PRSRT STD
U.S. POSTAGE
PAID
PERMIT # 558
PROVIDENCE, R

American Journal of Transportation
116 Court Street, Suite 5, Plymouth, MA 02360

AJOT 100

1919 - 2019

Stay informed at www.AJOT.com and on Social Media!

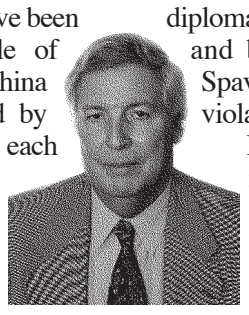
AJOT.COM | MAY 27 - JUNE 23, 2019 | ISSUE #689

Next Issue:
Ro-Ro Transportation
Warehousing & Distribution
Top 100 Global Container Ports

Canada's vibrant canola industry under attack from China

Is Canada's canola business a pawn in the U.S.-China trade dispute? Canada's Prime Minister Justin Trudeau thinks so.

By Leo Ryan, AJOT



Several components of Canada's large agricultural industry, including its world-class canola sector, have been caught in the middle of the explosive US-China trade conflict marked by escalating tariffs on each other. The impact is being felt not only on farming communities but could also soon become pronounced at the Port of Vancouver, which handles the great bulk of Canadian commodity trade with China and canola shipments from western Canada. An estimated 40% of canola seed exports last year went to China, worth about C$2.7 billion.

"The US has thrown Canada under the bus with President Trump's trade war with China," a Canadian China trade analyst commented with some bitterness.

For his part, Prime Minister Justin Trudeau has accused the Chinese government of using Canadian canola as a pawn in its ongoing global wrestling match for supremacy with the United States.

"We know that Canadian canola is the best in the world, is unimpeachable in terms of its quality, and China is simply using phytosanitary concerns as an excuse to prolong what is fundamentally a conflict, not even with Canada but between the two largest economies in the world," Trudeau said earlier this month. He did not say whether Canada planned to formally challenge the issue at the World Trade Organization (WTO) in Geneva.

Pulled Export Permits

China pulled the export permits from leading Canadian canola exporters in March, and Chinese importers have stopped purchasing Canadian canola seed ever since. Beijing also revoked export permits for two Canadian pork producers.

The ban on Canadian canola was a thinly-veiled retaliation for the arrest at Vancouver airport in December, at Washington's request, of Huawei CFO Meng Wanzhou on grounds she and her company skirted US sanctions on Iran and stole trade secrets from American companies. Her extradition process is before the courts, and may take a long time to process.

But the Chinese government has gone further to add still more frostiness in the bilateral relationship by detaining and arresting two Canadians – a former diplomat, Michael Kovrig, and businessman Michael Spavor – for allegedly violating national security.

Invented by Canadian researchers in the 1970s, canola is hailed as "Canada's greatest agricultural success story" by the Manitoba-based Canola

*(**VIBRANT** – continued on page 4)*

Storage bins are never far from canola crop areas.

EVERGREEN GROUP

Evergreen i-B/L, i-Dispatch

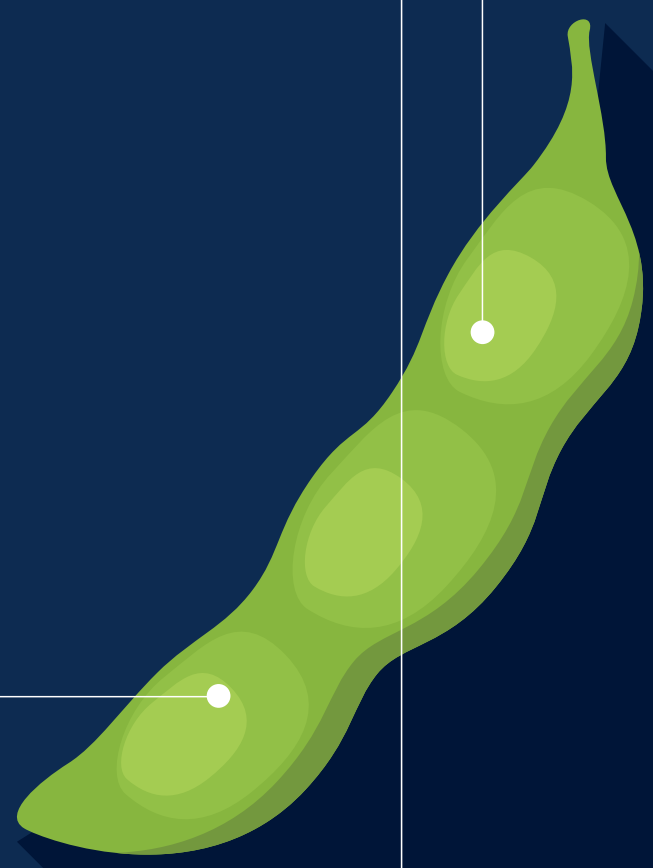
Ever Innovative, Ever Efficient, Ever Reliable

By introducing the paperless i-B/L and digitalized i-Dispatch document transmission,
Evergreen ShipmentLink portal is now offering
a pioneering functionality to turbocharge your efficiency.

Dedicated to Enriching Your Life
EVERGREEN LINE
www.evergreen-line.com

CONSUMERS SEE

SC PORTS SEES



A dynamic business partnership that maximizes shipping predictability, flexibility and efficiency while minimizing risks and unforeseen problems to create a streamlined supply chain so your agricultural exports can be delivered seamlessly to customers faster.

Soybeans.

SCSPA.COM

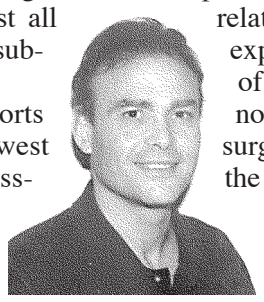
SOUTH CAROLINA PORTS

THE WORLD CONNECTS HERE

Trade war means outbound shipments way down at NWSA, Port of Oakland

By Peter Buxbaum, AJOT

In 2018, China responded to President Donald Trump's tariffs on $250 billion of United States imports by retaliating against $110 billion of U.S. exports. Almost all U.S. farm exports to China became subject to retaliation last year.



How have U.S. agricultural exports fared in the interim? At the Northwest Seaport Alliance (NWSA), encompassing the ports of Seattle and Tacoma, overall exports to China were down 32% in 2018 compared to 2017, and are down 21% in 2019, as of the end of March. These numbers are being driven by impacts on specific commodities, such as: soy exports—69% lower in 2018 than in 2017 *(see sidebar on page 6)*; seafood exports—down 36%; dairy exports—down 41%; apple exports—down 26%; and exports of fresh cherries—down 33.4%.

NWSA handled agricultural exports of just under $5 billion in 2017. In 2018, it was just shy of $3.5 billion. Agricultural exports dropped from 224,000 TEU in 2017 to 169,000 TEU in 2018.

Agricultural exports at NWSA had been growing for five years "until they took a wrong turn" last year, noted Tong Zhu, NWSA's chief commercial officer. Allowing that a strong dollar contributed to suppressed export levels, she added: "I can't be convinced that was driven mainly by currency rates."

At the port of Oakland, another major agricultural exporting gateway, outbound cargo was also down in 2018, although it saw surprising upticks in March and April of this year. Could it be that Chinese importers were loading up on commodities in advance of a tariff hike much as U.S. importers did late last year?

Mike Zampa, the port spokesperson couldn't say, but it is clear that the anomalous upticks did little to assuage concern over agricultural export volumes at a port where over 40% of all exports originate on America's farms. "The broad assumption is that retaliatory tariffs will have a negative impact on the agricultural sector," said Zampa. "We have been worried about this since the trade dispute arose and we really hope this thing gets resolved."

The lag in ag has also had its impact on operations at ports which enjoy an unusual relative balance between imports and exports. "We have been shipping a lot of empties back to Asia," said Zampa, noting that this has also been due to the surge of imports Oakland has seen over the last six months.

Zhu has heard anecdotally "about a lot more empties coming through our gateway to return to Asia." "A rail partner told us they've been seeing 'a flood of empties,'" she said.

The U.S. agricultural sector is particularly vulnerable to disruptions in international trading patterns, because, as Peter Friedmann, executive director of the Agriculture Transportation Coalition, explained, "nothing we produce in agriculture or in forest products can't be sourced somewhere else in the world." "And if we don't deliver affordably and dependably," he added, "our foreign customer will go elsewhere to buy."

"There is no name brand on broccoli or a spear of asparagus. If Chinese importers can't buy from us, they will find it elsewhere." Peter Friedmann, executive director of the Agriculture Transportation Coalition (AgTC)

Ag Biz Redux

U.S. agricultural exporters have seen it all before. "When West Coast ports slowed down or shut down a couple of times in the last 20 years," Friedmann said, "Japanese confectioners went to Turkey for almonds. There is no name brand on broccoli or a spear of asparagus. If Chinese importers can't buy from us, they will find it elsewhere."

That doesn't mean U.S. ag producers won't fight to keep their customers. They could reduce their prices to absorb some or all of the increases brought on by the tariffs—although, of course, that will negatively impact their profitability. It's all about protecting their

*(**DOWN** – continued on page 6)*

The Great Lakes St. Lawrence Seaway System

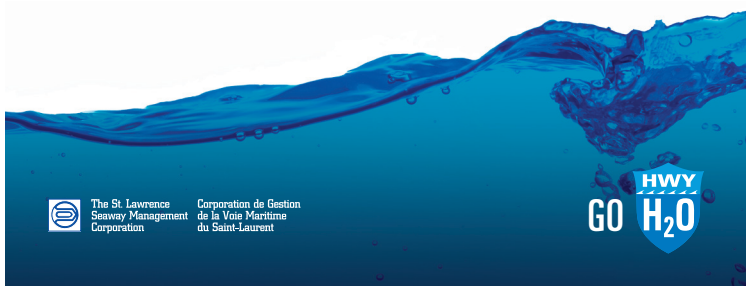
We can handle it...

Let your cargo flow on our 3,700km marine highway straight into the industrial heartland of North America. Strategically located, **Highway H_2O** provides shippers with easy access to a more direct route that delivers cargo nearer to its final destination. Make your over-dimensional worries a thing of the past.

Our System provides a safe and reliable transit for your heavy-lift and project-specific cargo. **Highway H_2O** provides the dependability you need to keep your products moving and your clients happy. A fresh clean approach to your transportation needs. For more information, please visit www.hwyh2o.com

Water way to go!

www.hwyH2O.com



*(**VIBRANT** – continued from page 2)*

Council of Canada (CCC).

In just a few decades, canola has become one of the world's most important oilseed crops and the most profitable commodity for Canadian farmers, the Council affirms.

The plant belongs to the Brassica genus, the botanical family that includes cauliflower and cabbages. The name canola is a contraction Canada and ola, meaning oil. Canola seeds can be crushed to produce a vegetable oil used in food and cooking. High protein meal produced from canola seed is an excellent animal feed for cattle, poultry and swine.

China Leading Customer for Canadian Canola

Statistics show that Canada is the number one producer and exporter of canola. Canadian farmers grew 23 million acres of canola in 2018. The crop contributes more than C$26 billion to the economy and accounts for nearly 250,000 Canadian jobs. Oilseed, including canola, ranks second (totaling C$6.3 billion) among the top five Canadian agricultural exports after wheat.

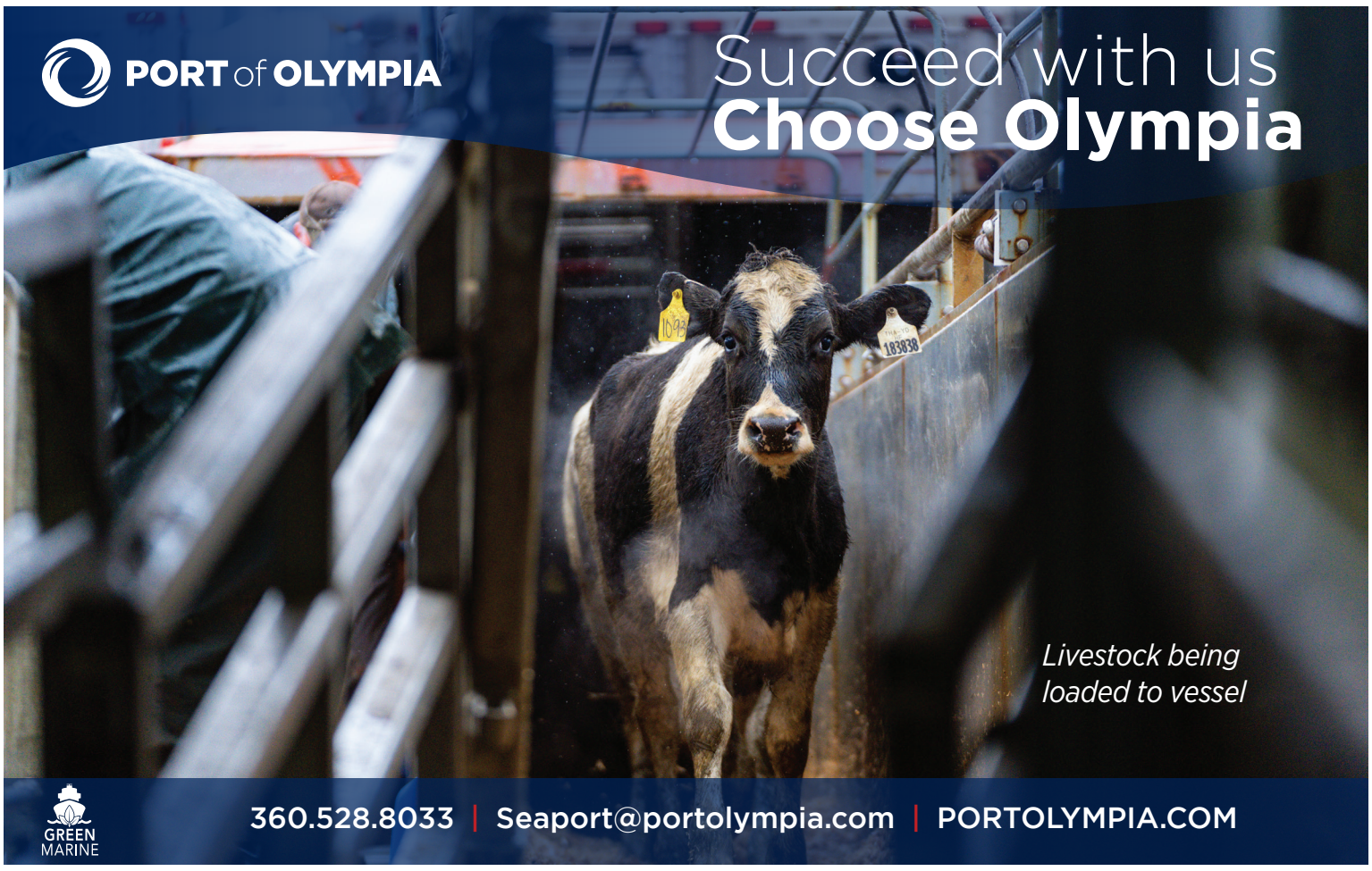
Seed imports by China from Canada have climbed significantly from 2.9 million metric tons in 2013 to 4.8 million tons in 2018.

These trends are reflected in the cargo numbers at the Port of Vancouver. Outbound canola shipments to China top all other trading partners, rising from 2.5 million tons in 2016 to 4.3 million tons in 2018. Between 2017 and 2018, the increase was a robust14%.

Thus, until the recent trade blockade, Chinese demand for Canadian canola has been strong, notes the Canola Council. The industry group's chief executive, Jim Everson, has been urging the Ottawa authorities to resolve the dispute with China before its lingering effect becomes considerable.

Already, farmers in western Canada are planting 1.5 million fewer acres than they did in 2018, according to Jack Froese, a board member of the Manitoba Canola Growers.

Meanwhile, the federal government's agriculture department recently pledged to offer Canadian canola producers with "the support they need." This has included changing a special program that advances money against later crop sales. The change raises loan limits to C$1 million from C$400,000, with the interest-free portion boosted to C$500,000 from C$100,000.



Our value isn't added. It's already there.

At Hamburg Süd, the extra special service you get is a given. It's in our culture. You don't have to ask for personalized attention or local know-how. Our on-the-spot service is part of the service and it's all about ease of business. You make one call.

So too with our fail-safe cargo care systems – they're built in. It's the same with our service reliability and supply chain connectivity. What you get is seamless, effortless throughput, from first mile to last. Hamburg Süd – better service, and better value.

No matter what.

HAMBURG SÜD

www.hamburgsud-line.com

Trump's tariffs: the soy saga continues

By Peter Buxbaum, AJOT

Of the $20 billion of U.S. agricultural exports to China that became subject to new tariffs in 2018, over $10 billion were applied to soybean exports. Those numbers reveal that U.S. farmers exported more soybeans to China than all other agricultural products combined. Farmers have historically exported 60% of all their total soybean production, half of that to China.

Nowadays, it's a completely different story. United States Department of Agriculture numbers show soy exports to China were down 85% as of February 2019. They didn't drop to zero only because the Chinese government directed its importers to place some mercy orders in the U.S. to signal good will in the trade negotiations. Given the current situation, it's doubtful any of those will recur anytime soon.

When China's 25% soy tariff was on the horizon last summer, prices for U.S. soybeans dropped dramatically. Meanwhile, the tariff caused the price of beans in Brazil and Argentina to rise, creating a price differential of $60 per metric ton, or $1.65 per bushel.

"Historically, there has never been such a dramatic price spread," said Mark Albertson, director of strategic market development at the Illinois Soybean Association.

Trump told farmers not to worry, as Europeans would increase their soy purchases thanks to the low prices. And indeed, they did, but U.S. farmers were still stuck with a mountain of soybeans, 900 million bushels as of April, compared to less than 600 million last year.

As of February, year-over-year soy shipments increased by 132% to the EU and 150% to Egypt. But thanks to the loss of the Chinese markets, U.S. export tons are still down 31%.

Demand for soy in China—where imports are used primarily for pig feed—is much greater than elsewhere in the world, standing at 150 million tons this year, according to the USDA, and projected to grow to 200 million by 2027. EU demand is expected to remain flat at 10 million tons and the same goes for demand growth projections in Latin America, the Middle East, and North Africa.

Growth in sales to other markets "helps mitigate the situation," said Albertson, "but the bottom number is still minus 31%."

The tariffs have caused some unusual patterns in global soy trading. Argentina, the world's third-largest soy producer, imported over two-million tons from the U.S. in the 12 months ending February 2019—up from zero—while its soy exports to China soared.

"Exporters make the sale and decide later where to pull the soy from," Albertson explained. If, as Albertson suspects, U.S. exports to Argentina come to make up for Argentinean exports to China, companies have found a way to circumvent the tariffs.

Soy prices in the U.S. have remained low, making for difficult times for U.S. producers. Helping the situation was USDA's program that paid farmers $1.65 per bushel for each bushel harvested last fall. But USDA said the payment was a one-off and that farmers should not expect any further relief.

"The payments made a difference to most farmers between profit and loss," said Albertson. "If the trade war continues, farmers will be forced to sell beans at very low prices."

To make matters worse, the U.S. Midwest experienced a very wet spring this year, delaying planting. "It's a perfect storm for soybean farmers," said Albertson. "They are fed up with the trade war and are worried about what the future holds for this year and years to come."

*(**DOWN** – continued from page 4)*

market share until the day comes—hopefully sooner rather than later—that the tariff brouhaha blows over.

That's what Zhu thinks is going to happen. "Our exporters will not be willing to give up relationships and good customers that they have been cultivating for years," she said. "At least in the short term, they might want to let it eat into their very thin profit margins."

"Exporters can't just give up because the customer may not come back," agreed Friedmann.

Transportation carriers could help by working with shippers on rates during these trying times. Ocean carriers, in particular, understand what it means to fight for market share during times of doubtful profitability.

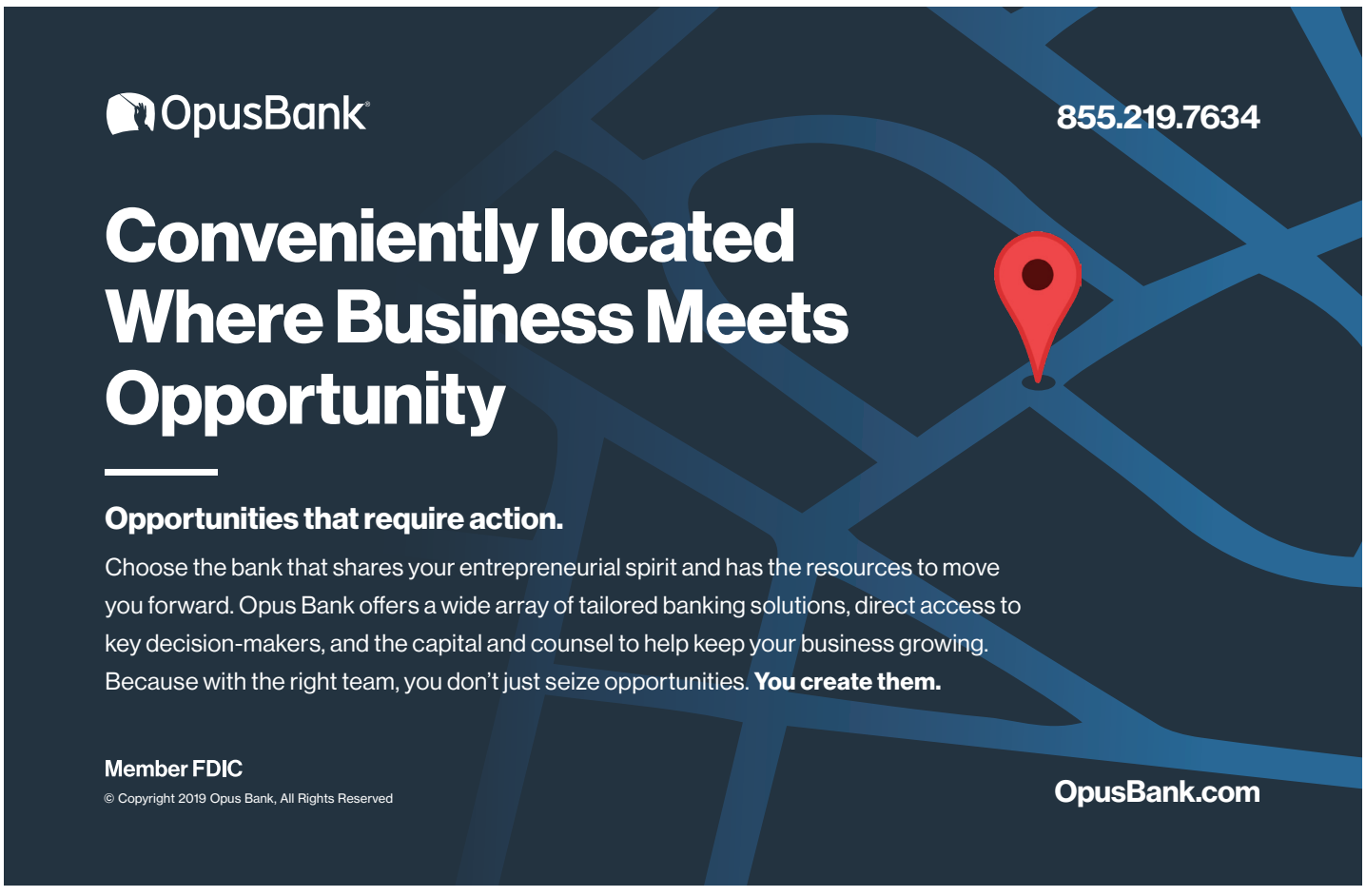
"We believe that ocean carriers and the railroads need to understand the economics of this tariff war," said Friedmann. "They can't be oblivious to what is going on with their customers, and it is in their interests to keep the cargo flowing, even if that means reducing freight rates so foreign customers can afford the products."

Unfortunately, Friedmann has yet to see any evidence of that sort of understanding. "They have not been cooperative," he said.

If the Trump administration's List 4 goes into effect—which would slap tariffs on footwear, apparel, and consumer electronics—carriers may find that some cargo will not flow in the volumes they have come to expect. "Carriers should not be surprised when that happens," Friedmann warned. "They should at least give themselves a chance by working with shippers."

Exporters, for their part, are no doubt looking at alternative markets and Chinese importers are looking for alternative sourcing options. "But these relationships don't happen overnight," said Zhu. "It takes years to cultivate trust and to up the size of orders.

"I like to remain optimistic," she added, "but I am concerned that a prolonged trade war could expedite the coming of a recession. All of us will feel the pain, and it will have a ripple effect that will go beyond the port and the alliance to exporters and, especially, consumers."



Planes lined up on the tarmac at JFK International Airport in NYC awaiting departure instructions.

JFK air cargo modernization

Will the airport recapture its glorious past or just play catch-up?

By Peter Buxbaum, AJOT

In late April, a second phase of cargo modernization at John F. Kennedy International Airport was announced, as the Port Authority of New York and New Jersey signed a long-term lease with JFK Air Cargo LLC to develop a new handling facility at the airport. The lease will begin in June 2019, and continue through 2050.

A statement from the New York governor's office says the 31-year lease will bring $152 million in rentals and a $70 million investment by JFK Air Cargo, while the Port Authority is contributing $13 million toward site preparation and roadway improvements. Located on 16.2 acres of property in JFK's North Cargo Area, the new facility is expected to be completed in two years.

The first phase of the cargo modernization effort was authorized by the Port Authority in 2017, when its board signed a long-term lease with Aero JFK II LLC for a 346,000 square-foot handling facility. Construction of the Aero JFK facility and the reconstruction of two taxiways authorized by the Port Authority two years ago are currently in progress.

Cargo modernization at JFK has been a long time in coming. The airport was once the largest air cargo gateway in the world, but it has been slipping over a period of decades. Its cargo volumes are down 20 percent in the last ten years, and, at about 1.4 million tons in 2018, was comparable to airports in much smaller metropolitan areas like Indianapolis and Cincinnati. *(See sidebar next column)*

Air cargo is still a major driver of economic activity in New York supporting 78,000 jobs, $13.1 billion in sales, $6 billion in wages. The newest facility, according to the New York

***(MODERNIZATION** – continued on page 11)*

Why JFK lost cargo volumes to Midwest airports

By Peter Buxbaum, AJOT

New York's John F. Kennedy International Airport is situated in the largest and densest consumer market in the United States, a city of over 8.6 million people within a metropolitan region of over 20 million. Indianapolis is a city of 865,000 in a metropolitan area 2.0 million people. Yet, in 2018, Indianapolis International Airport handled roughly the same volume of air cargo as JFK.

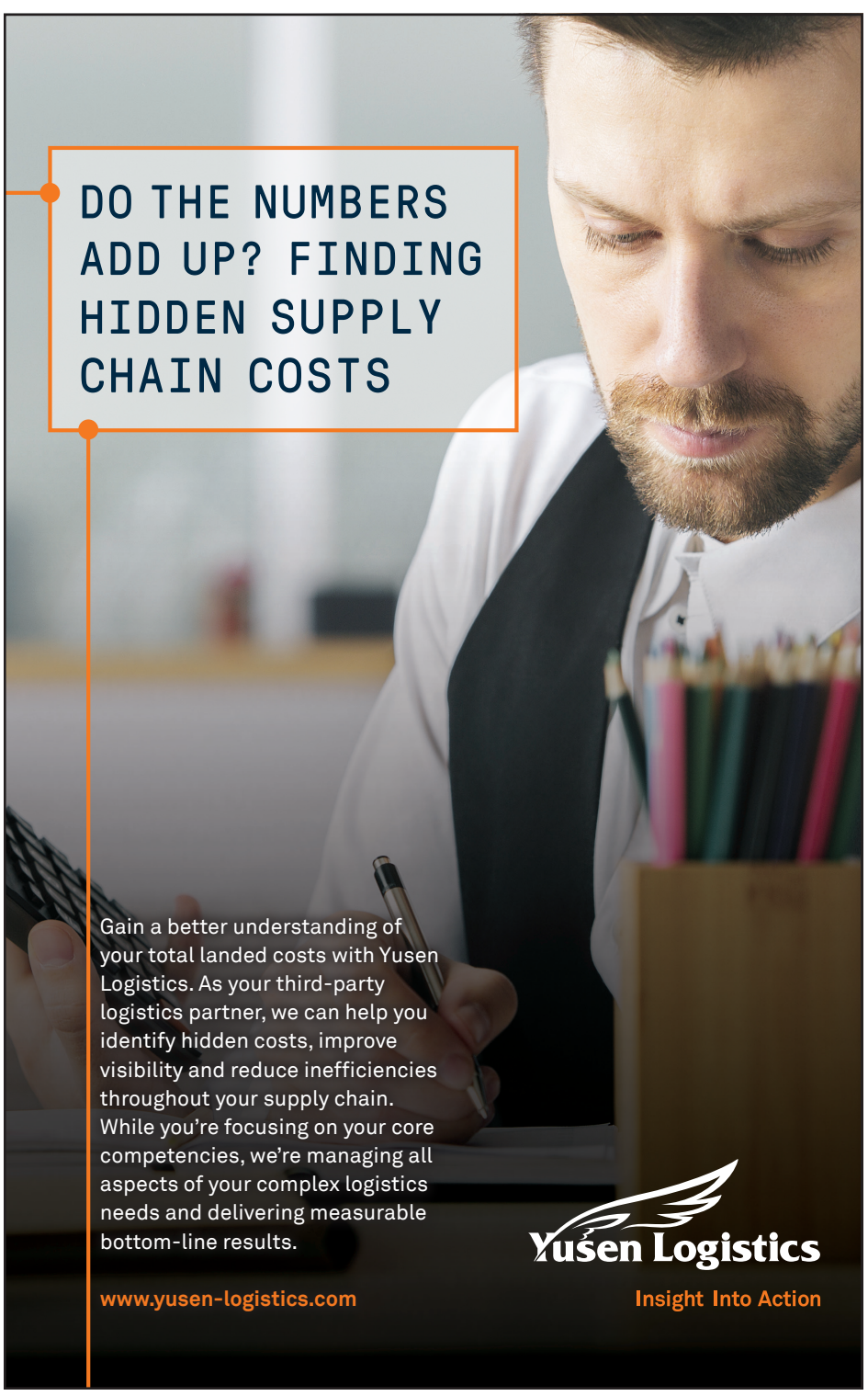
What's going on? Part of it has to do with the extreme hassles—in the form of road congestion—involved in getting cargo to and from JFK. (See main story.) The same is true in other traditional gateways like Chicago and Atlanta.

But that's far from the complete picture. UPS's national hub is in Louisville, Kentucky, less than 125 miles from one of DHL's main hubs at Cincinnati/Northern Kentucky International Airport, where cargo volumes increased last year by nearly 20 percent to 1.2 million tons. Amazon Prime Air is building a $1.5-billion hub at that same airport. The smaller but up-and-coming cargo-dedicated Rickenbacker International Airport in Columbus, Ohio, is also within 125 miles of Louisville and saw its international cargo volumes increase by 35 percent last year.

A growing number of importers, mainly retailers, are deploying a single distribution center strategy, and are finding that these Midwestern cities sit at the center of gravity of the U.S. population, close enough to the densely populated East Coast and only a couple of days' drive from the West Coast. At the same time, they enjoy much less congestion and lower costs at these airports.

"When people are moving airfreight, they don't want to sit around and wait for their cargo to be available," said Cathy Roberson, founder and head analyst at Logistics Trends & Insights, referring to the congestion at JFK and elsewhere. "From the Midwest, you can reach the entire United States within a matter of two days.

***(LOST** – continued on page 11)*



Port of Baltimore looks to build on diverse record achievements

By Paul Scott Abbott, AJOT

With advancement of a long-awaited rail tunnel project and additional 50-foot-depth berthing on the way, the Maryland Port Administration's Port of Baltimore is positioning to continue its trend of record-setting growth across diverse sectors.

"The diversification of the port is something we've been working on for a very long time," James J. White, the MPA's executive director, told *AJOT*. "It was a very successful 2018."

The combined 43 million tons of international cargo handled in 2018 at state-owned public terminals and privately owned facilities at the Helen Delich Bentley Port of Baltimore broke a prior record of 40.9 million tons that had stood since 1974 and moved Baltimore to the No. 11 spot among U.S. ports in terms of total tonnage. Baltimore's $59.7 billion in total cargo value ranks No. 9.

"That's pretty impressive," said White, who has been at the MPA helm for 18 of the past 20 years, having been away from the job only from 2005 to 2007. "The port is performing as we designed it."

James J. White, the Maryland Port Administration's longtime executive director, sees diverse growth continuing at the Port of Baltimore.

Unfortunately, the Howard Street Tunnel beneath downtown Baltimore also is performing as it was designed – in the late 1800s – meaning double-stacked containers can't move through it on railcars, creating a bottleneck for intermodal movement in and out of the Port of Baltimore's container terminal facilities.

Fortunately, the new head of CSX has joined Maryland Gov. Larry Hogan and others, including business and environmental groups, in efforts to finally move forward with improving tunnel clearance.

James M. Foote, who became president and chief executive officer of CSX in December 2017, following the death of E. Hunter Harrison, is supportive of the tunnel project, unlike his predecessor.

CSX has committed $91 million, while the State of Maryland has come up with $147 million and is seeking federal funds through a March U.S. Department of Transportation grant submission for the balance of the cost of the endeavor, now estimated at a total of $466 million to

(**DIVERSE** – *continued on page 10*)

The Port of Baltimore's Seagirt Marine Terminal, operated via a public-private partnership with Ports America Chesapeake, is enjoying record activity.

OVERFLO WAREHOUSE, LLC
"The PLACE For SPACE!"
www.overflo.com
Family Owned & Operated • 410-646-5200
Over 2,000,000 sqft. of Storage Space
Warehousing • Storage • Distribution
Consider Overflo to be an expansion of your business, without the hassle. Store your freight with on a one time charge. Located within minutes from the Port of Baltimore, we will take care of your storage, warehousing, and distribution needs. Our value added services include packaging, labeling, palletizing, pick & pack, assembly, bar code scanning, EDI & RFID, and so much more.
We are known for "*Keeping Our Customers' Customers Happy!*"
SERVICES
- Warehousing
- Labeling
- Food Safety & Sanitation
- 3rd Party Audited – ASI / AIB
- U.S. Customs Bonded
- Container Drayage
- Container Stripping
- Palletizing, marking & assembly
- Stretch Wrapping
- All sized Equipment
- Alcohol Storage

(licensed by the State of Maryland)
The PLACE For SPACE 410-646-5200
OVERFLO WAREHOUSE, LLC.
3010 Nieman Avenue
Baltimore, Maryland 21230-2709
410-646-5200
1-800-626-0616
www.overflo.com
E-mail: kyle@overflo.com & drew@overflo.com

Tradepoint Atlantic turning mill site into world-class inland port facility

By Paul Scott Abbott, AJOT

Dynamic diverse commerce in Baltimore County is by no means limited to Maryland Port Administration facilities, as Tradepoint Atlantic continues buildout of a first-rate inland port on a 3,250-acre site that had been home to steelmaking since the 19th century.

"Over the last couple of years, we've really laid the foundation for a world-class industrial logistics facility," Kerry Doyle, Tradepoint Atlantic's chief financial officer, told *AJOT*. "We're transitioning from an environmentally contaminated steel mill site to a world-class inland port to Seagirt Marine Terminal. We're able to grow with the Port of Baltimore and the Maryland Port Administration."

A federal grant supporting development of modernized bulkhead, a boost from Baltimore County to build connective infrastructure, a commitment for a Volkswagen processing facility and agreements with additional retailer tenants are all contributing to optimism of Tradepoint Atlantic's leadership.

"This year is a major year for infrastructure buildout," said Aaron Tomarchio, Tradepoint Atlantic's senior vice president of administration and corporate affairs. "2019 is a huge buildout and infrastructure improvement year for Tradepoint Atlantic. This is a transformative year.

"It ain't your father's steel mill anymore," Tomarchio added, citing the transformation of the Sparrows Point site in eastern Baltimore County to a modern logistics and distribution hub from a Bethlehem Steel mill that dated back to 1889 but saw production cease in 2012.

The property was bought by Tradepoint Atlantic in 2014 for $110 million, and that's just the start of investment on the site, which Doyle said is likely to top $2 billion from his firm and customers by full buildout.

Already in place at Tradepoint Atlantic are facilities of such companies as Amazon, FedEx and Baltimore-based Under Armour, with a pair of big Atlanta-based concerns – The Home Depot and Floor & Decor – among those having recently inked deals for warehouse space. Breakbulk shippers in the fold include building materials giant LafargeHolcim.

In addition, Perdue Farms unit Perdue AgriBusiness is establishing an organic grain receiving and storage facility on a tract linked by short line to CSX and Norfolk Southern rails, and Volkswagen is putting in a 115-acre installation replete with a 150,000-square-foot vehicle processing center.

"Volkswagen represents a really exciting opportunity in a line of business we're hoping to expand upon," said Doyle, noting synergies with the Port of Baltimore's leadership in handling vehicles and other roll-on/roll-off cargos.

Governmental support for the Tradepoint Atlantic development includes a $78 million

(**FACILITY** – *continued on page 10*)

Operations already in gear at Tradepoint Atlantic's Baltimore County development include those of Under Armour and Amazon.

A WINNING COMBINATION

Rukert Terminals Corporation is the premier privately-owned marine terminal on the U.S. East Coast. Strategically located in the Port of Baltimore, we are proud to call the closest East Coast port to the Midwest and its manufacturing centers home.

Rukert has specialized in handling dry bulk, break-bulk and project cargo, since 1921. Services include stevedoring, warehousing, and transfer to and from vessel, rail or truck. Our longevity can be attributed to our formula for success: hire dedicated employees, work hard, and reinvest the profits in the business have made.

RUKERT TERMINALS CORPORATION

For more information contact Rukert Terminals Corporation at:
410.276.1013 or visit **rukert.com**

*(**DIVERSE** – continued from page 8)*
provide clearance for double-stacked containers through the tunnel and under 22 bridges between Baltimore and Philadelphia.

Thanks to advances in construction technology, the project cost has dropped from earlier estimates of as much as $3 billion while the work will have far less impact upon surrounding communities.

Hogan has called the tunnel clearance undertaking "an essential project for the Port of Baltimore, State of Maryland and the entire East Coast," adding, "Reconstructing the Howard Street Tunnel will create thousands of jobs, open up new trade lanes for the port and improve overall freight rail service across our nation."

Port officials estimate that a reconstructed tunnel would result in about 80,000 more containers per years moving through the Port of Baltimore, which in 2018 handled a record 627,144 boxes, equating to 1,023,152 twenty-foot-equivalent units.

White said a couple of options are being considered, with one that could be completed within 2 1/2 to three years and the other having a four- to five-year construction timeframe.

"We don't do well with rail today," White unabashedly said. "We don't do well with discretionary cargo moving by rail, specifically because the railroads have to put twice the assets here with the single-stack as opposed to double-stack. Once we get the tunnel done, we're on a level playing field with the other ports that we compete with for Midwest rail, so we're very excited about it."

The Port of Baltimore, with its 50-foot-deep channel and supersized neo-Panamax cranes, already is one of the few facilities on the U.S. East Coast to be able to accommodate megacontainerships with capacities of as many as 11,000 TEUs, and plans are advancing in collaboration with the container terminal's operator to bring a second 50-foot-deep berth online within 18 months, joining two more berths with 45-foot depths.

The $32.8 million berth project, which upon completion will allow the port to handle two megacontainerships simultaneously, is being paid for via $18.4 million from terminal operator Ports America Chesapeake LLC, $7.8 million from the State of Maryland and a $6.6 million federal grant.

The Panama Canal expansion, which in mid-2016 opened the way for passage of carrier alliances' larger boxships directly from Asia to the U.S. East Coast, was cited by White as a key to the recent boost in activity at the Port of Baltimore's Seagirt Marine Terminal, operated under a long-term public-private partnership with Ports America Chesapeake.

"Since the completion of the new sets of locks in Panama, I think all East Coast ports are doing very well, at the expense of the West Coast ports," White said, noting average annual gains of about 7 1/2 percent to 8 percent in Baltimore's containerized cargo numbers over the past three years.

*(**DIVERSE** – continued on page 11)*

Logistics buildings at Tradepoint Atlantic are used to store dry bulk commodities, such as organic grains received by Perdue AgriBusiness.

*(**FACILITY** – continued from page 9)*
financial assistance package approved in late 2018 by Baltimore County to help with building of roadways and water and sewer infrastructure.

Meanwhile, a $50 million federal grant is helping advance modernization of 2,200 linear feet of bulkhead on a waterfront portion of the site, to, by spring of 2020, facilitate roll-on/roll-off, breakbulk and heavylift operations.

And, with April passage by the Maryland General Assembly of enabling legislation, Tradepoint Atlantic leaders are working with Maryland Department of Transportation counterparts to establish a heavyweight corridor for draying containers and other loads constituting as many as 100,000 pounds gross vehicle weight along an 8.6-mile route.

"Tradepoint Atlantic is a very diverse facility," Doyle said, "which means it needs very diverse infrastructure. Along with public- and private-sector partners, we have really created momentum."

TRADEPOINT ATLANTIC
CONNECTING THE WORLD
LAND | MARINE | RAIL
PROUD TO BE PART OF THE PORT OF BALTIMORE
tradepointatlantic.com
FOR INFORMATION, CONTACT JLL: **+1 443 451 2600**
us.jll.com/PAGI
JLL

(***DIVERSE*** *– continued from page 10)*

"That's good growth in containerization, and, because we have such a big consumer group here, we think that we're probably going to benefit more than others," White continued.

"Before," he said, "when we were trying to convince a shipowner to come down the [Chesapeake] Bay, when they had their own identity and weren't doing the vessel-sharing agreements, with eight or nine hours in and eight hours back out, it was a tough sell for us. But now you have one big ship with three or four carriers combined and it makes sense to come up and down the bay rather than taking containers off at another port and trucking or barging them here to where the consumer is."

Beyond the container front, the Port of Baltimore is enjoying eight consecutive years as the No. 1 U.S. port for handling automobiles and light trucks, with more than 850,000 such units through public and private terminals.

"We're very proud of that," White said, adding that, in 2020, the Port of Baltimore anticipates an additional 80,000 to 100,000 cars moving across its docks with Volkswagen joining the roster of automakers using the port. "We're thinking we're going to hold onto that position for the foreseeable future."

The Port of Baltimore's fastest-growing sector this year, according to White, is that of non-automobile roll-on/roll-off cargos, including heavy farm and construction machinery moved by such manufacturers as Caterpillar, Case and John Deere, as well as project cargo.

"The ro/ro business has finally bounced back this year," he said. "We're up about 18 percent. It was the last targeted commodity group that bounced back for us."

The Port of Baltimore also continues to rank first among U.S. ports in sugar imports and gypsum imports and second in coal exports. Significant volumes of forest products, including rolled paper and wood pulp, further contribute to general cargo activity.

And, in keeping with the success of the MPA's diversification strategy, the cruise sector also has been performing well at the Port of Baltimore, which is about halfway through its five-year agreements with Carnival and Royal Caribbean lines.

"All indications are that they're going to remain here," White said. "We think we're really in a sweet spot with cruise right now."

Roll-on/roll-off cargos, including heavy farm and construction equipment, represent the fastest-growing sector at the Port of Baltimore.

(***MODERNIZATION*** *– continued from page 7)*

State governor's office, is expected to attract an additional 200,000 tons of cargo, 5,400 jobs, $1.8 billion in sales, and $660 million in wages.

"Cargo was an area needing improvement," said Huntley Lawrence, the Port Authority's port director for aviation. "It called for a strategic focus on modernizing and consolidating facilities in order to insure development of a world class and modern, efficient airport."

"This project will ease truck congestion while making the airport more competitive and generating revenue to be reinvested in the region," added Port Authority Vice Chairman Jeffrey Lynford.

What Lynford said may be true of on-airport congestion, as Phase Two includes expanding a truck turnaround that will allow more traffic to enter and exit the North Cargo Area. The new facilities may improve the efficiency of cargo handling at the airport and ease the in-and-out movements of trucks, but they don't address another major JFK problem: congestion on the roads leading to and from the airport.

The Port Authority is not alone in trying to improve the air cargo infrastructure in New York. Last July, the New York City government inaugurated Freight NYC, a $100 million plan to invest in the city's aging freight distribution systems. With local freight volumes expected to grow 68 percent by 2045, the program is focused on maritime, rail, and greener trucks—but the initiative also has an air cargo component.

The New York City Economic Development Corporation released a request for proposals last summer for the development of a four-acre site near JFK to develop an air cargo and distribution facility. According to an NYCEDC statement, the facility will be designed to "help meet the needs of current businesses while ensuring the efficient flow of airport goods." The RFP will soon be entering a decision phase, as it is answerable by June 7.

"JFK air cargo is a key economic driver for New York City," said Brian Wills, president of Sobel Network Shipping Co., Inc. "Our core business, freight forwarding and Customs clearance, is dependent on the efficient movement of cargo and is key to our growth and competitiveness."

It's a good idea to modernize an old airport with 40-year old cargo facilities that are too small, not technologically current, and with roads and parking areas that are not friendly to trucks. New York City's program, like the Port Authority's, is focused on modernizing the local logistics and distribution infrastructure but do not address congestion to and from JFK, and that is where much of the problem lies.

The infamous Van Wyck Expressway, the main JFK artery, carries a volume of over 170,000 vehicles a day and boasts an average speed of eight miles per hour when traffic is heavy, which is much of the time. A 2016 plan to construct an additional lane in each direction on the Van Wyck has not gone forward. Truckers complain that signage on the Van Wyck to the airport is subpar.

At a recent meeting hosted by the AirForwarders Association, participants complained that road congestion is negatively impacting cargo throughput at JFK. Getting into and out of the airport by road is slow and unpredictable, speakers noted, cargo buildings don't have enough gates, there are slow truck turnarounds and canceled pickups, and cargo space is inadequate and not equipped with modern communications technologies.

Those are among the reasons that even iconic New York City industries like fashion increasingly prefer to direct

(***MODERNIZATION*** *– continued on page 13)*

(***LOST*** *– continued from page 7)*

That's a big plus over JFK."

"More and more retailers and fashion houses are consolidating their logistics operations for national distribution," added Dave Whitaker, chief commercial officer at the Columbus Regional Airport Authority, which runs Rickenbacker. "It makes more sense if they need a charter instead of a scheduled flight for a product rollout or a recall."

So, for example, Ascena Retail Group, which includes brands like Ann Taylor, LOFT, and Lane Bryant and is headquartered in the New York area, does its brick and mortar distribution out of Columbus and its e-fulfillment out of Indianapolis. Abercrombie & Fitch has its corporate and logistics headquarters in Columbus. L Brands, a Fortune 500 company that includes Victoria's Secret, Bath & Body Works, and PINK, is likewise headquartered in Columbus.

Cargolux and Cathay Pacific are among the carriers with regular cargo flights to Rickenbacker. Three Middle Eastern airlines—Qatar Airways, Etihad, and Emirates, all increased their footprints at Rickenbacker in 2018.

With Columbus, Indianapolis, Louisville, and Cincinnati all within close proximity of one another, the one problem Roberson sees on the horizon is a potential labor shortage for regional distribution and fulfillment centers. "Labor may eventually come at a premium," she says. "Companies may have to offer incentives for people to relocate. Either that, or they will have to automate."

Intermodal & Logistics News

YRC Worldwide announces full ratification of five-year labor agreement

YRC Worldwide Inc. has announced the successful conclusion of labor contract negotiations with the full ratification of a five-year labor agreement for three of its operating companies. Employees from the YRCW companies of YRC Freight, Holland, and New Penn—who are represented by the International Brotherhood of Teamsters and covered by a National Master Freight Agreement (NMFA) turned out in record numbers earlier this month to vote for the new master agreement. On May 3, 2019, the national economic vote was overwhelmingly approved along with 26 of 27 local supplements. On May 14, 2019, the final supplemental agreement was approved. The new labor agreement, which covers approximately 24,000 employees, goes into effect immediately, with economic improvements applying retroactively to April 1, 2019 and running through March 31, 2024.

"The ratification of the contract is good for our employees, our shareholders, and our customers. Having a five-year agreement is a very positive event for YRC Worldwide, supporting a more market-competitive wage and benefit package for our employees while providing operational benefits that will allow us to provide reliable and efficient services to our customers," said Darren Hawkins, YRC Worldwide Chief Executive Officer.

A few of the contract highlights include:

- Wage increases in each year of the contract, beginning April 1, 2019 through 2023
- Continuation of existing health and welfare coverage, with predictable employer-contribution rates in each of the 5 years beginning August 1, 2019
- Restoration of an additional one-week of vacation for certain employees
- Increased ability to utilize purchased transportation for YRC Freight and Holland
- Increased use of lower-wage, non-CDL and part-time positions to improve employee availability and permit CDL-qualified drivers additional opportunities to drive
- Expanded use of smaller equipment, or box trucks, instead of costly third-party carriers to deliver freight
- Increased ability to utilize available Department of Transportation (DOT) hours of service
- A newly structured profit-sharing bonus program for employees

"In addition to creating a unique opportunity for YRCW to make investments in the near-term, the ratified contract also positions the Company to improve our profitability in 2020 and beyond by taking full advantage of the new operational tools provided for in the contract, in addition to the implementation of our ongoing network optimization plan," Hawkins said.

"We are pleased with the record voter turnout and overwhelming support of the new agreement by our employees. I want to thank each and every one of our 31,000 employees for their continued hard work and dedication. I am confident that the new operational opportunities approved in this contract plus our ability to continue to attract and retain top-notch employees will solidify a very positive future for YRCW," Hawkins said.

Trump, Democrats plan infrastructure follow-up on funding

President Donald Trump will meet with House Speaker Nancy Pelosi and Senate Minority Leader Chuck Schumer to discuss funding options for a $2 trillion infrastructure plan, according to a Senate aide.

The Democrats said after their last meeting on April 30 that Trump agreed on a $2 trillion goal for rebuilding crumbling U.S. public works but that it was up to the White House to come up with a way to pay for it.

Democratic leaders want Trump to present the options he could support for raising revenue as the starting point for negotiating a bipartisan plan—because without the president's leadership, other Republicans won't go along and it will founder.

"If the president does not lead on how we're going to fund this infrastructure investment, it will not happen," House Majority Leader Steny Hoyer said during the kick-off for "infrastructure week," sponsored by lobbying groups and other entities promoting more investment in public works.

Pelosi said during a meeting of the Transportation Construction Coalition on that she wants the bill to include more than just roads and bridges, but transit systems, rural broadband, water systems, and even schools and housing, she said. "This is comprehensive," Pelosi said. "We don't want lawsuits, we want dirt to fly."

Funding Options

Funding methods discussed in the past include sales of bonds, a proposal to require the Department of Agriculture to sell its distressed assets to raise money for projects, and even selling under-performing student loans, mortgages and other federal debt for cash.

Trump has not stated a clear position on raising federal fuel taxes, which the U.S. Chamber of Commerce, American Trucking Associations and other infrastructure advocates say is the only realistic way to raise significant revenue in the short term.

Lawmakers who attended a closed-door meeting with the president in February 2018 said he told them he'd support a 25-cent per-gallon increase. But Trump never endorsed that publicly, and White House officials including National Economic Council Director Larry Kudlow have said they don't favor it.

Gas Tax

Michael Burke, chairman and chief executive of the infrastructure firm AECOM and chairman of the Business

*(**FUNDING** – continued on page 15)*

Self-driving trucks carry mail in US for the first time

Letters and packages moving between Phoenix and Dallas recently traveled on customized Peterbilt trucks run by TuSimple, an autonomous startup based in San Diego. There were five round trips between the two cites, the first haul left from Phoenix. It's the first time that the Postal Service has contracted with an autonomous provider for long-haul service.

"This pilot is just one of many ways the Postal Service is innovating and investing in its future," the USPS said in a press release that cited the possibility of using "a future class of vehicles" to improve service, reduce emissions and save money. After the initial trial, which lasts two weeks, the Postal Service will assess whether to continue working with TuSimple.

Two years ago, the USPS Office of Inspector General outlined a step-by-step approach for the adoption of autonomous vehicles, and then earlier this year put out a request for ideas on using autonomous technology in its delivery fleet. While self-driving mail trucks are still years—if not decades—away, autonomous long-haul trucking might be realistic much sooner.

The Postal Service spends more than $4 billion per year on highway trucking services through outside contractors. Those costs have been rising due to a national shortage of drivers. Self-driving trucks could save hundreds of millions by eliminating human drivers and the hours-of-service rules that keep them from driving round the clock.

For now, however, TuSimple will have a safety driver behind the wheel for the 1,000-mile trip between Phoenix and Dallas, as well as an engineer in the passenger seat monitoring the autonomous systems. In the future, the startup aims to provide "depot-to-depot" service without drivers.

"When the vehicle can operate truly driverless, it will be much more efficient," said Chuck Price, chief product officer at TuSimple. "We think we complete a coast-to-coast run in two days, where today it takes five."

TuSimple has raised $178 million in funding since its founding in 2015. For its most recent round in February, the company was valued at $1 billion. Its trucks have been carrying cargo for customers in Arizona since last year.

Prince Rupert master plan identifies container capacity potential up to 7 million TEUs

By Leo Ryan, AJOT

Among the fastest-growing ports in North America, the Port of Prince Rupert has announced the completion of a container terminal master plan that outlines the potential of future container terminal capacity and sequencing of development at the Pacific gateway in northern British Columbia. The planning work identifies the long-term potential to develop six to seven million TEUs of capacity through the development of multiple terminals.

In releasing the master plan, port officials reiterated their big ambition of transforming Prince Rupert into Canada's second largest port after Vancouver within five years, overtaking Montreal. A significant percentage of Prince Rupert cargo volume is with the US Midwest via the CN rail network. Last year, Prince Rupert handled one million TEUs and 27 million metric tons of cargo. Montreal handled 39 million tons and over 1.5 million TEUs.

The plan's research was completed with the assistance of AECOM, a global leader in infrastructure planning and development. It considered capital costs, operating efficiencies, optimization of construction sequencing to minimize disruptions to ongoing operations, and mitigation of human receptor impacts (air quality, noise and lighting) as criteria to determine the feasibility and sequencing of container terminal potential at the Port of Prince Rupert.

"Conducting this work ensures we have a clear understanding of the future potential for terminal development and contributes to a vision for the future of our container business to respond to the growing market demand for capacity at the Port of Prince Rupert," said Shaun Stevenson, president and CEO of the Prince Rupert Port Authority. The master planning concluded the potential for further expansion of Fairview Terminal and the development of a second container terminal at the Port of Prince Rupert's South Kaien Island site.

This second terminal features a capacity of 2.5 million TEUs and was identified as the next phase of terminal expansion for the container business at the Port of Prince Rupert following the expansion of Fairview Container Terminal announced with DP World in 2018, increasing its current capacity from 1.35 million TEUs to 1.8 million TEUs by 2022. Both the current Fairview Terminal and South Kaien sites are in close proximity to expanding export logistics operations on Ridley Island, and will fully integrate with these operations following PRPA's construction of the Fairview-Ridley Connector Corridor scheduled for the end of 2020.

Fairview Container Terminal announced it will be increasing its capacity from 1.35 million TEUs to 1.8 million TEUs by 2022

(**MODERNIZATION** – *continued from page 11*)

their airfreight to Midwest airports. *(See sidebar on page 7)* Apparently, it makes more business sense to retailers to truck apparel 500 miles to New York than to land at JFK.

The Port Authority and New York City programs are efforts for JFK to play catch-up with newer and more modern airports by improving its cargo infrastructure. New warehouses, cargo processing facilities, and truck accommodations may be a partial answer to a cargo renaissance at JFK. But the horrendous roads leading to and from the airport, which have not been expanded since 1960, are not yet being addressed. Until the day comes when truckers are not almost guaranteed to be stuck on the Van Wyck Expressway, JFK will likely remain just another cargo airport and not the world leader it once was.

Using the resources of the expanded 2018 OCEAN Alliance network **COSCO SHIPPING** is powering the latest evolution in service to the TransPacific shipper, with an even larger selection of services, faster transit times, more direct port pairs and scheduling reliability. We cater to our customers with shipping solutions designed to deliver value through increasingly global supply chains -- by every measure, **COSCO SHIPPING** offers you a range of impressive advantages --

- *Highest Capacity .....3.6 Million TEUs*
- *Greater Frequency.....42 Loops*
- *Better Coverage.....629 Port Pairs*
- *Most Transpacific.....168 Port Pairs*
- *Largest Fleet.....361 Container Vessels*

The numbers are even more impressive when you consider that **COSCO SHIPPING Lines** operates 356 international and domestic routes including 227 international and feeder services, 43 domestic services, 86 Yangtze River and Pearl River services, calling at 267 ports in 85 countries and regions. It all adds up to a world-class ocean carrier with world-wide capabilities. Now more than ever there truly is no equal to Asia and the world. Contact **COSCO SHIPPING** today

COSCO SHIPPING

We Deliver Value

COSCO SHIPPING Lines (North America) Inc.
100 Lighting Way, Secaucus, NJ 07094 (866) 830-2550

HTA'S Moro: "proposed A's ballpark threatens harbor trucking & port operations"

By Stas Margaronis, AJOT

Jerry Moro, director of Northern California Operations for the Harbor Trucking Association, says plans for the Oakland Athletics' baseball park to be constructed at the current site of the Port of Oakland's Howard Terminal will generate so much car traffic that harbor trucking will be brought to a near standstill during baseball games and other events.

The result will be to place container terminal operations at risk.

In an interview with *AJOT*, Moro, who is also director of Northern California Operations for Quik Pick Express, said the Oakland A's have not fully analyzed the traffic congestion impact generated by their proposed ballpark plan. He says the team does not understand harbor trucking and the logistics demands placed on modern containerized port operations.

The A's ball park plan has created an unprecedented and unified opposition among Port of Oakland stakeholders that include harbor truckers led by Moro, vessel operators and terminals led by John McLaurin, president of the Pacific Merchant Shipping Association (PMSA) and longshore workers led by Melvin Makay, president of the International Longshore and Warehouse Union (ILWU) Local 10. In another unusual development, McLaurin actually attended the May Day rally hosted by Makay and the ILWU protesting the ball park outside of Howard Terminal. McKay said he was "proud" he and McLaurin were "working together for the common good of the waterfront."

Last week, the Oakland Board of Port Commissioners approved a term sheet for the proposed baseball stadium project. It gives the A's four years to complete an environmental impact report and gain public agency approvals. The Board said it would take a final vote on a proposed stadium only after the A's completed preliminary steps.

The Port sent a letter to customers on May 16th which said the proposed ballpark project provides an opportunity to enhance the Port's commercial real estate portfolio. Commercial real estate is one of three business lines at the Port of Oakland. The others are the seaport and Oakland International Airport.

The Port's letter "addressed shipping industry concerns about a ballpark at one of Oakland's six marine terminals. Questions have arisen over everything from game day traffic to navigational safety on Oakland Estuary where" Howard Terminal is located.

The Port and its governing Board said, "it would work to address potential impacts. They added that a number of issues have already been tackled in the term sheet. Among them:

revisions intended to preserve the Port's ability to enlarge the Inner Harbor Turning Basin for ships on Oakland Estuary;

a buffer zone area between any proposed residential uses and the adjacent seaport activities; and a requirement for the submittal of a comprehensive transportation and circulation plan to the Port."

Jerry Moro told *AJOT* that he worries ball park fans may cross railroad tracks when entering and leaving the ball park, posing a hazard to themselves and to railroad operations.

The result, he says, is the Oakland A's are trying to impose a plan that will have the effect of disrupting port operations, posing safety hazards to baseball fans and rail operations and creating new traffic and pollution problems at the Port and for neighbors living in West Oakland.

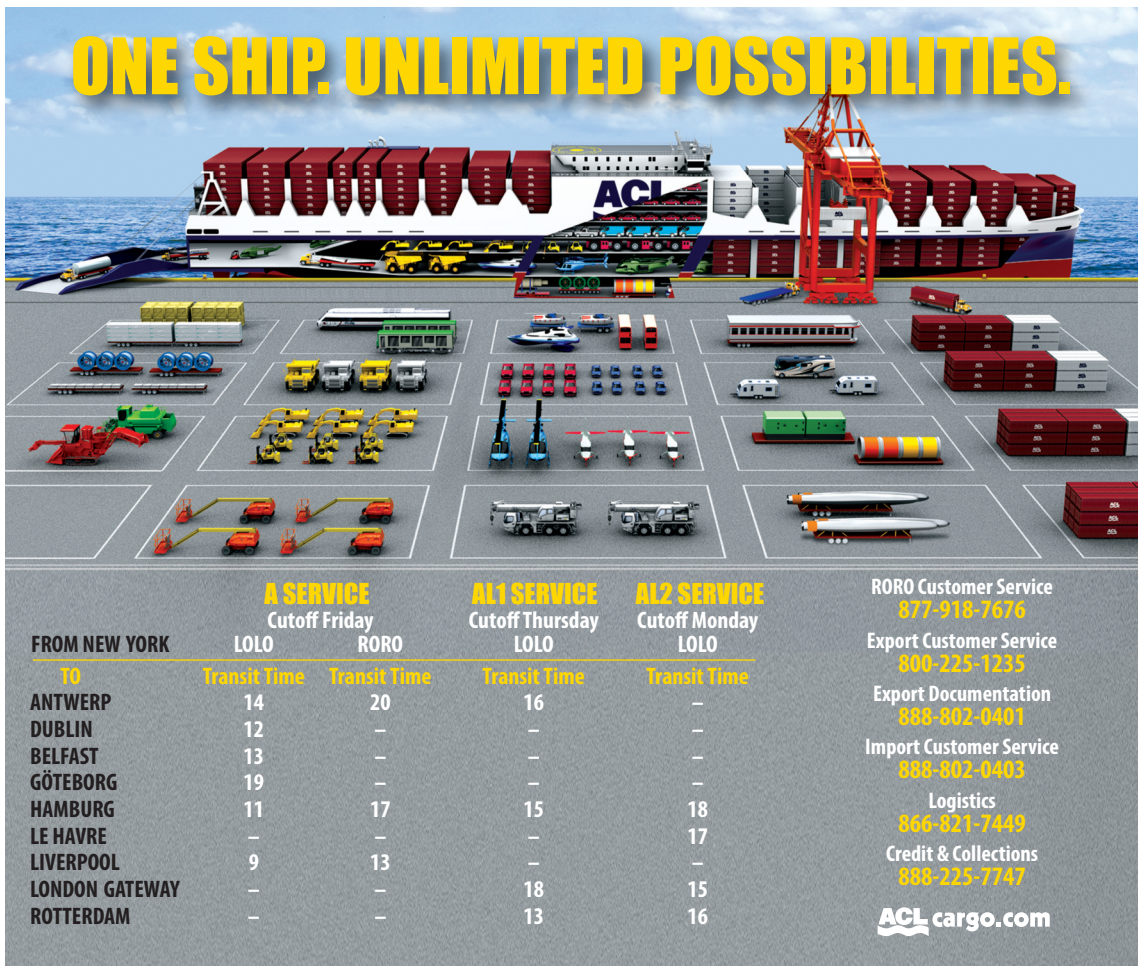
At the very least, the State of California needs to invest in building a truck only off-ramp for the South-bound 880 freeway to allow trucks to access the Port with a minimum of delay:

"With the infrastructure upgrade if we take the present-day technology, we could create changes to terminal operation that will benefit both the trucking community and the West Oakland area. This will prevent trucks from arriving too early for appointments as they pick up or deliver containers to terminals."

The Oakland A's say they support construction of the new truck-only off ramp.

Moro has "serious concerns with the assumptions that the A's are making to the public about traffic and parking for the ballpark." He cites the A's assertion that "50% of fans will drive to the

*(**THREATENS** – continued on page 15)*



FROM NEW YORK TO	A SERVICE Cutoff Friday LOLO Transit Time	A SERVICE Cutoff Friday RORO Transit Time	AL1 SERVICE Cutoff Thursday LOLO Transit Time	AL2 SERVICE Cutoff Monday LOLO Transit Time
ANTWERP	14	20	16	–
DUBLIN	12	–	–	–
BELFAST	13	–	–	–
GÖTEBORG	19	–	–	–
HAMBURG	11	17	15	18
LE HAVRE	–	–	–	17
LIVERPOOL	9	13	–	–
LONDON GATEWAY	–	–	18	15
ROTTERDAM	–	–	13	16

RORO Customer Service 877-918-7676
Export Customer Service 800-225-1235
Export Documentation 888-802-0401
Import Customer Service 888-802-0403
Logistics 866-821-7449
Credit & Collections 888-225-7747
ACLcargo.com

PSA International is acquiring Halterm Container Terminal in Halifax, NS.

PSA International buying Halterm Container Terminal in Halifax

By Leo Ryan, AJOT

Singapore-based global terminal operator PSA International is acquiring Halterm Container Terminal in Halifax from current owner, Australia's Macquarie Infrastructure and Real Assets, for an undisclosed sum.

"PSA has finalized an agreement to acquire Halterm Container Terminal in the Port of Halifax, Canada and Penn Terminals in Philadelphia, USA from Macquarie Infrastructure Partners, a fund managed by Macquarie Infrastructure and Real Assets," confirmed a spokesperson for the Macquarie Group. "This transaction is in the process of securing regulatory approvals from the respective USA and Canadian authorities."

PSA reportedly beat out a joint bid by Canadian National Railway CN) and French carrier CMA CGM, along with another bid from Logistec Corporation of Montreal, and other bidding interests.

The Halterm acquisition gives PSA International a base on the North American East Coast with which to compete with other terminal operators. The transaction marks the second major entry of PSA International this year in Canada's transportation sector. In January, PSA acquired a 60% majority interest in privately-owned Ashcroft Terminal, British Columbia's largest inland terminal which is undergoing a C$28 million expansion. The latter is served by both CN and CP main railway freight lines and targets cargo with the ports of Vancouver and Prince Rupert.

The Macquarie Group has been divesting some of its worldwide assets.The assets are part of the Macquarie Infrastructure Partners funds, which are 10 year closed end funds so as the end of the 10 year period approaches, the assets are put up for sale. Another holding in Canada, Fraser Surrey Docks, a breakbulk facility in British Columbia in the Port of Vancouver, is also said to be up for sale.

Container traffic at Halifax (where Ceres also has a box terminal) has been rebounding in the past few years – attaining 550,000 TEUs - thanks to new services notably with Asia and larger ships of more than 10,000 TEU calling at the Nova Scotia port, where CN offers the sole rail connection with Montreal, Toronto and the US Midwest.

As a key contribution to the port's big ship program, Halterm has ordered a super post-Panamax container gantry crane and associated lifting equipment. The new crane, slated for delivery in June 2020, will be added to Halterm's main berth alongside four existing super post-Panamax units and one Panamax crane.

A planned temporary expansion of Halterm will increase berth length to handle two large containerships simultaneously. Various options are under discussion for a second stage, including a second permanent berth with a first phase cost exceeding C$500 million.

*(**THREATENS** – continued from page 14)*
ball park injecting about 6,000 autos into an area that is already highly congested and that everyone else will take public transportation." He thinks that assumption is incorrect, "When fans realize that it is a mile walk to and from the stadium, they will get in their cars and start to look for parking."

In a PowerPoint presentation on behalf of the new ball park, the consulting firm of Fehr and Peers argues that there is sufficient parking and public transportation access to the proposed ballpark:

"The ballpark district, located at Howard Terminal within the Port of Oakland, is easily accessible by automobile from the interstate freeway system including Interstate 880 and 980. The district is located about one mile, a 15 to 20-minute walk, from three BART (Bay Area Rapid Transit) stations including West Oakland (15 to 20 minutes), 12th Street Downtown (15 to 20 minutes), and Lake Merritt (20 to 25 minutes). There is an Amtrak/Capital Corridor train station about one-half mile from the ballpark district, transit bus service is within one-quarter mile of the district and the Jack London Ferry Terminal is a short walk to the district. Today, there are about 16,000 on- and off-street parking spaces within a 30-minute walk of the ballpark district."

The firm projects the following 'Attendee Travel Mode' and compares it with the "Existing Coliseum" travel patterns at the Oakland Coliseum where the A's currently play baseball.

The A's say they will speed access to the ball park from distant parking lots using an overhead gondola, similar to what is used at ski areas, that can carry 6,000 fans per hour.

Moro is concerned about this projection: "The A's say the gondola system will carry 6,000 people per hour from parking areas a mile away to the ball park, even if that's correct, which I question, that means that the gondola system" may still not be able to reduce the need for people to walk long distances to get to the ball park from parking areas and require that they cross existing rail road tracks which could pose a safety hazard.

Fehr & Peers notes: "The Ballpark District is located between the water and the railroad corridor so that most people and commerce must cross the railroad tracks to access the district. Roughly 40 trains per day between 11 AM and 11 PM (when activities are likely to occur at the ballpark) pass through the area."

Moro says that the Embarcadero Street rail line which runs in front of the proposed ball park will pose a threat to pedestrians: "There is the safety concern. Embarcadero has the railroad running down the middle of the street. There are 37 trains a day that move on this length of track." Moro notes that the A's project that the gondola "will go over the tracks and they would build bridge ways for pedestrians" He remains concerned that "some people may still walk across the tracks when trains are running."

Fehr & Peers does express concern about the traffic congestion problem:

"Last, we get to the automobiles. There are two ways in and out of the site – Market Street and Martin Luther King Jr Way. These have limited capacity because of the small intersection blocks through Jack London District (roughly 200 x 300 feet) and the railroad tracks. We are finding that both corridors are heavily congestion between Howard Terminal and 7th Street which is north of the I-880 structure. This is critical as we start to look for ways to flush people after a game (sic). That is one reason for the Phase 1 development including a concentration of commercial activities around the ballpark. This time-shifts when people arrive and leave a game or other event at the ballpark."

Moro says this point raises a concern about additional days of traffic and congestion impacting port operations. While the A's have projected 80 home games per year, which does not seem excessive factoring 365 days per year, Moro says "what you've got to understand is that we're talking not just 80 ball games a year at the new stadium but also added events and who knows how many there will be."

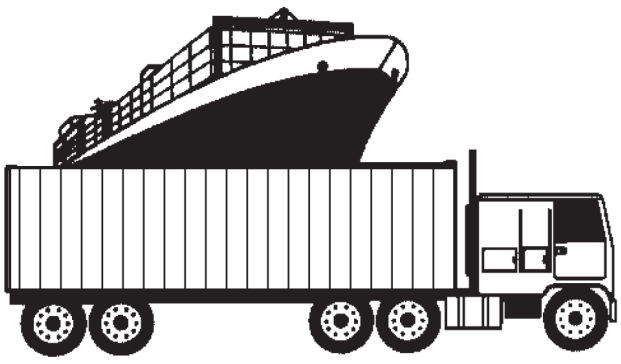
The Port of Oakland stakeholders, who oppose the ball park, say the A's plan to use the ball park as the first step towards expanding development further westward. This encroaches on existing Port of Oakland maritime operations. The result, they say, will be more commercial as well as high-end housing development that the A's are planning for westwards along the Oakland Estuary.

Already, one critical truck parking area to the west of the proposed ball park is slated to be taken over for ball park parking. Moro says this critical truck parking area, known as the 'Roundhouse', has been cited by the A's as an area they want to use for fan parking: "For us that's a big deal, it's a loss of truck parking. It also puts automobiles and pedestrians in the terminal operation area if this area is ever made part of the stadium complex."

Moro says that truckers will also be forced to park and idle their trucks in the adjacent West Oakland neighborhood.

He says that as a result of the ballpark plan, this commitment to the West Oakland community is probably no longer viable: "There is simply nowhere to park the trucks except in West Oakland."

ITZ Ohlson
TRANSPORT INC.



We have daily service from your plant to the waterfronts of Portland, Maine to Boston, Massachusetts to Staten Island, New York and Newark and Elizabeth, New Jersey. We also service the inland terminals of New Jersey and Massachusetts.

With our large fleet of experienced professional CDL drivers, we offer some of the most competitive delivery rates in the industry – compare for yourself!
Call for rates today.

The Most COMPETITIVE PRICES in the Industry!
Visit our website at : itz-ohlson.com

PO Box 129, Topsfield, MA 01983
Tel: 617-387-1541 / Fax: 617-409-9276
E-mail: dispatch@itz-ohlson.com
E mail: sales@itzo.net

*(**FUNDING** – continued from page 12)*
Roundtable's Infrastructure Committee, said any funding plan can't rely completely on raising fuel taxes and will likely include other funding and financing methods.

"The short-term fix has to be the gas tax while we're trying to work on something more long term," Burke said. "If properly postured, there is enough support on both side to move forward with a gas tax in the 25 cents-a-gallon range."

Still, Schumer and other Democrats have said they'd only consider increasing the gas tax if it's paired with a roll-back of tax cuts that benefited the rich in the 2017 tax overhaul. The 2018 Senate Democratic infrastructure plan called for raising taxes on top earners and corporations.

Senate Majority Leader Mitch McConnell has flatly rejected suggestions to pair reductions in the 2017 tax cuts with a funding plan, and other Republican leaders have said a $2 trillion package isn't doable.

Finding Revenue

Even DJ Gribbin, the architect of the public-works plan the administration released last year, doubts there's $2 trillion to be found now. The viable options for generating more revenue are well known and have already been explored, said Gribbin, the former special assistant to the president for infrastructure policy.

"It's hard to imagine where they would come up with $2 trillion," Gribbin said. "There's not this really clever, three-dimensional chess move we can make and 'Ah-ha, now we have $2 trillion.'"

It's also a mistake to start the debate with a dollar amount, rather than deciding what the proposal seeks to accomplish, how much of that is the responsibility of the federal government, and how much that costs, Gribbin said.

Trump and the Democrats must "jump together" on how to pay for an infrastructure plan, said Neil Bradley, the U.S. Chamber's chief policy officer. The chamber has backed a 25 cent per-gallon increase over five years as the best short-term method.

"If you're going to do that, the easiest way – frankly the only logical way—is for both of them to jump together on raising the gas tax," Bradley said.

Dave Bauer of the American Road & Transportation Builders Association suggested using the 2017 tax bill as a model for passing a public-works package. While no Democrats supported the tax measure, White House and Republican leaders in Congress at the time agreed on a set of principles that allowed a bill to move quickly.

NEW DESTINATION PORTO

The air cargo brand that flies to more countries than any other
now flies to Porto, Portugal.

TURKISH CARGO

turkishcargo.com