OUTSOURCE

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THE SOURCE

Drawn by the Salary, Women Flock to Trucking

Truck drivers typically are paid by the mile, regardless of gender. But safety issues remain.

By Cristina Roca and Dieter Holger, WSJ, Oct. 14, 2019

Last year, Rebekah Koon left her job as an assistant manager of a gas station in Fort Bragg, N.C., to train as a truck driver, inspired by watching her uncle hit the road as a long-haul trucker when she was growing up. "I thought it was really cool, like an extended camping trip," she says. Ms. Koon, 28, is part of a new wave of women breaking into trucking. The number of female truckers increased by 68% since 2010 to 234,234 in 2018, though women still account for just 6.6% of the trucking workforce, according to the American Trucking Associations, a trade group.

One big reason: equal pay. "There are many different types of driver pay in the industry, including by the mile, per load, hourly, and even salary in some cases," says ATA economist Bob Costello. "In all cases, there is no distinction between male or female. If you go to a fleet and ask how much drivers are paid, it is by experience level, routes, etc., not gender-specific." The median annual wage for heavy and tractor-trailer truck drivers is $43,680, according to the U.S. Labor Dept. Light truck and delivery-service drivers make a median of $32,810. Ms. Koon's new gig hauling for Cargo Transporters has tripled her salary, she says. "It's a great lifestyle." The growth in women in the industry comes as demand for transportation workers is high, boosted by the expansion of e-commerce, says Frank Steemers, an economist at the Conference Board, a nonprofit research firm. Amid a tight labor market, employers are turning to new demographic groups to fill these positions, he says. "The steering wheel knows no gender," says Deb La Bree, 53, a former cosmetologist who lives in Missouri and has been driving a truck since 2007.

Open Road The number of women in trucking has jumped almost 70% since 2010. Some drivers and women's advocates say the industry has begun to change to make it more accommodating to women. "New technology and equipment make truck driving a job that's more geared toward women," says Lindsey Othmer, 26, who drives for XPO Logistics out of Fife, Wash. For example, XPO trucks now have a more modern transmission system that makes them less strenuous to drive, says Meghan Henson, chief human-resources officer at XPO, one of the largest transportation and logistics companies in the U.S. And at many companies, drivers, regardless of sex, don't physically load and unload goods anymore. "The industry has changed," says Ellen Voie, president and chief executive of Women in Trucking, a nonprofit that encourages women to join the profession. But the share of women drivers remains small. "Some trucking companies have put an emphasis on female drivers, but the highest percentage of female drivers Continued on Page 2

OUTSOURCE
THE FREIGHT MANAGEMENT COMPANY

Drawn by the Salary, Women Flock to Trucking

(Front page article continued)

we have seen is around 20% for those fleets," economist Bob Costello says in an ATA report. And some advocates and industry officials say women face obstacles when it comes to joining—and feeling comfortable in—the industry.

Learning to truck requires many hours on the road with a trainer, and most of them are men. Some companies try to match women with female trainers, but there aren't always enough, says Ms. Voie. Then there are on-the-job concerns. A 2017 survey by Women in Trucking asked female drivers how safe they felt at work; the average response was 4.4 out of 10. One of their main concerns is finding a safe, well-lit place to park overnight when there aren't enough spots. If truckers arrive at a truck stop at the end of their working day and find it full, they may have to keep driving past their limit or park illegally on the side of the road. Driver Cecilia Hylton, 24, says her father, who is also a trucker, taught her to loop her seat belt through the door handle and buckle it so the door can't be opened from the outside while she's sleeping.

Ms. Voie is optimistic that the industry will find ways to tackle issues such as training because of the shift in attitude she's witnessed. "Twelve years ago, everyone said, 'We just want good drivers.' Now, the carriers are saying, 'We want more women. Help us do that.'"

Logistics sector growth holds steady in September

By Supply Chain Quarterly Staff | October 12, 2019 (Logistics Manager's Index (LMI) September 2019)

Industry growth continues its slow pace, but activity is down considerably from a year ago, according to latest Logistics Manager's Index.

Economic activity in the logistics sector continued its slow pace of growth in September, according to the latest Logistics Manager's Index (LMI) report, released this week. The LMI registered 56.6 in September, which was even with August, but down considerably from its September 2018 reading of 70.8. An LMI reading above 50 indicates growth in the logistics sector; a reading below 50 indicates contraction. LMI researchers pointed to marginal growth in the transportation prices index and growth in warehousing capacity during the month, noting that overall industry conditions call for continued slow growth ahead.

The LMI's transportation prices index registered 50.6 in September, up from August's reading of 48.9. Despite the increase, LMI researchers said the change indicates that transportation prices are remaining steady, overall. Looking ahead, however, they said logistics managers surveyed for the September report expect transportation prices to increase over the next 12 months.

The research also showed that warehousing capacity increased for the first time since June, registering 54.4 compared to last month's reading of 50. Researchers said the increase could indicate expansion in preparation for the busy holiday season. Although the overall LMI held steady at 56.6, it marks the second lowest score in the history of the index and continues a slowing trend that began in April, when the index dipped below 60 for the first time. "The lowest seven scores in the history of the index have all occurred within the last seven months," LMI researchers said in a statement announcing the monthly results. "Every score has been above 50, which indicates growth in the logistics industry, [but] the growth has just been very slow."

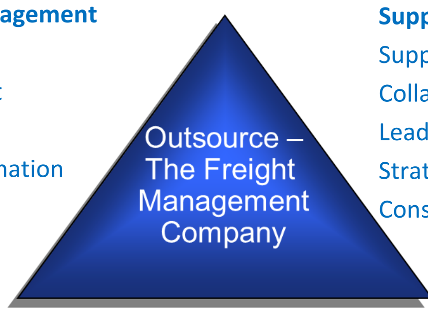
The LMI tracks logistics industry growth overall and across eight areas: inventory levels and costs; warehousing capacity, utilization, and prices; and transportation capacity, utilization, and prices. The report is released each month by researchers from Arizona State University, Colorado State University, Rochester Institute of Technology, Rutgers University, and the University of Nevada, Reno, in conjunction with the Council of Supply Chain Management Professionals (CSCMP).

Quotable

"The steering wheel knows no gender."

— Deb La Bree, a Missouri native and truck driver since 2007.

Transportation Management
Multi-modal Service
Carrier Management
Auditing Services
Supply Chain Coordination



Supply Chain Management
Supply Chain Engineering;
Collaboration;
Leadership
Strategic Management
Consulting

Profit Improvement Plan
Leverage Opportunity Analysis
Baseline Measurement
Profit Improvement Measurement

Quotable

"There is great anticipation on both sides of the Hudson to get the Goethals Bridge shared use path open,"

— Rick Cotton, Executive Director, NY/NJ Port Authority

TRIVIA QUESTIONS

1) **Jack o' Lanterns originated in which country?**
   A. Germany **B.** England **C.** Romania **D.** Ireland

2) **What did the ancient Celtics do to ward off Spirits & Ghosts?**
   A. Hang Jack O' Lanterns **B.** Where masks & costumes **C.** Display witches **D.** Spread garlic around house

3) **What does Halloween mean?**
   A. Night of the dead **B.** All Saints Eve **C.** Night passage from underworld **D.** Spirits Awakening Eve

4) **What will the average American spend on Halloween in 2019?**
   A. $138.54 **B.** $216.38 **C.** $169.81 **D.** $192.47

5) **Which candy was the 1st individually wrapped penny candy?**
   A. 15 **B.** 18 **C.** 14 **D.** 16

6) **Aproximately what % of kids prefer gums to chocolate candies on Halloween?**
   A. 6 **B.** 12 **C.** 15 **D.** 10

Answers Later In The Newsletter

FUEL REPORT

U.S. On-Highway Diesel Fuel Prices* (dollars per gallon) http://www.eia.gov/petroleum/gasdiesel/

	10/7/19	10/14/19	10/21/19	Change from week ago	Change from year ago
U.S. National Average	$2.645	$2.629	$2.638	0.009	-0.203

U.S. average regular gasoline prices fall, diesel prices rise slightly

The U.S. average regular gasoline retail price fell 2 cents from the previous week to $2.63 per gallon on October 14, 25 cents lower than the same time last year. The Gulf Coast price fell by nearly 3 cents to $2.26 per gallon, the East Coast and Midwest prices fell by more than 2 cents to $2.46 per gallon and $2.48 per gallon, respectively, and the Rocky Mountain price fell by nearly 1 cent, remaining at $2.71 per gallon. The West Coast price increased by more than 2 cents to $3.67 per gallon.

The U.S. average diesel fuel price increased by less than 1 cent and remained at $3.05 per gallon on October 14, 34 cents lower than a year ago. The Rocky Mountain price increased by 2 cents to $3.04 per gallon, the West Coast price increased by 1 cent to $3.65 per gallon, and the East Coast and Gulf Coast prices increased by less than one cent to $3.04 per gallon and $2.81 per gallon, respectively. The Midwest price was unchanged at $2.97 per gallon

MSC the latest carrier pledging to avoid ecocide-hit Northern Sea Route

By Gavin van Marle, The Loadstar 10/17/2019

MSC has joined a growing list of container carriers ruling out operating vessels in the Arctic, due to thinning sea ice round the North Pole. This is despite the fact that these conditions have made the Northern Sea Route between Europe and Asia increasingly viable for the lines. The Geneva-headquartered carrier said it would focus on “improving environmental performance on existing global trade routes”, as it had become “convinced that the 21m containers moved each year for its customers can be transported around the world without passing through this Arctic corridor”.

Chief executive Diego Aponte explained: “As a responsible company, with a longstanding nautical heritage and passion for the sea, MSC finds the disappearance of Arctic ice profoundly disturbing. Every drop in the oceans is precious and our industry should focus its efforts on limiting environmental emissions and protecting the marine environment.”

The company said it had taken some 2m tonnes of CO2 emissions a year from its operations after around 250 vessels had been retrofitted with “green technologies”, while its latest ultra-large container vessels (ULCVs) coming out of shipyards had “the lowest carbon footprint, by design, at 7.49 grams of CO2 emissions to move one tonne of cargo one nautical mile”. However, it also added that, while it was on course to meet the IMO’s 2030 CO2 emission targets, the longer-terms target of emission-free shipping by 2050 would require significant technological advances.

Bud Darr, executive vice president of maritime policy & government affairs at MSC, said: “The great challenge which remains for container shipping this century is how to decarbonise and meet the UN IMO’s future emissions goals. While we are fully supporting these, this will not be achievable without some major breakthroughs in fuel and propulsion technologies.” MSC said it was looking at alternative fuel sources, such as “biofuel blends, hydrogen fuel cells, complementary battery power and, potentially, wind and solar”.

Rather pointedly it did not mention LNG, which has been adopted by CMA CGM as its chief choice to reduce emissions. In August, the French carrier became the first container shipping line to rule out using the Northern Sea Route and claimed LNG represented “the best proven solution available to significantly reduce the environmental footprint of maritime transport”, offering a 99% reduction in sulphur and particulates, an 85% reduction in nitrogen oxides emissions and a 20% reduction in CO2. Its first LNG-powered ULCV, the CMA CGM Jacques Saade, was launched in Shanghai in September, and by 2022 the line expects to be operating 20 LNG-powered vessels in its fleet.

Maritime sulfur cap could crimp container port volumes

By Ben Ames, DC Velocity, 10/7/2019

IMO 2020 emissions cap to have unknown impact on container lines, international shippers, Drewry says.

Ocean cargo carriers will probably be able to recoup the costs of a new cap on sulphur emissions beginning in 2020, but the change still presents enough risk that a new report has downgraded its forecast for the growth rate of world container port volumes for the current year and the rest of the five-year horizon. Global port throughput is now forecast to rise by 2.6% in 2019, down from the previous 3.0% expectation, according to Drewry Shipping Consultants' "Container Market Annual Review and Forecast 2019/20." London-based Drewry stated that one of the major risks to the sector is the impact of IMO 2020 on containership supply. The International Maritime Organisation (IMO) has ruled that marine sector emissions in international waters must be reduced by over 80% starting on Jan. 1, 2020, according to the research and consultancy business Wood Mackenzie.

The IMO says it levied the regulation in order to slash ships' emissions of sulphur oxides (SOX), a family of pollutants which are known to be harmful to human health—causing respiratory symptoms and lung disease—and to degrade environmental air quality, leading to acid rain that harms crops, forests, and aquatic species. The group has targeted ocean freight because the marine sector, which consumed 3.8 million barrels per day of fuel oil in 2017, is responsible for half of global fuel oil demand, Wood Mackenzie said. The implications of the new regulation are likely to send ripples throughout the global supply chain. Shipping lines must now decide whether to clear the hurdle through strategies like improved engine technology, slow steaming, exhaust scrubbers, or low-sulphur fuels. At the same time, shippers expect that they will have to pay more, as carriers pass along the higher costs. Facing that array of options, there is still no clear guidance on just how much additional cost will land on the shipping industry itself, Drewry said. In addition, tumultuous current events such as the recent drone attacks on Saudi oil facilities have caused oil prices to spike, further muddying the waters.

Drewry's current estimate is that vessel operators will next year be faced with an additional $11 billion fuel bill related to the switchover to low-sulphur fuel oil, and the degree of compensation that carriers receive will dictate the level of supply disruption next year. "Our working assumption is that carriers will have more success in recovering that cost than previously, to the point that there will be no major disruption to supply," Simon Heaney, senior manager, container research at Drewry and editor of the Container Forecaster, said in a release. "However, if they fall short by a significant margin, we think that lines would quickly dust off the decade-old playbook that was used to see them through the global financial crash," Heaney said. "There will be much less focus by carriers on service quality and more on cost cutting. In that scenario, carriers will try to protect cash flows by restricting capacity as best they can, through a combination of measures, including further slow-steaming, more blank sailings, and off-hiring of chartered vessels."

In Drewry's assessment, failure to recover more of that larger fuel bill would also be likely to push more carriers and owners to either have more ships fitted with exhaust scrubbers (to be able to continue running on the cheaper high-sulphur oil) and/or to ramp-up demolitions. "If events follow this path the supply-demand balance will look very different from our current forecast. The worst case scenario, when most shipping lines cannot operate close to breakeven and some potentially face bankruptcy, would actually be a far quicker route to rebalancing the market than the current plodding track," said Heaney. "It would take a very brave carrier to want such a turn of events, but for those that could be sure of coming through the other side, after some initial pain the rewards would be far greater."

ATA Establishes Policies on Recreational Marijuana Laws

Eleanor Lamb, Transport Topics 10/8/2019

SAN DIEGO — American Trucking Associations executives have approved a set of policies meant to help the industry safely operate amid the growing legalization of recreational marijuana. ATA announced the policies at the group's annual Management Conference & Exhibition on Oct. 8. The policies were developed by ATA's newly formed Controlled Substances, Driver Health and Wellness Subcommittee. "ATA has long been an advocate for reducing impaired driving in all its forms, so it only makes sense that we would call upon state and federal governments to consider the impact of increased use of marijuana on our roadways," ATA President Chris Spear said. "As an industry that operates in all 50 states and across national borders, we need all levels of government to help us keep our roads and driver's drug-free."

Specifically, the new policies call for the government to uphold the right of employers to test for marijuana, support lifting federal restrictions on marijuana research and encourage more research on the drug's impact on impairment, support the development of oral fluid testing and impairment standards and call for a marijuana victims compensation fund. The fund would be paid for by dispensaries and those who cultivate and manufacture marijuana. According to ATA's press release, more than 93 million Americans live in areas where the drug is legal for recreational use.

Outgoing ATA Chairman Barry Pottle, CEO of Pottle's Transportation, said he and Spear worked to create the Controlled Substances, Driver Health and Wellness Subcommittee. Spear formally announced the launch of the group during his state of the industry remarks Oct. 7. The group, co-chaired by Harold Sumerford, CEO of J&M Tank Lines, and Paul Enos, CEO of the Nevada Trucking Association, met for the first time Oct. 5 at MCE. "I think that's been one of my biggest accomplishments this year," Pottle said.

ATA previously established policies calling for the government to allow alternative drug testing methods, the creation of a national database of positive drug and alcohol test results and anti-impaired driving laws. Currently, the U.S. Department of Transportation only sanctions urine drug testing for "safety-sensitive" prospective employees such as truck drivers. Although there was a congressional mandate for hair drug testing in 2015, the Department of Health and Human Services has yet to propose a rule on the issue

LTL Trucking Terminology

News pertaining to the transportation and logistics services provided by LTL (Less than truckload shipping or less than load (LTL) carriers, which transport relatively small freight. The alternatives to LTL carriers are parcel carriers or full truckload carriers. Parcel carriers usually handle small packages and freight that can be broken down into units less than 150 pounds (68 kg). Full truckload carriers move freight that is loaded into a semi-trailer. Semi-trailers are typically between 26 and 53 feet (7.92 and 16.15 m) and require a substantial amount of freight to make such transportation economical

Finally, the most commonly referenced LTL are shipments via "common" carriers that handle freight above what would normally ship via FedEx Ground, or UPS or U.S. Mail parcel services (about 150 pounds), to just under what would usually be considered a Truck Load at about 20,000 pounds or more than 14 pallets. LTL common carriers are also more likely to accept loose (non-palletized) cargo than the other two. The biggest of the LTL "Common" Carriers are the Freight divisions of FedEx and UPS, and YRC Freight (Formerly Yellow Freight and Roadway). Other large national carriers include Old Dominion Freight Lines, Saia, and Estes-Express to name a few.

Answers to Trivia

Logistics gives back

By DC Velocity Staff, October 15, 2019

Here's a roundup of some of the charitable works and donations by companies in the material handling and logistics space.

For the fourth consecutive year, third-party logistics service provider **RK Logistics** teamed up with the Boys & Girls Club of North San Mateo County in California to help fund the club's summer scholarship program for underserved youth. RK's $5,000 donation was used to underwrite enrichment programs, educational field trips, and other activities for club members and their families.

Greenwich, Connecticut-based XPO Logistics Inc. has donated $10,000 to Operation Backpack, a community-service project run by Volunteers of America-Greater New York. The donation will help provide backpacks filled with school supplies to any child living in a New York City homeless or domestic-violence shelter who needs one.

Third-party logistics service provider TMC, a division of C.H. Robinson, hosted its 15th annual charitable kickball tournament in Chicago in July, raising more than $105,000 for the Greater Chicago Food Depository. Since its inception, the Kicks for Community event has raised more than $2 million for charitable causes.

The Crosby Group LLC, a supplier of lifting, rigging, and material handling hardware, has contributed $25,000 to the Children of Fallen Patriots Foundation. The funds were raised via sales of the company's popular wire rope clips. The foundation provides college scholarships and educational counseling to military children who have lost a parent in the line of duty.

Less-than-truckload carrier Old Dominion Freight Line, the official freight carrier of Major League Baseball (MLB), has donated more than 12,000 baseballs to Pitch In For Baseball & Softball, an organization founded in 2005 to provide children with recreational and positive youth development opportunities. The baseballs came out of Old Dominion's "clear" baseball-filled trailer that traveled around the country in 2017 and 2018, visiting the MLB All-Star Game, MLB stadiums, and Old Dominion service centers on a marketing and promotional tour.

October 8, 2019 By Eugene Mulero, Staff Reporter Transport Topics

Reliable Federal Funding Will Enhance Freight Transportation System, TRIP Report Says

Unreliable federal funding, a shortage of drivers and traffic congestion threaten to disrupt the growing demand for freight around the country, a nonprofit transportation group determined in a report published this month. In "America's Rolling Warehouses: Opportunities and Challenges with the Nation's Freight Delivery System," the Washington, D.C.-based group TRIP concluded that significant sustainable funding at the federal level will be key to enhancing connectivity along freight corridors in the coming years. "As consumers demand faster deliveries and a more responsive supply chain, the nation's freight transportation network is facing unprecedented roadblocks in the form of increasing congestion and a lack of transportation funding to improve the nation's transportation system," Will Wilkins, TRIP's executive director, said in a statement Oct. 3. "Fixing the federal Highway Trust Fund with a long-term, sustainable source of revenue that supports needed transportation investment will be crucial to improving the efficiency and safety of our freight transportation system."

The report recommends approving a permanent fix designed to address the looming insolvency of the Highway Trust Fund. The fund, which relies on insufficient revenue from the gas and diesel tax, is used to assist states with highway maintenance. On Capitol Hill, the tax-writing committees in the House and Senate have not announced plans to restore the trust fund. The fund's authority expires next year. The current fuel tax rate (24.4 cents per gallon for diesel and 18.4 cents per gallon for gas) was set in 1993. Additionally, the report emphasized that congestion at metropolitan regions hinders economic competitiveness. American Transportation Research Institute, which is cited in the report, estimated the annual cost of congestion to the trucking industry in 2016 was $74.5 billion.

A lack of commercial drivers and insufficient parking for commercial vehicles across transportation networks also are consistent challenges for the industry. As the report noted, "Tired truck drivers may continue to drive because they have difficulty finding a place to park, or they may choose to park at unsafe locations such as a highway shoulder, exit ramps or vacant lots." Additionally, the industry was in need of about 60,800 drivers at the conclusion of 2018 in order to meet freight demands, American Trucking Associations indicated in July. More than a million drivers will be required over the next decade to replace retirees, as well as to keep up with economic demands, noted ATA, which was cited in the report. "The need to improve the U.S. freight network is occurring at a time when the nation's freight delivery system is being transformed by advances in vehicle autonomy, manufacturing, warehousing and supply chain automation, increasing e-commerce, and the growing logistic networks being developed by Amazon and other retail organizations in response to the demand for a faster and more responsive delivery and logistics cycle," according to the report.

Various stakeholders, such as the U.S. Chamber of Commerce, have proposed raising gas and diesel taxes as a way of boosting funding for freight and commuter corridors nationwide. "The new TRIP report again highlights the urgent need for federal action to modernize America's infrastructure," said Chamber vice president for transportation infrastructure Ed Mortimer. "The future of our country's ability to compete in a 21st-century economy by providing the safe movement of commerce is at stake, and this report helps bring a spotlight to the issue."

"TRIP's report makes an important contribution to a growing body of evidence that our deteriorating infrastructure is putting the brakes on our economy," added Chris Spear, president of American Trucking Associations. "The cost of doing nothing is too high and will only get higher if our leaders do not step up and put forward a comprehensive investment package backed by real funding." To assist states with freight projects, the U.S. Department of Transportation established the Infrastructure For Rebuilding America, or INFRA, grants program.

Charleston advancing vision as 'preferred containerport' by Paul Scott Abbott Oct 21, 2019

On a steady course of success at the South Carolina Ports Authority helm, James I. "Jim" Newsome III is getting plenty of support for realizing the agency's vision of the Port of Charleston as the nation's preferred containerport. Newsome, having just entered his second decade as SCPA president and chief executive officer, got a robust standing ovation today [Monday, Oct. 21] as he closed his 11th annual state of the port address asking the 950-plus luncheon attendees to adopt that vision as their own. "South Carolina Ports continues to build on our unprecedented growth and exceptional operations," Newsome said at the event, hosted in North Charleston by the Propeller Club of Charleston. "The secret to making our port work is the people, and I am immensely proud of the work they do to make us the preferred port in the United States," said Newsome, who formerly served as president of Hapag-Lloyd (America) Inc. "All that we do is really a team effort."

Newsome reported that the $450 million investment in densification of the Wando Welch facility will, by the end of 2020, allow simultaneous berthing of as many as three mega-containerships each with capacity of 14,000 TEUs. The terminal's annual throughput capacity is to grow by 700,000 TEUs, to 2.4 million TEUs. (The smallest SCPA container facility, the North Charleston Terminal, can handle another 500,000 TEUs a year, and is to become a focus after the Leatherman facility comes online.) By March 2021, the first megaship berth of the Leatherman Terminal, representing a $986 million investment, is slated to come online, providing 700,000 TEUs of annual throughput capacity, Newsome said. Within a dozen years, with $811.4 million in additional investment, the Leatherman facility is to be built out to be able to handle 2.4 million TEUs a year. "By 2021, we'll be able to handle four 14,000-TEU ships at a time in this port," Newsome said, adding that Charleston also will be the only port in the Southeast able to handle an 18,000-TEU-capacity containership.

At the same time, deepening of Charleston Harbor to 52 feet (and 54 feet along its entrance) is moving in step with schedule, according to Newsome, with 52-foot-depth completion as far as Wando Welch and Leatherman berths by early 2021, making it the deepest harbor on the U.S. East Coast "until someone else goes deeper." Intermodal connections, including through two rail-served inland ports, are moving forward as well, with 24 percent of Charleston's containerized volumes now heading via the rails. SCPA is looking to bolster its strategic relationships with its Class I partners – CSX and Norfolk Southern – with plans including a new intermodal container transfer facility that could accommodate a future container-on-barge shuttle as well. Also, longer Charleston container terminal gate hours may be in the cards. And Newsome said he sees consolidation of services under a single-stevedore model "hopefully early next year," leading to optimized efficiencies.

SCPA is looking even further into the future with plans into the 2030s for joint development with Georgia Ports Authority of an all-new container facility, with an annual throughput capability of 7 million TEUs, along the Savannah River in South Carolina's Jasper County. "We are in the best place to be in the containerport industry," Newsome said, citing a doubling of U.S. Southeast population over the past 50 years, plus a solid manufacturing base. Newsome said the doubling of SCPA container volume over the past decade has taken place on the back of manufacturing but sustained growth also will depend upon heightened import-export distribution activity, including through a 950-acre, SCPA-owned near-inland industrial campus site ideal for big-box importers. Transloading of plastic resins is among export-related activities being targeted.

In his address, Newsome previewed a new study by the University of South Carolina's Darla Moore School of Business placing SCPA's annual economic impacts in the Palmetto State at $63.4 billion, with 224,963 South Carolina jobs directly or indirectly tied to port activities. Details of the study are to be reported Tuesday at the 46th annual South Carolina International Trade Conference.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY: Port Authority and New York City DOT Announce Agreement to Open Goethals Bridge Shared Use Path

by Transportation Infrastructure News Daily Reports 10/8/2019

The Port Authority and the New York City Department of Transportation (DOT) today announced that construction will start this fall on a new path on city-owned property that will provide safe, convenient travel for users accessing the Goethals Bridge shared use path in Staten Island. The Port Authority and the DOT have worked collaboratively to develop a plan to provide a safe, easy connection that will link the Goethals Bridge shared use path to Staten Island's residential streets. The new connection will allow bicyclists leaving the bridge path to travel on a clearly designated shared path separated from vehicle traffic. A planned second phase will extend the existing sidewalk on the north side of Goethals Road North to provide an easy, accessible pedestrian route to the local neighborhood.

Design work for the new path – which will parallel Goethals Road North, Gulf Avenue and Forest Avenue – has been completed. DOT and the Port Authority are working together to obtain the required permits for the project. The work will be shared between both agencies in a joint effort to expedite the construction of this new shared route. Construction will begin this fall. Completion of the new path is weather dependent. Once the path is completed, the Goethals Bridge shared use path will open. The Goethals Bridge shared use path was built as part of the $1.5 billion project to build a new bridge, which was opened in May 2018. The original Goethals Bridge did not have a shared use path. "We've taken on the enormous challenge of reducing our environmental footprint on the region, which involves promoting multiple modes of transportation, and that's why we directed staff to find ways to get the Goethals shared use path open as quickly as possible," said Port Authority Chairman Kevin O'Toole. "We have an equally strong commitment to safety and want to make sure that all of those who use our facilities – cars, pedestrians and bicyclists – can do so safely."

"There is great anticipation on both sides of the Hudson to get the Goethals Bridge shared use path open," said Port Authority Executive Director Rick Cotton. "We thank DOT for working with us on a comprehensive plan that will soon provide a dedicated, safe and environmentally sound way for pedestrians and bicyclists to access the Goethals path and open it for travel between the two states."

"To make cycling safer, the de Blasio Administration has committed to a growing and interconnected network of bike routes, which now includes the work we will start this fall on Staten Island near the Goethals Bridge," said New York City DOT Commissioner Polly Trottenberg. "With historically limited options for riding a bicycle or walking between New York and New Jersey, cyclists and pedestrians alike will expand their horizons with this improved access to the new Goethals Bridge shared path ---never mind catch fantastic views of both states. We are grateful to Rick Cotton, Kevin O' Toole and the Port Authority for their partnership, as well as their forward thinking in the design of this new bridge."

Rising California gasoline prices highlight growing divide in US

By Amrith Ramkumar, WSJ, 10/23/2019

The price at the pump was more than $4 a gallon in Vista, Calif., when Scott Hissem recently embarked on a trip to Texas celebrate his 40th birthday. When the delivery associate for Amazon.com Inc. arrived in the Lone Star state, he got an unexpected present: Gasoline cost just $2 and change. The gap has Mr. Hissem considering a move to escape California's high cost of living. "It makes life hard," Mr. Hissem said of California, which is the most populous U.S. state and the one with the highest gasoline prices. "You can't go out and do the things you want to do."

Mr. Hissem's journey highlights an unpleasant truth for many Americans, even at a time of abundant global oil supplies: Regional differences in taxes, environmental rules and access to energy infrastructure can translate into large seasonal swings in gasoline prices. Prices have surged this fall in California and other West Coast states following outages at several refineries in the region. Analysts said the coast is generally vulnerable because of its limited pipelines and refineries that turn oil into fuel products such as gasoline. Higher gas taxes in some states aiming to fund local infrastructure projects and varying pricing strategies by energy companies also drive gaps.

The volatility isn't an isolated event. The standard deviation of gas prices—a measure of how much each state's price varies from the national average—has hit its highest level this year in data going back to 2005, according to price tracker GasBuddy. The figure has risen in each of the past three years. Refineries often shut down at this time of year because gasoline demand tends to fall seasonally and refiners start making a different grade of gasoline for the winter, but unplanned maintenance issues can roil prices in coastal regions. While prices have surged above $4 a gallon in California, they have climbed nearby in Washington, Oregon and Nevada, though not as drastically. Areej Aljalabi, a 45-year-old stay-at-home mom who lives in San Diego, said she paid $5 a gallon for gasoline earlier this month and has been trying to limit her driving. That compares with a state average this year of $3.63 and the U.S. average of $2.60, according to GasBuddy. "I couldn't believe it," she said. "It's affecting me in so many ways."

Economists are focusing on the cost of gasoline and other core expenses because consumer spending accounts for more than two-thirds of U.S. growth and has helped cushion the world's largest economy from a slowdown overseas. Data last week showed that retail sales fell unexpectedly in September, a potential warning sign that a key pillar of support for the economy is weakening. Moves in gasoline prices could also affect expectations for inflation and interest-rate policy. The Federal Reserve is likely next week to lower rates for the third time this year, but central-bank officials are divided on whether further cuts will be necessary in the months ahead. Economists say the gas-price spikes will likely slow economic activity in affected regions, but that the continued low level of national prices augur continued U.S. expansion. Crude-oil prices account for about 56% of the cost of regular-grade gasoline, while federal and state taxes represent 17% and refining and distribution make up 13% apiece, according to the Energy Information Administration. A dozen states raised gas taxes earlier this year, including Illinois, Ohio, California, Maryland and Michigan, according to the Institute on Taxation and Economic Policy, a state and federal tax-policy think tank.

Another target for consumer backlash: big energy companies that have generally been under pressure from low commodities prices and geopolitical challenges in recent years. Earlier this week, California Gov. Gavin Newsom asked the state's attorney general to investigate whether false advertising or price fixing by big oil companies are also contributing to the increase, citing a report by the California Energy Commission. The report named several higher-priced retail brands, including Chevron Corp.; 76, owned by Phillips 66; and Shell, owned by Royal Dutch Shell PLC. Catherine Reheis-Boyd, president of the Western States Petroleum Association, said the industry group is reviewing the report and noted that California's regulations play a large role in the higher prices. California's higher emissions standards do limit the number of refineries in the U.S. able to meet its specifications, analysts say. And the state has a small number of refineries to begin with, said Amy Myers Jaffe, a senior fellow focused on energy and climate change at the Council on Foreign Relations in Washington. She recently served on California's Petroleum Market Advisory Committee; a group set up by the state's energy commission to study the topic that published its final report two years ago. "You have a lot of variation that can come from a combination of bottlenecks and market power" of energy companies, Ms. Myers Jaffe said. She has studied the impact of gas prices on consumer happiness and found that different attitudes about driving regionally also contribute to the pricing gaps and larger swings in consumer sentiment. "It is the most visible price-change sign in America," she said.