



What is... Cabotage

Cabotage generally refers to the carriage of passengers and freight within a country's domestic trades. Most countries limit national firms to providing transportation, which includes trains, airplanes, rail and maritime activities, between domestic areas. For example, if a British Airways plane landed in New York, and continued on to Miami after picking up passengers in New York, it would be a violation of cabotage laws. However, the same airline can pick up its own equipment or drop off international cargo in Miami that was on the plane when it originally flew into New York. Cabotage laws are designed to protect domestic transportation firms from foreign competition, but proponents also suggest this provides common public safety standards and that restricting international flyovers secures national security goals.

While all modes are subject to Cabotage provisions, the rest of the article will focus specifically on the maritime trade. While the U.S. has always supported domestic cabotage laws, the Merchant Marine Act in 1920, coupled with the Pas-

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Heavier Trucks on the Nation's Highways?

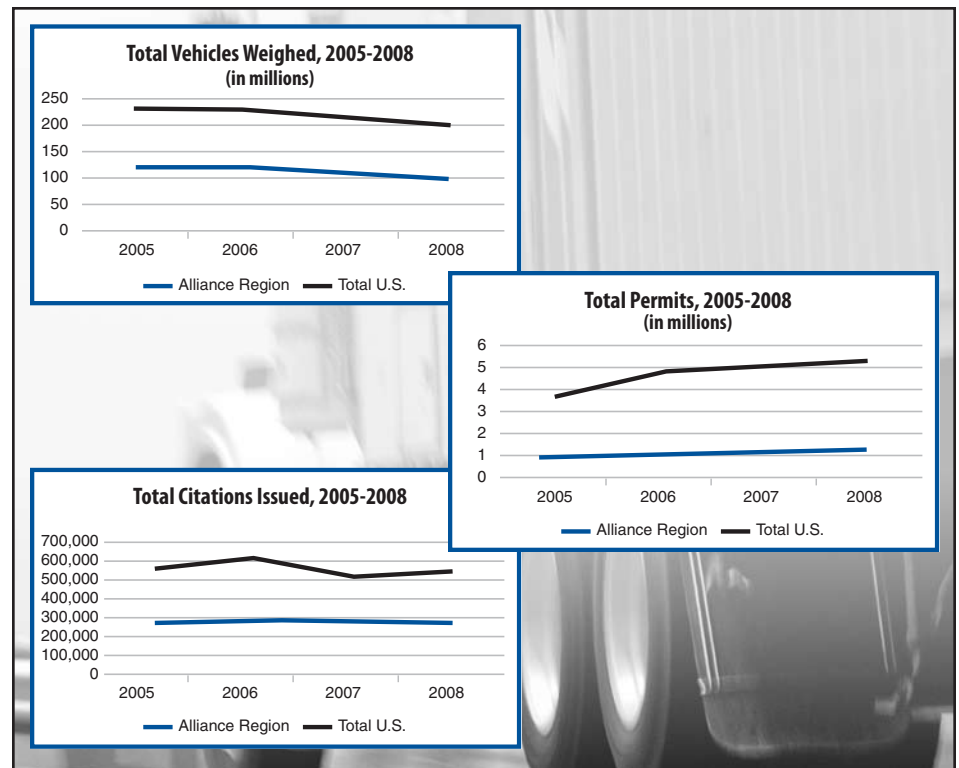
While attending the AASHTO Standing Committee Meeting in Savannah, the Committee focused largely on overweight/oversized truck movements. The lively discussion ranged from wind turbines, fire engines, and heavy equipment moves related to emergency response. There were also presentations about improving inspections and regulations, and technologies being used in Europe for heavier vehicle enforcement.

When discussing heavier trucks, the U.S. economy needs goods moved

between different facilities and has varied laws and statutes that allow this to occur. While the federal highway limit is 80,000 pounds for the total unit, there exist grandfather exceptions for logging or agricultural products. States can also allow heavier loads on their non Federal Aid network.

Given the concerns over the state of the nation's infrastructure, there are questions about the rate of inspections. Between 2005-2008, based on data submitted from the States to Federal Highways, over 200 million vehicles

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Institute for Trade and Transportation Studies

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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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www.ittsresearch.org

► LAMBERT'S LAGNIAPPE

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

A few weeks ago I was asked to do a short presentation on Green Transportation at Southern Mississippi. (The presentation is available at <http://www.ittsresearch.org/ITTS-Presentations.html>). The presentation consisted of a very broad overview of logistics, economic development and the environment, which generated a lively debate.

In discussing economic development, we are really talking about people development. I agree with Thomas Friedman in "Hot Flat and Crowded" that we need to reinvest in the creation of energy here in the United States. The recent edition of Good Magazine was dedicated to transportation, but while it discussed jet packs and electric cars, it did not discuss freight transportation. There remains a disconnect when we discuss freight transportation and the environment. On the negative side, the debate on emissions, the detrimental effects of development/traffic (congestion) or the simple fact that we don't live as we once did. In response, the real discussion that freight is critical to our standard of living evolves into simply discussions about more

efficient engines for trucks, rail and barges. This extends further to modal comparisons about tons moved per mile or emissions per mile (as highlighted by the Texas Transportation Institute Study for Marad. All of these discussions are important, both as we determine a long term strategy and short term steps to move towards a freight and mobility vision (as evidenced by yet another national report calling for an increased focus on transportation reform – The National Transportation Policy Project).

This weekend, I was struck by the irony of the timing of the presentation with its proximity to Fathers' Day. When discussing the future of transportation, our children will face increased challenges on energy use and the environment. At the same time, we are discussing how to enhance America's competitive position in world markets. Their future success will be shaped by our actions today, just as the legacy decisions of our fathers continue to shape our world. When considering how we choose to live, we must include all modes of transportation, including freight, that supports America's long term growth. ■

What is... Cabotage

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senger Vessel Services Act of 1886, serve as the basis for current U.S. law. (The Merchant Marine Act was amended and re-codified in October 2006.) In sum, the Jones Act (Article 27 of the Merchant Marine Act) requires that all commercial vessels operating between U.S. ports must be on a U.S. flagged vessel, built in the U.S. and crewed by U.S. citizens. This includes not only barges, oil platforms, and dredges working in the U.S., but also deep sea ocean services from the contiguous U.S. to Alaska, Hawaii, and Puerto Rico.

The Jones Act has many proponents and detractors. In general, proponents of the

Jones Act state the Jones Act secures jobs in U.S. shipbuilding and for U.S. mariners, while ensuring vessels and mariners are available during times of national crisis. Opponents of

the Jones Act argue that the law reduces innovation in vessel design, add costs to U.S. consumers, limits the creation of new services in the U.S., and undermines the

viability of an international flagged U.S. fleet.

The Jones Act is administered by the Maritime Administration. MarAd has granted some limited waivers to the Jones Act on a case by case basis, generally where no U.S. vessel can provide the required service or in response to national emergencies. ■

Cabotage laws are designed to protect domestic transportation firms from foreign competition...

▶ ITTS PARTNER

PIANC USA

The World Association for Waterborne Transport Infrastructure (PIANC) is a forum for professional organizations to share developments and exchange knowledge of worldwide trends and challenges in port and waterway development and management. The World Association for Waterborne Transport Infrastructure operates through a Council, which directs the international study commissions and working groups.

Technical working groups consist of participants from member countries who have interest and expertise in the issue being investigated. The groups gather, analyze and consolidate state-of-the-art material from each country. The resulting



reports are published and sent to each PIANC member.

Every four years an International Congress, open to all members, is held for the presentation and discussion of papers on subjects pertaining to waterways and maritime navigation. The next Congress will be held in May 2010 in Liverpool, England. The U.S. will host the 2014 Congress.

PIANC USA is a national section of PIANC, a worldwide non-political and non-profit technical and scientific organization established to promote both inland and maritime navigation by fostering progress in the planning, design, construction, improvement, maintenance and operation of inland and maritime waterways and ports and of coastal areas for general use.

PIANC USA was organized in 1902 with the U.S. Army Corps of Engineers (USACE) serving as the Secretariat. Membership is comprised of engineers, scientists,

economists, planners, dredgers, port operators, regulators, and marina and vessel owners. PIANC USA is chaired by the Assistant Secretary of the Army (Civil Works) and the President is the USACE Deputy Commander.

U.S. Section members, including government organizations, the private sector and individuals, work together with 40 other nations to address a broad range of policy, engineering and environmental issues for the advancement of waterborne transportation.

PIANC USA organizes conferences, seminars and workshops to disseminate the latest engineering, scientific and economic advancements in the field of inland and maritime navigation and ports. Upcoming meetings include the PIANC USA Annual Meeting in Pittsburgh, Smartrivers, and Navigation and the Environment.

For more information, please visit the PIANC website at <http://www.pianc.us>. ■

Heavier Trucks on the Nation's Highways?

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were weighed on various fixed and mobile scales, an almost 15% decrease from 2005. Over the same time, the total number of violations decreased from 567,949 in 2005 to 555,168 in 2008, a decrease of 2%.

For the members of the Alliance Region (the ITTS Member States with the exception of Puerto Rico) almost 99 million vehicles were weighed, a 15 percent drop from 2005. The number of violations also decreased to 376,535 vehicles, a 5% decline from 2005. Over the same period, the number of permits issued by the Alliance states increased.



However, one subtopic emerged: the focus on sustainable energy will likely result in more overweight permits being issued to move equipment and materials to create renewable energy facilities. For example, to plan for a basic oversize shipment involves examining the route choice, such as water, rail and highway options. Normally, supersize loads would prefer to move on water, when available, followed by rail and finally highways. For highways, the largest concern is the weight of bridges, especially when considering the axle configuration. It may be possible to move utility poles, traffic signals, and other overhead structures also. (Generally, these are paid by the company arranging the transportation in addition to permitting fees.) For many industrial developments, the act of planning the route, tied with new building projects, has a lead time of several years, and if the transportation cannot be guaranteed for some large components, the potential development of a facility may be in jeopardy.

How to facilitate freight movement, including heavier trucks, remains a delicate issue, given infrastructure and regulatory constraints. For example, fire engines often exceed weight limits because fire fighters want the best equipment possible without concerns for roadway infrastructure. Future discussions on truck size and weight issues, given the emphasis on truck productivity and larger loads, are necessary to protect the nation's highways and bridges, but should allow legal loads to move in a timely manner. More information on the Meeting is available on the AASHTO website. ■

▶ 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

July 8–10, 2009

XVIII Latin American Congress of Ports

Miami, Fla. Contact: The American Association of Port Authorities, 703-684-5700, info@aapa-ports.org or <http://www.aapa-ports.org>.

July 15–16, 2009

PIANC USA Annual Meeting 2009 and Tour

Pittsburgh, Pa. Hosted by the Port of Pittsburgh Commission & the US Army Corps of Engineers Pittsburgh District, Contact Kelly Barnes at 703-428-9090 or Kelly.J.Barnes@usace.army.mil

July 19–22, 2009

Transportation Research Board, 2009 TRB Joint Summer Conference

Seattle, Wash. Contact: <http://www.trb.org/calendar>.

July 22–24, 2009

Port Security Seminar and Expo The American Association of Port Authorities

Houston, Tex. 703-684-5700, info@aapa-ports.org or <http://www.aapa-ports.org>.

July 23–24, 2009

The American Waterways Operators – Southern Region Summer Meeting

The Houstonian Hotel, Club & Spa Houston, Tex. http://www.americanwaterways.com/membership_meetings/index.html

August 5–7, 2009

Joint Mississippi Water Resources Association - Mississippi Water Resources Research Institute Annual Conference

Tunica, Miss. www.mswater.org.

August 19–20, 2009

The American Waterways Operators – Midwest & Ohio Valley Regions Joint Summer Meeting

St. Louis, Mo. http://www.americanwaterways.com/membership_meetings/index.html

August 25–28, 2009

Tennessee-Tombigbee Waterway Development Opportunities Conference

Point Clear, Ala. Contact: Agnes Zaiontz (662) 328-3286 or azaiontz@tenntom.org.

August 26–27, 2009

The American Waterways Operators – Atlantic Region Summer Meeting

Norfolk, Va. http://www.americanwaterways.com/membership_meetings/index.html

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 or www.smartivers.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

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 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

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

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, http://www.bts.gov/about/events/transportation_forecasters

September 23–35

National Waterways Conference

Charleston, W. Va. info@waterways.org 703-243-4090 www.waterways.org

September 29–30, 2009

National Waterways Conference, Inc. Annual Meeting

Charleston, W. Va. <http://www.waterways.org>

October 5–7, 2009

European Transport Conference, Transportation Research Board Lieden

The Netherlands, Contact: Sally Scarlett at 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

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

October 19–20, 2009

Railway Age – Passenger Trains on Freight Railways

Washington, D.C. Jane Poterala at (212) 620-7208 or 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 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 <http://www.pianc.iwr.usace.army.mil/conferences.cfm>

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 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 or <http://www.aapa-ports.org>.

January 10–14, 2010

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