletter. If you are interested in serving on one of the organizational committees, please contact Bruce Lambert at 540-455-9882 or [bruce@ittsresearch.org](mailto:bruce@ittsresearch.org).