



# INSTITUTE FOR TRADE AND TRANSPORTATION STUDIES

PROMOTING REGIONAL AWARENESS FOR IMPROVING FREIGHT TRANSPORTATION

VOL 2 • ISSUE 7 • AUGUST 2010

## NEWS UPDATE

ITTS was fairly active at the TRB Summer conference, including a presentation on the upcoming Inland Navigation Performance Indicators (PIANC InComWG 32), and moderating sessions on corridors and navigation externalities.

ITTS participated in the International Association of Maritime Economists conference, where I coauthored paper on the Dry Port -port relationship was presented.

The auto study is currently at the editor. Please let me know if you are interested in seeing the draft report before it is finished.

Working on the upcoming site visit for Dr. Jason Monios with Napier University in September. We will begin the tour in D.C. before heading to Norfolk and following the Heartland Corridor through Huntington, Columbus and Chicago, with site visits to Memphis, Jacksonville, and Los Angeles.

Look for an ITTS article on globalization in an upcoming edition of TRNews.

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## ITTS Conference

February 9-11, 2011

I am happy to announce that the next ITTS Conference "Freight in the Southeast" will be held in Charlotte, North Carolina, February 9-11, 2011. The North Carolina Department of Transportation and the University of North Carolina at Charlotte have been working as the local sponsors. (The North Carolina Logistics Task Force will be joining us for the first day's events.) The conference will be held at the Charlotte Marriott City Center, 100 West Trade Street, Charlotte, NC, 28202. Links to conference and hotel registration information will be posted soon on the ITTS website. Information about the previous conference is posted at [http://www.ittsresearch.org/itts\\_conferences.html](http://www.ittsresearch.org/itts_conferences.html) If your organization is interested in participating as a non-financial sponsor, please contact Bruce Lambert.



The conference will follow the same format as last year's conference, with panels addressing a topic with ample time for questions and answers. This year's theme will focus on corridors. The format will be on addressing how States and MPO's look at freight projects, followed by panels addressing specific elements of freight corridor planning and operations.

The tentative agenda (subject to change):

February 9	
morning	Optional Tour of Transportation Activities in the Charlotte Area
afternoon	Opening Session-Thoughts on State Freight Planning Activities
afternoon	Experiences with Creating State Freight or Logistic Advisory Councils
	Reception at the Nascar Hall of Fame
February 10	
morning	Future of Multimodal Freight Corridors
morning	Managing Truck Movements in Multi-State corridors
afternoon	Managing Multitmodal Projects within a Corridor
afternoon	Trends in Urban Freight Development and Delivery
	State DOT dinner (by invitation only)
February 11	
morning	Military Logistics
morning	Wrap-up and Closing Remarks



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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.*

August is an interesting month, as people head off to long expected vacations, kids return to school, and football practices begin. In some ways, August is a month full of expectations and hope. Hopes that the vacation will leave them refreshed, the kids will excel in school, and that your team wins its respective championship. It seems the same optimism is shaping discussions on freight transportation improvements.

Recently, I had the pleasure to meet with Jolene Molitoris, Director of the Ohio Department of Transportation. Ben Ritchey with the Arcadia Group commented after the meeting that when we discussed freight movements, the conversation was very pragmatic. However, when the subject turned onto passenger mobility issues, the focus became more philosophical. This was in contrast to the TRB summer meeting, where I moderated a session on freight corridors. The presenters discussed the importance of broad freight corridors, such as the use of waterways, railroads and building local access that can attract or encourage additional freight traffic. In all cases, the need for long point-to-point freight corridors are seen as important in supporting both regional and national economic growth.

Clearly, philosophy and pragmatism do shape transportation decisions, but the vision of American transportation into the future remains unclear. Regarding passenger

traffic, the discussion tends to focus on the issue of how we will live. The new Urbanism, with a focus on walkable cities connected by public transit, sometimes ignores the global supply chain by assuming everything will be sourced locally. (Michael Vanderbeek with the Port of Long Beach compared this to designing a building without an HVAC system.) At the same time, freight carriers tend to be consumed by pocketbook issues related to regulations and taxes. They expect that the infrastructure they need will be there when their trucks start rolling.

There appear to be some discussion that a clear national policy focusing on prioritizing the main improvements along the corridors may be one approach going forward. This view is echoed by the recently proposed Focusing Resources, Economic Investment, and Guidance to Help Transportation Act of 2010 and the Inland User Board's recommendations to improve waterway navigation. Such approaches may not be equally shared by all, as priorities are established either by formula competition or by the user community itself to ensure the overall system would get investment in key projects.

Clearly, such a discussion is needed, with strong elements of both theory and reality. The real question is: are these simply summer dreams or will these endure longer than autumn leaves? ■

## What is... ISO Containers?

While small crates and containers for different trades were used in the past, it was the development of the international container in the 1950s that generated the intermodal revolution. As containerization was adopted, carriers offered intermodal containers that satisfied their trade lanes, but limited interchangeability prevented the adoption of the container to other modes. The International Organization for Standardization (ISO), after a series of compromises between shipping and railroad companies, finalized the current container standard in 1970.

Today, the intermodal container used in international trade tends to be 20 feet, 40 or 45 feet long. There are also various configurations that exist for local markets in addition to standard flat racks, reefer and tanker containers that carry specialized cargos. Domestic containers may be 48 or 53 feet long. (There are also standardized containers for air cargo.) All of the containers are standardized to be 8 feet high and 8 feet across. (The exception being high cubed containers,



*Continued*

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# Smart Rivers 2011 Conference - Call for Abstracts

## ***Discover the Keys to Inland Navigation's Sustainable Future Around the World***

New Orleans, Louisiana, U.S.A.

September 13-16, 2011

Westin Canal Place

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

**Abstract Deadline: January 24, 2011**

### **ABOUT THE CONFERENCE**

A biennial forum bringing together those involved in inland/river transport from developed and developing areas of the world, Smart Rivers 2011 is a 3-day technical specialty conference organized by PIANC USA, along with more than twenty partnering organizations (including ITTS). Conferences have been held in Pittsburgh (2005), Brussels (2006), Louisville (2007), and Vienna (2009). Participants and presenters are sought regarding best practices and innovation in North and South America, Europe, and Asia. (ITTS has served on the Planning Board of the last three conferences.)

### **CONFERENCE TOPICS**

Overarching Theme of the Conference: **"Systems Thinking"**

### **KEY DATES**

Abstracts Due: January 24, 2011

Author Notification: March 1, 2011

Presentations Due: August 30, 2011

Conference: September 13 – 16, 2011

### **ABSTRACT SUBMISSION**

Each abstract must be written in English and limited to 500 words. Abstracts shall be submitted to [pianc@usace.army.mil](mailto:pianc@usace.army.mil). Deadline for abstract submissions: January 24, 2011.

### **ON THE ABSTRACT SUBMISSION:**

- Designate the conference technical theme listed that best fits your presentation.
- Provide the required contact information (name, company, address, phone and email) for the corresponding author and any co-authors.
- Include a text-only summary description (limited to 500 words) of the topic of the presentation and a statement of why the presentation will be of interest and benefit to conference attendees.

Proposing authors must recognize that submission of an abstract indicates commitment to attend the conference to make the presentation. PIANC USA will accept or reject proposed presentations based on the information provided in the abstract. To the extent possible and appropriate, presentations will be assigned to conference technical sessions based on the theme identified by the author. PIANC USA reserves the right to assign presentations to other conference sessions. For questions regarding abstract submission, please contact PIANC USA at [pianc@usace.army.mil](mailto:pianc@usace.army.mil).

### **EXPENSES**

All expenses associated with the preparation, submission and presentation of abstract are the responsibility of the authors and co-authors. All attendees are required to pay conference registration fees.

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## What is... ISO Containers?

*Continued*

which are 9'6" tall.) There are other standards, as international containers must be able to be loaded on or off a ship, truck or rail car, through slots on the corner of the container. At the same time, the container must be structurally sound, and able to support the heavy weights associated with loaded containers stacked five or six high.

Shippers will use different containers based on both the cargo and the shipper's requirements. It should be noted that freight has both weight, and size, so some cargos tend to cube out, i.e. take up all the space in a container, while other cargo may weight out. (Remember, a ton of feathers and a ton of steel?) Shippers in smaller markets, such as the Caribbean, may use more 20 containers as a share of total trade than shippers in the US-Europe trade. (While the container may be smaller, it still requires the same number of truck moves to work the vessel in the port area.)

For most ports, container traffic is reported on a unit basis and not a weight basis as with other shipping modes. Terminals may report container movements in TEU's (Twenty foot Equivalent Units) or FEU'S (Forty foot Equivalent Units), while facilities may report the number of lifts, which does not record any estimate for the size of the container being shipped but movements only.

When working a vessel, vessel planners prepare the vessel's stowage plan to ensure that hazardous or specialized cargos that require additional attention (such as reefer cargo) are loaded on the vessel to prevent damage to either the vessel or the cargo. Vessel planners also space the cargo so as to minimize the number of lifts that a vessel has to make at any port to load or discharge cargo.

After loading a particular hold, the containers are lashed together to reinforce the locking caps and to prevent containers from shifting or even falling overboard. However, despite these efforts, a large number of containers are washed overboard each year, providing oceanographers with a unique method to track ocean currents.

Most containers are made in Asia, using imported steel to maintain structural integrity and tropical hardwoods to ensure durability. This arrangement also allows local exporters to receive the needed containers to reach overseas markets, without the need to reposition empty containers back to the region. (On average, it is estimated that empty containers constitute one third of the total containerized trade movements worldwide.) ■

## ▶ 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)  
 🌐 ITTS speaking engagements

**August 24–26, 2010**

### Tennessee-Tombigbee Waterway Development Opportunities Conference

Marriott Grand Hotel, Point Clear, AL  
[www.tenntom.org](http://www.tenntom.org)

🌐 **August 28 – September 1, 2010**

### SASHTO Annual Meeting

Little Rock, AR  
<http://www.sashto.org>

**September 19-22, 2010**

### AASHTO Standing Committee on Rail Transportation

Jacksonville, FL  
<http://rail.transportaiton.org/>

🌐 **September 22, 2010**

### PIANC USA 2010 Annual Meeting & Tour

Boston, MA  
 Held in conjunction with the National Waterways Conference 50th Anniversary Meeting (Sept 23-24, 2010). [www.waterways.org](http://www.waterways.org)

**Sept 22–24, 2010**

### 12th National Conference on Transportation Planning for Small and Medium-Sized Communities: Tools of the Trade

Williamsburg, Virginia  
<http://www.trbtoolsofthetrade.org/conference.html>

**Sept 26–29, 2010**

### Council of Supply Chain Management Professionals

San Diego, California  
<http://cscmpconference.org/>

🌐 **October 5–8, 2010**

### 84th Annual International Propeller Club Convention

Marriot Tampa, Florida  
<http://www.propellerclubtampa.com/index.asp?pageld=50>

**October 4–6, 2010**

### Waterways Council Annual Meeting

St. Paul, MN  
[www.waterwayscouncil.org](http://www.waterwayscouncil.org)

**October 19–22, 2010**

### 2010 AMPO Annual Conference

St. Louis, Missouri  
<http://www.ampo.org/events/details.php?id=53>

**November 3–5, 2010**

### Mississippi Water Resources Association 2010 Water Conference

Hollywood Hotel, Bay St. Louis, MS  
[www.mswater.org](http://www.mswater.org)

**November 13–17, 2010**

### NITL 103rd Annual Meeting & TransComp Exhibition

Fort Lauderdale, Florida  
<http://www.nitl.org/annual.htm>

🌐 **November 16, 2010**

### TRB Commodity Flow Survey Workshop

Washington, D.C.  
[http://www.trb.org/Calendar/Blurbs/Commodity\\_Flow\\_Survey\\_Workshop\\_162826.aspx](http://www.trb.org/Calendar/Blurbs/Commodity_Flow_Survey_Workshop_162826.aspx)

## There is a call for Posters at the CFS conference.

The following should be included in the proposed abstracts:

1. Proposed title;
2. Background of the research or project;
3. Methodology or approach.

Abstracts must be submitted electronically at <http://www.zoomerang.com/Survey/WEB22B3UMRPLYK>

## International Conference on Intermodal Strategies for Integrating Ports and Hinterlands

**Edinburgh, Scotland – October 21-22, 2010**

Organized by SEStran and the Transport Research Institute (TRI), this ground-breaking event will focus on examining the critical role of inland terminals in their relation to ports, encompassing issues of integration, collaboration, competition and associated strategies of hinterland access.

Keynote speakers from around the world will provide insights into intermodal strategies to integrate ports and hinterlands in different economic and social contexts. Industry professionals and academics will share the latest developments in industry and research. Speakers include representatives from Scottish Parliament, national development agencies and ports, as well as dry port managers, rail operators and senior academics. (ITTS is one of the invited speakers.)

<http://www.dryport-conference.tri-napier.org/>

## ▶ TRADE PROFILE ... Mexico

Ranking among the top 15 largest economies in the World, Mexico has seen strong economic growth from its resulting commitment to promoting trade, especially exports. (Exports account for 28% of the Mexican economy.) Today, Mexico has 11 trade agreements with 41 different countries, which not only promotes growth, but also diversifies its markets. The U.S. remains Mexico's largest trading market, receiving over 80% of the nation's exports and providing almost half of the Nation's imports.

Since the North American Free Trade Agreement went into effect in 1994, trade between the U.S. and Mexico dramatically increased. In 2009, total trade between the U.S. and Mexico amounted to \$305 billion in 2009, only trailing behind the \$429 billion in U.S.-Canadian trade and \$305 billion in U.S.-Chinese trade. (The U.S. does export almost \$60 billion more to Mexico than to China.) The largest exports to Mexico are electrical machinery (\$24 billion), industrial machinery (\$21 billion) and vehicles and parts (\$10 billion). While exports did decline during 2009 (a 15% drop from 2008), exports to Mexico have recovered over the first six months of 2010. The main imports from Mexico are electrical machinery (\$46 billion), vehicles and parts (\$27 billion), fuels and oils (\$25 billion) and industrial machinery (\$22 billion). (Mexico was the second largest source of imported crude petroleum in 2009.)

Imports also declined during 2009 (largely lead by decreased petroleum shipments), but imports for the

first six months have also seen strong growth from 2009 levels.

For the region, total exports amounted to \$14 billion. Tennessee was the regional leader, with over \$2.4 billion in exports to Mexico, with auto parts alone accounting for roughly a quarter of Tennessee's shipments. The remaining top exporting States are Louisiana, Florida, North Carolina and Georgia.

The majority of the U.S.-Mexican trade crosses the border, either on truck or rail. For the ITTS region, trade through the region's ports and gateways amounted to \$13 billion in imports and \$5 billion in exports. The largest commodity is petroleum (mostly crude), which is largely imported through South Louisiana, but also through other gateway regions such as Mobile. The next largest gateways in terms of total volumes were Miami (mostly general cargos arriving by air) and Tampa (mostly general cargos arriving by sea). ■

