



INSTITUTE FOR TRADE AND TRANSPORTATION STUDIES

PROMOTING REGIONAL AWARENESS FOR IMPROVING FREIGHT TRANSPORTATION

VOL I • ISSUE 5 • APRIL 2009

What is... Reefer Cargo

Reefer Cargo is a shorthand expression for refrigerated cargos. There are many different cargos that require temperature control, including fruits and vegetables, but also poultry and meat products, medicines, and other products. Not all refrigerated products are shipped at the same temperature, but controlling the temperature is critical. For example, when fresh fruits are harvested, the produce is hotter than it will be shipped and sold. As the product is still alive and giving off gases (respiration), reducing the "field heat" lowers the product's temperature. Once the fruit's temperature is lowered, the product can be handled, packed and shipped. When in transit, maintaining the temperature is critical to ensure the product remains fresh, as the product is still ripening. (Most bananas are shipped green to offset early ripening). This is called the Cold Chain, and the product must remain refrigerated throughout the entire movement.

The U.S. has been the major innovator behind refrigerated shipments. While some local shipments of perishable items occurred prior to the Civil War, the development of

Continued on page 3

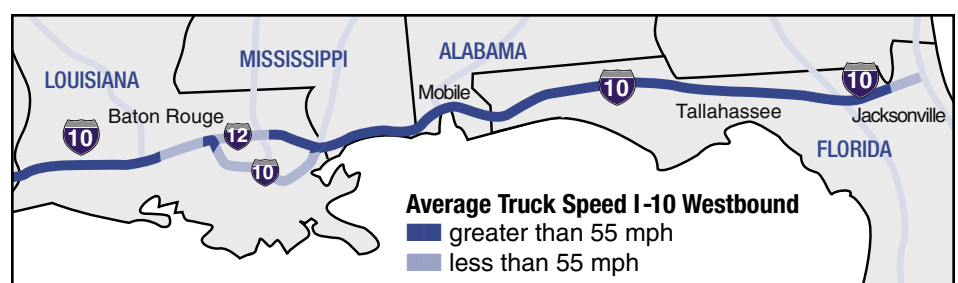
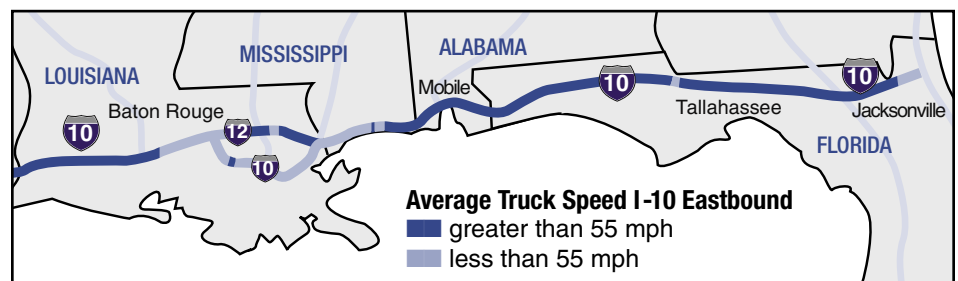
Average Truck Speeds Along the I-10 Corridor

Working with the American Transportation Research Institute (ATRI), ITTS is developing truck speed performance measurements along the Alliance Region's major interstate corridors. ATRI, in cooperation with the Federal Highway Administration, Office of Freight Management, is developing a database of average truck speeds along the nation's highway system.

The information is based on trucking communication data generated during normal operations. Each truck position pair is the location of the truck based on its positioning information, collected on an hourly basis. The route of the truck is assigned along the interstate corridor to develop average speeds on a three mile segment basis. (The three mile segment is used to provide both specific coverage along the corridor while remaining relevant for system analysis.) For more

information on the program, please visit the FHWA website at <http://www.ops.fhwa.dot.gov/freight/time.htm>

Along the I-10 Corridor, over 4500 truck position pairs were typically used to estimate the average speed for each three mile segment. While not differentiating by time of day or weekend, the average speed represented here includes travel during peak and non-peak periods. On average, truck speeds along the corridor normally moved at posted speeds, with two exceptions: New Orleans and Jacksonville. Overall, average speeds were higher in Alabama, followed by Florida and Mississippi (Eastbound traffic in Mississippi was slowed because of overlay work.) There were also some slower speeds through the Baton Rouge area, but average speeds still remained over 50 miles an hour. ■



INSIDE THIS ISSUE

Lambert's Lagniappe	2
Cuba and Alliance Region Trade	2
ITTS Partner	3
Calendar	4



Institute for Trade and Transportation Studies

811 Bonfouca Lane
Mandeville, LA 70471
540-455-9882

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.

We are on the web: www.ittsresearch.org

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.

The ITTS Newsletter is a free publication of ITTS. To subscribe, please visit the website.

► LAMBERT'S LAGNIAPPE

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

Over the past few weeks, the question of the economic recovery and small business has been in the news. According to statistics from the U.S. Department of Commerce, firms engaged in exports tend to pay higher salaries and employ slightly more employees than non-exporting firms in similar industries.

During 2007, The U.S. Commerce Department estimated that 266,547 U.S. firms were engaged in exports (excluding service only exporters). Of these firms, 106,559 were from the 13 ITTS Alliance States, accounting for 40% of the total number of exporting firms. Florida led all Alliance members in total exporters followed by Georgia. When compared to total value, firms in the Alliance region only accounted for 21% of the U.S. total export activity. Florida again led the region in total value, followed by Louisiana and North Carolina.

In 2006, Commerce estimated that there were 239,287 Small and Medium Sized business establishments (firms with less than 500 workers) which actively exported. In the Alliance Region, there were an estimated 60,965 SME firms engaged in export markets.

Having more firms engaged in international trade will be important in the economic recovery, although export volumes have declined sharply over the past few months. There is some hope, that these firms will remain committed to international trade once the economy recovers.

On a different note, I have prepared a survey regarding the ITTS newsletter. As this is the third installment, I would appreciate any thoughts or feedback to improve the newsletter. Please visit <http://www.ittsresearch.org/Newsletters.htm> for the link to the survey. ■

Cuba and Alliance Region Trade

Given recent overtures by President Obama, political discussions between the United States and Cuba may lead to talks regarding possibly relaxing the U.S. embargo on Cuba. In 1959, the U.S. Government recognized the new Cuban government after the Batista government. By the end of the year, the U.S. began imposing trade restrictions to protect U.S. property owners as Cuba began nationalizing assets. This led to a full embargo being imposed in 1960.

While the political debate remains about normalizing relations, Cuba represents an interesting market for the Alliance Region. Cuba is the largest market in the Caribbean. According to World Trade Organization Statistics, Cuba received \$3.7 billion in merchandise exports, and imported \$10 billion in goods in 2007. Cuba's main export markets are the Netherlands, Canada, Venezuela, which account for almost two thirds of Cuba's external trade. The main importers to Cuba are Venezuela and China, followed by Spain, Germany and the U.S.

In 2000, the Trade Sanctions Reform and Export Enhancement Act relaxed restrictions on U.S. exports of agricultural goods and medicine to Cuba for humanitarian reasons. These shipments have grown, and today, the US is the largest food supplier of Cuba. Louisiana, Texas and Florida are the largest state exporters to Cuba, but every state in the Alliance region (except for West Virginia and Kentucky) exported cargos to Cuba in 2008. Most of these agricultural shipments occurred in breakbulk vessels. There are no containerized services between the U.S. and Cuba, however, there are several shipping services between the Canadian Port of Halifax and Havana.

Internationally, Cuba signed trade agreements with both Panama and Russia this year, and has discussed trade and investment options with other nations. It is expected that lifting the U.S. embargo with Cuba will lead to increased trade in agriculture, but also increased shipments of materials related to the energy and mining sectors, and general consumer goods. Tourism and cruise shipping are also expected to provide investment opportunities in Cuba. ■

► ITTS PARTNER

Inland Rivers Ports and Terminals, Inc.

Inland Rivers Ports and Terminals, Inc. (IRPT) was formed in 1973 in response to the inauguration of the first generation of deep-draft lighter aboard ships (LASH). (LASH vessels can transport their freight, through barges, directly to and from inland ports, without transloading at coastal ports.) At that time, regulations limited inland rivers from receiving the lighter barges. Concerted action through IRPT produced the desired regulatory changes that allowed LASH barges to call U.S. ports.

Currently, IRPT provides an opportunity for inland river port and terminal professionals to improve their

businesses through networking and alliances, while also informing policy makers on the needs and economic impacts of inland navigation. IRPT promotes and markets the inland waterway system including ports, terminals and intermodal centers, by supporting common objectives and keeping members abreast of technical, operational, economic and security issues affecting U.S. inland ports.

IRPT promotes the development of a more efficient, environmentally conscious, intermodal transportation system that will assist in the national effort toward reducing highway congestion. Finally,

IRPT is committed to increasing efficiency while decreasing business costs for all transportation modes and particularly regarding the “last mile” before loading or unloading barges.

In addition to newsletters, a directory and educational conferences, IRPT serves as the Fiduciary Agent for Port Security Grants Rounds 7-9, for both Lower Lake Michigan and the Mississippi River from Memphis to Vicksburg. Other current initiatives include developing port performance measures, working with other trade associations to improve freight mobility and other marketing opportunities.

For More information:

Deirdre McGowan
insightltd@msn.com
(601)214-1649

What is... Reefer Cargo

Continued from cover

railcars with slots for ice storage became commercially operational. With increased consumer demands, the U.S. rapidly developed rail services to increase shipments of foodstuffs (dairy products, meats, and fruits and vegetables). In the 1940's, the railroads switched to using steel railcars with diesel units that replaced using ice as the primary coolant. This technology, diesel operated generators, remains at the heart of most refrigerated transportation today. (Most international air shipments still use ice or other frozen materials to transport fresh fish and other supplies.)

There are many different ways for refrigerated cargo to be transported. In domestic trucking, the truck will have a refrigerated unit built into the top of the container that connects to the truck's electrical system. Special ocean containers (reefers) have generators built into the container, with special attachments on the front to allow the container to be plugged into power from either a truck or a vessel. Today, the largest container vessels normally can provide over a thousand reefer plugs, or slots, for reefer cargos.

Gulfport Mississippi handles containerized banana imports for the Gulf South.

Furthermore, there are specialized reefer vessels that can carry large volumes of refrigerated products on different decks and with different storage compartments. The use of reefer vessels require the vessel to be worked at a refrigerated warehouse to avoid disrupting the cold chain.

These vessels normally move in the seasonal trade lanes, such as Chilean grapes moving into the U.S. during the winter months, or ongoing services between various markets, such as some bananas (there are also containerized banana shipments) moving into the United States. Gulfport Mississippi handles containerized banana imports for the Gulf South.

From a transportation perspective, most of the agricultural production does not occur by major metropolitan areas, and with growing demands for fresh foods, this requires a worldwide



network of transportation options. One of the challenges for exporting agricultural products is the availability of reefer containers. In the U.S. most of the export containerized traffic departs from a West Coast port. However, there are a number of reefer vessels that operate along the Gulf, mostly to service export poultry markets. ■

▶ 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

April 26–29, 2009

Logistics Conference & Expo, NASSTRAC (National Shipper's Strategic Transportation Council)
Orlando, Florida. Contact <http://www.nasstrac.org/conference/default.asp>.

April 27–28, 2009

Delta Regional Authority Annual Conference

Memphis, Tenn. Contact Sissy Kidd at (501) 686-6195 or visit www.dra.gov.

April 28–30, 2009

Critical Commodity Conference
New Orleans, La. <http://www.criticalcommoditiesconference.com> or Elizabeth Bear at ebear@mmgevents.com.

April 29–May 1, 2009

Inland Rivers, Ports & Terminals Annual Conference

Drake Hotel, Chicago, Ill. Contact Diedre McGowan at (601) 214-1649 or admin@irpt.net.

May 2–6, 2009

Industrial Asset Management Council (IAMC) Spring 2009 Professional Forum
Corporate Real Estate's Contribution to Business Sustainability
Asheville, N.C., Contact: <http://www.iamc.org>.

May 4–6, 2009

International Maritime Statistics Forum Annual Meeting
New Orleans, La. John Dowden John.Dowden@british-shipping.org or by phone +44 20 7417 2835 or visit http://www.imsf.info/next_conf.htm

May 4–6, 2009

Transportation Research Board, 34th Annual Ports, Waterways, Freight & International Trade Conference
Irvine, Calif. Contact: Joedy Cambridge, JCambridge@NAS.edu or <http://www.trb.org/calendar>.

May 5–6, 2009

3rd Biennial FHWA/KYTC Freight Conference

Louisville, KY. For more information, please visit <http://www.fhwa.dot.gov/kydiv/conf.htm>.

May 7–9, 2009

Warrior-Tombigbee Waterway Association Annual Meeting

Tuscaloosa, Ala. Contact: WTWA (251) 431-9055 or email Warriortom@aol.com.

May 11, 2009

Eighth Transportation Situation & Outlook Conference. The Chartered Institute Of Logistics & Transport North America (CILTNA)

Ottawa, Ontario, Canada
Contact Ed Cuyllits at (613) 688-1438 or cuyllits@primus.ca or <http://www.ciltna.com/>

May 14–15, 2009

International Trade Symposium: Surviving Today; Positioning for Tomorrow

Virginia Maritime Association & American Shipper Magazine, Norfolk, Virginia.
Contact <http://www.vamaritime.com/symposium>

May 17–21, 2009

Transportation Research Board, 12th National Transportation Planning Applications Conference

Houston, Tex. Contact: Huey Dugas at 225-383-5203 or hdugas@brgov.com or <http://www.trb.org/calendar>.

May 26–29, 2009

International Transportation Forum, Transport For A Global Economy, New Challenges and Opportunities

Leipzig, Germany.
Contact itf.contact@oecd.org or <http://www.internationaltransportforum.org>.

May 27–29, 2009

11th Annual Harbor Safety Committee Conference

Tampa, Fla. Contact: <http://TRB.org/Calendar>

May 27–May 29, 2009

Southeastern Regional Rail/Highway Safety Training

Robinsonville, MS
<http://www.regonline.com/builder/site/Default.aspx?eventid=687277>
Contact: 601-359-9723 or knord@mdot.state.ms.us

May 27–28, 2009

2009 Tennessee Valley Corridor National Summit

Oak Ridge, TN
<http://www.tennvalleycorridor.org/summits/detail.html> or 865-483-8850 or info@tennvalleycorridor.org

May 28–31, 2009

International Freight Forwarders and Customs Brokers Association of New Orleans

31st Annual Meeting
Point Clear, Alabama
<http://iffcbano.org/annualconf.htm>
Contact iffcbano@bellsouth.net or 504-779-5671

June 2–3, 2009

Transportation Research Board, Data and Tools for Understanding the Goods Movement: Air Quality Connection

Irvine, Calif. Contact: Tom Palmerlee at 202-334-2907 or tpalmerlee@nas.edu or <http://www.trb.org/calendar>.

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

August 5–7, 2009

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

Tunica, Miss. www.mswater.org.

August 25–28, 2009

Tennessee-Tombigbee Waterway Development Opportunities Conference

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

August 28–Sept 2, 2009

Southern Association of State Highway Transportation Officials

Biloxi, Miss. Contact: <http://www.sashto.org/SASHTO2009>.

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>.

Sept. 29–30, 2009

Inland Waterways and Multimodal Corridors Conference

St. Paul, Minnesota
Contact Bruce Lambert, 540-455-9882 or bruce@ittsresearch.org

Sept. 23–25, 2009

National Waterways Conference, Inc.

Annual Meeting
Charleston, West Virginia
<http://www.waterways.org>

Sept 20–23, 2009

Council of Supply Chain Management Professionals

Annual Meeting
Chicago, Illinois
<http://cscmpconference.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>.