

THE SOURCE

Uber Freight wants drivers, not driverless trucks

By: William B. Cassidy, Senior Editor 5/22/2017

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Launches Service...
with DRIVERS

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Uber Freight launched Thursday without a component many in the transportation industry expected to see: autonomous trucks. While autonomous vehicles have been

much in the news since Uber's \$680 million acquisition of OttoMotto last year, Uber's freight brokerage and autonomous vehicle ventures are separate, and are likely to remain so, a company official said.

"There are no self-driving trucks in the Uber Freight network," Eric Berdinis, senior product manager at Uber Freight, told JOC.com Wednesday. "Will there be collaboration? Possibly, but it's not part of our plans for the future right now." He dismissed the idea that Uber Freight would be the platform for autonomous trucks as "a story line people like to pontificate about." The idea that Uber Freight and Uber's autonomous truck business, now under Uber's Advanced Technologies Group, were linked certainly was widespread and reported in news outlets including JOC.com. Interest skyrocketed after the successful test of an Uber autonomous truck in Colorado last year, which made a 120-mile haul carrying a load of Budweiser beer.

"When Uber acquired Otto, that certainly whet Uber's appetite for the trucking world," Berdinis said. But Uber made "one bet" on getting into trucking with self-driving trucks, and the "second bet" with Uber Freight. "Right now those teams are separate, and they have different goals," he said. Uber Freight wants to be driver-centric; it's not interested in being driverless.

There are good practical reasons for keeping the two initiatives separate. For one, the retrofit autonomous truck technology envisioned by Uber is still being developed and tested, and is years away from widespread deployment. Secondly, a truckload freight brokerage needs a national footprint, and there's no national regulatory footprint for autonomous vehicles. Thirteen states have passed legislation affecting the use of autonomous vehicles, according to the National Conference of State Legislatures. Some of those states require testing and pilot projects before personal or commercial use of autonomous vehicles will be permitted. Uber clashed with the California Department of Motor Vehicles earlier this year over AV tests. Then there's the Waymo lawsuit against Uber, launched in February, alleging that Uber is using lidar technology stolen from that former Google subsidiary to develop autonomous vehicles. Uber has denied the allegations. The executive at the heart of the case, Anthony Levandowski, a co-founder of OttoMotto, is no longer overseeing HAV development at Uber. It's unknown how the lawsuit might affect Uber's autonomous vehicle strategy, or whether Uber will dedicate more resources toward self-driving cars than autonomous

Uber Freight wants drivers, not driverless trucks

(Cont'd from page 1)

trucks. Discussing autonomous vehicles at the Transportation Research Board meeting in January, Levandowski himself said more attention should be paid to automating freight transactions.

“Right now, it’s interesting everyone is focused on autonomous trucks, but the industry standard is phone and fax communications between shipper and carrier,” Levandowski told the TRB. “Imagine if it took 20 phone calls to four taxi companies to set up your ride. If you think about automation, you have the possibility for utilization to be much higher,” he said.

That’s Uber Freight’s target. “Automating the process is something that can spread a lot faster and a lot quicker and have an impact on small carriers all over the country,” Berdinis said. “We’re doing this now in Texas and we believe it will spread quickly over the next few years. Self-driving trucks have challenges that will take decades to work out.”

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Ships Without Sailors? It Can't Happen Soon Enough

By: Adam Minter | May 16 2017

It sounds like a ghost story: A huge cargo vessel sails up and down the Norwegian coast, silently going about its business, without a captain or crew in sight. But if all goes as planned, it's actually the future of shipping.

Last week, Kongsberg Gruppen ASA, a Norwegian maritime-technology firm, and Yara ASA, a fertilizer manufacturer, announced a partnership to build the world’s first fully autonomous cargo containership. Manned voyages will start in 2018, and in 2020 the Yara Birkeland will set sail all on its own. It’s the beginning of a revolution that should transform one of the world’s oldest and most conservative industries—and make global shipping safer, faster and cleaner than it’s ever been. The commercial rationale for autonomous ships has long been clear. The U.S. Coast Guard has estimated that human error accounts for up to 96 percent of all marine casualties. A recent surge in piracy is a grim reminder that crews remain vulnerable (and valuable) targets for international criminals. Perhaps unsurprisingly, the industry is facing a chronic shortage of skilled workers who want a career at sea.

By one consultant’s estimate, carrying sailors accounts for 44 percent of a ship’s costs. That’s not just salaries: crew quarters, air-conditioning units, a bridge (which typically requires heavy ballast to ensure a ship’s balance) and other amenities take up valuable weight and space that might otherwise be used for cargo. And that dead weight contributes to a bigger problem: Maritime shipping accounts for about 2.5 percent of global greenhouse-gas emissions. Barring a radical change, those emissions are set to surge in the decades ahead. The Yara Birkeland is a modest but important step forward. When it launches next year, with a fully electric power plant, the ship will transport fertilizer from Yara’s factory to ports about 16 miles away, thereby replacing 40,000 shipments a year that had once been carried by polluting diesel trucks. That short route will give the ship’s owners—along with regulators and other autonomous shipping aspirants—a first chance to see such a vessel in operation.

Such trips may soon become routine. Norway has designated the waters off of Trondheim as a test site for autonomous ships of all kinds, from container vessels to tugs. Earlier this year, Rolls-Royce announced that it expects autonomous container ships in international waters within 10 to 15 years. Other groups are working to do it sooner: One U.K. organization plans to have a solar-powered autonomous research vessel cross the Atlantic in 2019. Lloyd’s Register, the 250-year-old ship-classification group, has already issued guidance for crewless operations.

All this could potentially have enormous benefits for the shipping industry—and the world. Vast amounts of real-time data from the ships will allow fleet owners to optimize their routes (and profits) based on factors such as maintenance schedules, weather patterns, fuel prices and cargoes. Eventually, fleet owners might find themselves competing with the likes of Amazon.com Inc. and Alibaba Group Holding Ltd.—major shippers with the big data operations and deep pockets necessary to integrate autonomous ships into their logistics operations. For those companies, “all hands on deck” already means fingers on a keyboard or a joystick. Within a decade or two, the maritime shipping industry may well be thinking the same way.

TRIVIA QUESTIONS

- 1) Which state has the longest cave system in the USA?
A. New Mexico B. California C. Kentucky D. Georgia
- 2) What year did the Dow Jones Industrial Average break both the 4000 and 5000 marks?
A. 2003 B. 1998 C. 1992 D. 1995
- 3) Which 2 railroads completed the Transcontinental Railroad?
A. Union Pacific/Southern Pacific B. Burlington Northern/Central Pacific C. Union Pacific/Central Pacific
- 4) The Atlantic Ocean covers roughly how much of the Earth's surface?
A. One Quarter B. One Fifth C. One Third D. One Tenth
- 5) What type of plane (Lockheed manufactured) did Amelia Earhart fly on her round-the-world flight attempt?
A. Electra B. Saturn C. Vega D. Constellation
- 6) Which INCOTERM is used when the shipper is responsible to bring the shipment to the carrier at origin but is usually not used for ocean shipments (although it can be)?
A. FOB (Free On Board) B. FAS (Free Alongside) C. CFR (Cost & Freight) D. FCA (Free Carrier)

Answers Later In The Newsletter

FUEL REPORT

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

	5/22/17	5/29/17	6/5/17	Change from	
				week ago	year ago
U.S. National Average	\$2.399	\$2.406	\$2.414	↑ 0.008	↑ 0.033

OPEC net oil revenues in 2016 were the lowest since 2004

By AJOT May 19, 2017

Members of the Organization of the Petroleum Exporting Countries (OPEC) earned about \$433 billion in net oil export revenues in 2016, the lowest since 2004. In real dollar terms, the 2016 revenue represents a 15% decline from the \$509 billion earned in 2015, mainly because of the fall in average annual crude oil prices and, to a lesser extent, because of decreases in OPEC net oil exports.

EIA projects that OPEC net oil export revenues will rise to about \$539 billion dollars (nominal) in 2017, based on the forecast of global oil prices and OPEC production levels in EIA's May 2017 Short-Term Energy Outlook (STEO). The expected increase in OPEC's net export earnings is attributed to slightly higher forecast annual crude oil prices in 2017 as well as slightly higher OPEC output during the year.

For 2018, OPEC net oil export revenues are forecast to be \$595 billion (nominal), with an increase in forecast crude oil prices and higher OPEC production and exports contributing to the rise in overall earnings.

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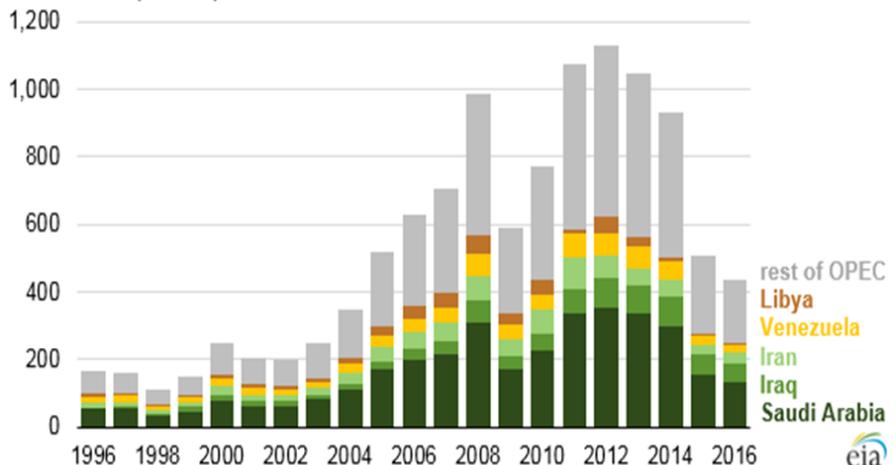
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Organization of the Petroleum Exporting Countries net oil export revenues (1996-2016)
billion dollars (nominal)





6 LARGEST CONTAINER VESSELS IN THE WORLD

TEU = 20' contr



Starting with the latest addition to the global fleet of super-sized containerships, the recently christened 21,413 teu OOCL Hong Kong has taken the title of the largest ship in the world based on its advertised nominal container intake.



The 20,568 teu Madrid Maersk has secured second place on the list based on the teu capacity, however it still holds the crown when it comes to dwt as it features 210,009 dwt capacity. Built by SHI's compatriot Daewoo Shipbuilding and Marine Engineering (DSME), the colossal boxship has a length of 399 m and a width of 58.6 m.



MOL Triumph, also a 2017-built ultra large containership has taken the number three position. With length of 400m, breadth 58.8m, and depth of 32.8m,



The latter part of our list continues with the 2015-built 19,870 teu Barzan, the container shipping industry's first LNG-ready ultra-large container vessel, and the largest boxship in United Arab Shipping Company's (UASC) fleet. Barzan has an overall length of 400 m, breadth of 58.68 m, depth of 30.6 m and a draught of 16 m.



The world's fifth largest containership is the 2015-built MSC Oscar boasting 19,224 teus and 19,362 dwts. Built by DSME, the vessel's size is the equivalent of four soccer fields, featuring 395.4 m in length.



And last, but not least, is the behemoth 19,100 teu CSCL Globe. The megaship measures 400 m in length, 58.6 m in width and 30.5 m in depth. The vessel is as large as four soccer fields, and is deployed on the Asia-Europe trade loop. The ship belongs to a batch of five same-sized ships owned by China Shipping Container Lines (CSCL).



Trucking Forecasting Firms Remain Positive

about Economic Upswing in 2017 By Clarissa Hawes
The economic outlook for the trucking industry is turning increasingly positive, according to new reports from FTR Transportation Intelligence and ACT Research. ACT Research said Monday that its For-Hire Trucking Index has now grown for seven consecutive months. After hitting a three-year high in March, freight volume grew at a slower rate in April, ACT said. However, the trucking industry consulting firm said there is still evidence of acceleration in the growth trend. Motor carriers are telling ACT that business improved in April and they have a positive outlook. One carrier re-

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and the oil and gas industry is increasing, which it reads as a sign that the U.S. economy is improving. Fleet managers also said they plan to increase spending on new equipment, with 65 percent planning purchases in the next three months. “This is the strongest back-to-back reading since the third quarter of 2015,” said Kenny Vieth, president at ACT Research. “Fifty-three percent of purchases planned will be new with five percent reporting plans to lease equipment.”

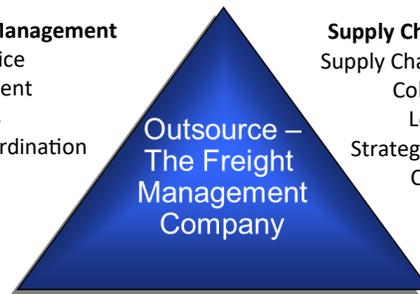
Meanwhile the Trucking Conditions Index from FTR dipped in March after seeing an uptick in February. But the consulting firm said that was not a cause for alarm. The index decreased 2.14 points to 2.97 in March, FTR said. The transportation forecasting firm saw a 2.5-point jump in February to 5.11 points. FTR said it sees recent and steady improvement in spot shipping rates. Such rates are individually negotiated between what are typically small carriers and independent truckers and brokers and can be a leading indicator of prices for freight hauling.

The increase is demonstrating the industry expects more demand for shipping than there are drivers to take the loads. “The TCI has settled into a positive, but not robust, level of market conditions over the last 12 months,” said Jonathan Starks, chief operating officer for FTR.

Trucking conditions are likely to stay in the moderate range until later this year when the Electronic Logging Device, or ELD, mandate comes into effect, Starks said. The devices, which electronically track the number of hours truckers are driving, are expected to reduce the number of truckers on the road. Some truckers are saying they will leave the business rather than comply with the regulation, which could reduce their profits by forcing them to adhere to the driving limits. “Once you combine the productivity hit coming from full implementation of ELDs with continued freight growth and the capacity reductions that have already occurred, you get a market that is poised to see significant movement in rates,” Starks said.

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

Answers to Trivia



Shuster Statement on President's Announcement on FAA and Air Traffic Control Reform

By AJOT June 6, 2017

Washington, D.C. - Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) released the following statement after joining President Donald J. Trump and Department of Transportation Secretary Elaine Chao for the president's announcement on principles for air traffic control and Federal Aviation Administration (FAA) reform.

Shuster's committee continues to work on a comprehensive FAA authorization and reform bill this year that provides transformational reform of the Nation's air traffic control service and moves America towards a 21st century aviation system that is without equal in the world.

Shuster statement:

"I commend the President for his leadership in challenging the old way of thinking in Washington.

"Innovative thinking – not bureaucracy – is what defines the American spirit. That spirit, displayed in Kitty Hawk, launched aviation and made America the forerunner of this vital industry. Now is the time to unleash the American aviation spirit once again.

"We can't become complacent. While other countries now have aviation systems that feature the most modern technology, America's air traffic controllers still have to manage airplanes with paper strips and WWII era technology.

"This reform will bring our aviation system into the 21st century. As Chairman of the Transportation and Infrastructure Committee, I would never support a policy that would endanger the safety of our aviation system and passengers. The fact is this is a proven, good-government reform that has been successfully done around the world in over 60 other countries, and will improve our aviation system for all of its users and all of our communities – large and small.

"I welcome the release of the President's input on air traffic control reform, and look forward to working with the administration, Secretary Chao, Members of Congress, and America's aviation community to continue moving forward with a transformational FAA reform bill."

https://transportation.house.gov/uploadedfiles/2017-06-08_-_full (FULL LEGISLATIVE PROPOSED BILL CURRENTLY IN CONGRESS)

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IATA: Air cargo growth at fastest pace since 2010

May 18, 2017 Mark Nensel

Growth in worldwide air cargo traffic reached its highest level in nearly seven years as March FTKs expanded 14% compared to a year ago according to IATA's March Air Freight Market analysis. Freight capacity increased 4.2% during the month, leading to a total market freight load factor of 47.4%, up 4.1 points year-over-year. "[It] was clearly a very strong quarter ... FTKs have grown by 9.7% in annual terms so far this year," IATA senior economist David Oxley said. "In fact, adjusting for the ... [2016] leap year, we estimate that the true pace of FTK growth was even faster, closer to 11%."



IATA noted the recent air freight growth trend coincides with broader improvement in world trade conditions as new export orders are reportedly reaching a six-year high. "Optimism is returning to the industry as the business stabilizes after many years in the doldrums," IATA DG and CEO Alexandre de Juniac said. "There is, however, still much ground to recover while facing the dual headwinds of rising fuel and labor costs."

Carriers in Europe and Asia, which combined carry 61% of the world's air freight, had strong showings in March, as freight traffic demand in each region rose 18.2% and 13.6% respectively, year-over-year (YOY). European carriers' capacity grew 6.7%, for a 50.8% freight load factor, up 4.9 points YOY. Asia-Pacific carriers' freight capacity was up 4.8%; the region's freight load factor increased by 4.4 points YOY to 57%.

Air freight growth on Middle Eastern carriers has recovered after an 18-month slump, IATA said. The region's carriers showed a 16.3% increase in FTKs during the month, with 2.7% capacity growth, producing a 47.6% freight load factor. North American freight volumes were up 9.5% in March, on 2.8% YOY capacity growth for a 36.9% freight load factor. N.A. international freight was up 14.2%, the fastest pace since the US west coast seaport shutdown in early 2015. Latin American carriers' freight volumes contracted 4.2% YOY during the month; capacity too in the region was down 1.9%, producing a 31.9% freight load factor for the region, the lowest since 2002.

INFRASTRUCTURE

America's infrastructure routinely receives failing grades from engineers and truckers. But some states and cities are already working to improve local roads and bridges, even as President Donald Trump's \$1 trillion infrastructure plan remains more of an idea than a legislative reality. About 9% of U.S. bridges are structurally deficient, down from 15% in 2000, and fewer contain obsolete designs that impede the flow of vehicles, the WSJ's David Harrison reports. That's due to a surge in spending at the state and local levels, which has moved critical projects forward even as new funds have been tied up in budget battles at the federal level. The steady improvement runs counter to the narrative of pot-hole-ridden roads and crumbling bridges put forth by Mr. Trump as well as some transportation groups. That's not to say problems don't exist: the backlog for bridge repairs and replacement is growing, and while highways are generally in good shape, conditions on smaller local roads are getting worse.



Trump Says U.S. Can No Longer Accept Crumbling Infrastructure By: AJOT Jun 07 2017

Speaking at a marina in Cincinnati on the banks of the Ohio River with a coal barge behind him, Trump vowed that "America wants to build. America must have the best, fastest and most reliable infrastructure anywhere in the world," he said. "We cannot accept these conditions any longer." Trump did not provide any new details of his plan. His budget proposal for fiscal 2018 calls for \$200 billion in direct federal spending over the next 10 years to spur at least \$800 billion in spending by states, municipalities and private entities that together own most U.S. infrastructure.

The White House has not detailed the source of the \$200 billion or the breakdown in spending. The administration has said a full legislative package could be ready by the third quarter. Democrats, some Republicans and groups representing the nation's governors and mayors have said much more than \$200 billion in direct federal spending over 10 years is needed to meet the nation's needs—and that relying on states, municipalities and the private sector won't get needed work done. Calling Congressional Democrats "obstructionists," Trump nonetheless said Wednesday he wants them to help pass his infrastructure plan. "I'm calling on all Democrats and Republicans to join together, if that's possible, in the great rebuilding of America," Trump said.

Trump distinguished his approach from President Barack Obama's \$787 billion stimulus bill in 2009, saying his plan focuses on accountability for federal tax dollars rather than substituting federal highway dollars for state dollars.

The plan also calls for spurring investment by reducing the time to secure needed regulatory approvals and permits from about 10 years to two years, Trump said. He said the Golden Gate Bridge was built in four years and the Hoover Dam in five.

According to the White House, the federal funding in Trump's plan would be divided into four categories:

- A mixture of grants and loans to "transformative" projects, with Trump's proposal to place the U.S. air-traffic control system under a private, non-profit corporation as an example.
- Grants to rural areas to repair bridges, roads, and waterways. Critics of Trump's approach have raised concerns that rural areas would not be able to rely on tolls or fees to attract private investment.
- Enhanced loan programs, with the Transportation Infrastructure Finance and Innovation Act, or TIFIA, as an example of how federal funds can be used with state, local, and private dollars to fund projects.
- Incentive programs with grants to states and municipalities to create additional funding for infrastructure.

'Screeching Halt'

The president said the goal is to give states and localities the ability to address their own infrastructure needs and to collaborate with private enterprises where it makes sense. "The theft of American prosperity has come to a screeching halt, and a new era of America greatness is about to begin," Trump said.

One focus of the work, Trump said, should be the 12,000 miles of inland waterways in the U.S., which are critical for the movement of goods such as grain, coal and steel—hence his backdrop on the Ohio River.

Deb Calhoun, senior vice president of Waterways Council Inc., a group representing shippers, said many of them don't like one element of the president's plan: a proposed a fee for waterways users to generate more than \$1 billion over 10 years. While the administration hasn't provided details, operators fear that fee will involve tolls or other charges to replace the 29-cent-per-gallon diesel tax they now pay toward a trust fund for waterways improvements, Calhoun said. Trump's fee could be twice as much, she said. "When you're talking about a potential doubling of what inland operators pay, it's not fair and it's not equitable," Calhoun said.

INFRASTRUCTURE

As stated on the American Association of Port Authorities (AAPA) website www.aapa-ports.org

Waterside Infrastructure - Navigation channels are an essential component for safe and efficient freight movement, providing access to the sea and to the dock. The U.S. Army Corps of Engineers (Corps) is responsible for navigation channel construction and maintenance. Channel deepening is authorized in the Water Resources Development Act (WRDA) legislation. Several ports have channel improvements authorized by Congress. Navigation channel maintenance is 100% funded through the Harbor Maintenance Tax (HMT). Tax revenues are considered sufficient to fully maintain channel depths and widths, but annual appropriations were about half the annual HMT revenue. WRRDA 2014 established funding targets to get to full HMT use by 2025. WRRDA 2014 also addressed tax fairness issues for HMT donor and energy transfer ports. WRDA 2016 made additional improvements to Corps processes.

The Corps' navigation program is funded in the Energy and Water Development Appropriations Bill. AAPA leads efforts with a coalition of navigation supporters to advocate for sufficient Congressional funding. Congress understands the importance of global trade and has provided significant additional funds above the President's budget request.

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Landside Infrastructure - Landside infrastructure investments are critical to moving freight in the U.S., and serve our nation's manufacturing base, consumer markets, and military readiness. Investment in these connections can drive improvements in productivity, safety, and reduce the impact of freight transportation on local communities. A dedicated, sustainable federal funding program for freight transportation is essential. In AAPA's 2015 State of Freight report, one-third of respondents said congestion on their port's intermodal connectors over the past 10 years has caused port productivity to decline by 25% or more. Nearly 80% of AAPA U.S. ports said they need a minimum of \$10 million for their port's intermodal connectors through 2025, while 30% anticipate at least \$100 million will be needed. There is a current need of \$28.9 billion for 125 port-related freight network projects. These projects include intermodal connectors, gateway and corridor projects, to marine highways and on-dock rail projects. In 2015, Congress approved the FAST Act, which enacted AAPA's top freight policies, such as providing dedicated funding for freight projects. AAPA's 2016 The State of Freight II provides a baseline of investment needs to build out a 21st century freight network.

AAPA is a strong supporter of the TIGER grant program within the U.S. Department of Transportation. TIGER is a key funding source for port and freight projects. A coordinated Federal Government is imperative to the success of building a 21st century freight network that meets the growing demands of American businesses, communities and the global supply chain. This is especially important for seaports because the issues, needs and interests of AAPA member ports crisscross several jurisdictions within the Federal Government. AAPA member ports and their issues are multidimensional and is reflected in AAPA's work and expertise within these agencies.

Since the passage of the FAST Act, AAPA continues to be a leading voice in Washington, DC, on freight and supply chain funding, planning and policy issues. AAPA continues to provide expertise to federal agencies and Congress in the development of a national multimodal freight network.