REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 5/17/19  Agenda Item #: 2  □ In Favor  □ Opposed
Name to be called: DAN SUMMERS  Representing: RCAG
Address (optional):  
Phone (optional):  Email (optional):  

Request to Speak:  □ Yes  □ No
If you do not wish to speak, you may write any comments below:


SANDAG
Please Submit to the Clerk
Limited evacuation routes add urgency to SR-67 widening

BY JULIE GALLANT

Recent news reports identifying Ramona as one of the top three San Diego County communities with the worst emergency evacuation routes brings to light gaps in wildfire and natural disaster preparedness and attempts to fill the cracks.

The study highlighting evacuation deficiencies was a USA Today-California Network analysis of California communities that compared number of roadway lanes available for the size of community populations. Data from the U.S. Census Bureau, Cal Fire and OpenStreetMap were combined to determine the greatest number of people living in the highest-risk areas with the fewest number of lanes to leave in any direction.

Ramona and surrounding areas in the 92065 ZIP code were identified among the worst 1 percent in the state when it comes to population-to-evacuation-route ratios.

The findings come as no surprise to Ramona leaders who are engaged in efforts to improve evacuation conditions and prepare the population for safe exits or, alternatively, sheltering in place.

Among them is Ramona resident Jim Cooper, who chairs the Ramona Community Planning Group’s Transportation and Trails Subcommittee. He says how Ramona residents experienced roadway gridlock during evacuations for both the 2003 Cedar fire and 2007 Witch Creek fire. Evacuees spent hours on the two main arteries out of Ramona -- state Routes 67 and 78 -- with some drivers running out of gas en route to safer communities. In some cases, people were hindered from returning to town to rescue family members and animals.

“Everybody in Ramona has a story and none of them are good,” said Cooper, whose wife spent seven hours, from 3:30 to 10:30 p.m., in gridlock on state Route 67 while attempting to flee the Witch Creek fire.

Cooper became serious about researching evacuation capabilities in an attempt to find solutions beginning in spring 2018. His quest focused on evidence-based information, which he found to be lacking.

“I began to Google road modeling programs to determine the static vehicle capacity of the roads, which means cars are not moving,” Cooper said.

“I approached it from the perspective of Highway 67 to determine, ‘What is the capacity of the roadway as far as evacuations?’”

Cooper also began to collect data. Among the resources he found were the 2003 San Diego County Fire Siege Fire Safety Review – an analysis of the area response to the Cedar Fire -- and the book, “The Fire Outside My Window,” that tells author Sandra M. Younger’s firsthand account of surviving the Cedar fire from the perspective of a Ramona resident.

He also reviewed the Ramona Community Planning Area Community Protection and Evacuation Plan of October 2005, which was revised in January 2011 and updated again in May 2014. Section E of the plan describes recommended exit routes and suggests which intersections should be staffed with a traffic control officer.

Cooper said only one document he came across addresses solutions required to keep the vehicle evacuation gridlock from reoccurring. That is the San Diego Emergency Operations Plan - September 2018 Annex Q. The document contains a formula for determining evacuation times. Evacuation times are calculated by dividing evacuation population average vehicle occupancy by roadway capacity.

Cooper said he applied the formula in informal calculations based on a population of 55,000 and vehicle occupancy of four to five people per vehicle. A definitive population count was unavailable, partly due to outdated available Census data of 2010.

“A quick and unprofessional application of this formula reveals that SR-67 would hold a static vehicle capacity of about 1,650 vehicles versus the Ramona population demand of roughly 7,500 vehicles,” Ramona Community Planning Group (RCPG) members said in a prepared presentation to the San Diego County Board of Supervisors on April 30. “While this number represents a static road capacity, vehicle movement must go at a rate of four times or more to come near this vehicle demand -- and SR-67 will not currently support this demand.

“We in Ramona know that SR-67 cannot meet the evacuation demands for the next fire. We have experienced it twice. But without the results of scientific modeling studies, no facts exist sufficient to develop an evidence-based requirement for expansion of SR-67.”

The RCPG has sent letters to county staff requesting they provide the planning group with evacuation modeling studies.

The RCPG has also made headway with its Highway 67 Ad Hoc Committee. The committee, consisting of Dan Summers, Robin Joy Maxson, Dawn Perfect, Torry Brean and Cooper, has made several presentations to the San Diego Association of Governments (SANDAG), urging the group to widen SR-67 to a total of four lanes – two in each direction – before the scheduled 2036-50 timeframe in the San Diego Forward: The Regional Plan. The length of the widening suggested by the Highway 67 Ad Hoc Committee is from Highland Valley/Dye Roads to Scripps Poway Parkway.

One of the main goals of widening SR-67 is improving ingress and egress to Ramona in emergency situations. Three lanes could be used to evacuate people leaving Ramona and one lane could be used to allow emergency vehicles to pass through and enable people separated from their families and animals to return to town.

Cooper said a monkey wrench has been thrown in the process with SANDAG’s recent proposal to divert TransNet tax funds intended for expansions and improvements to major roadways. SANDAG’s proposed plan for the funds collected from a half-cent sales tax approved by voters in 2004 is building a network of hundreds of miles of high-speed transit. The environmentally-friendly proposal unveiled by SANDAG Executive Director Hasan Ikhrata encompasses most of the county but does not extend east beyond Poway.

The county Board of Supervisors voted 3-2 on April 30 to oppose the transit plan. Supervisors Dianne Jacob, Jim Desmond and Kristin Gaspar voted in favor of rejecting the plan based on their view it betrays the public trust as voters were promised improved highways and roads in exchange for a tax increase. Supervisors Greg Cox and Nathan Fletcher voted in opposition.

Cooper said the transit proposal delays SANDAG’s 2020 Regional Transportation Plan to 2021.

“The transportation hub has not been fleshed out, nor have costs been assigned to it,” Cooper said. “That’s why the transportation plan has been postponed to 2021. In the meantime, we’re in a holding pattern with SR-67 widening plans.”

Krist Mansolf, president of the Ramona West End Fire Safe Council formed a decade ago, said that in recent years an evacuation map created in conjunction with the sheriff’s department has been distributed in the Ramona Sentinel. She said at one time 11,000 copies were distributed.

The map identifies which evacuation routes to use depending on which direction the fire is approaching from. The two-sided handout includes detailed information about steps to take before and during an evacuation and tells what
persons can do if they are unable to evacuate.

The map identifies state Routes 67 and 78 as primary exit routes, but some people have suggested Highland Valley Road could be used as an alternate route if the fire is occurring in the area. Mansolf said she plans to discuss the map with Ramona sheriff’s Lt. Ken Jones.

Mansolf said the issue of evacuating Ramonans safely should be looked at from a variety of angles. In addition to determining adequate road capacity and road conditions, consideration should be given to protecting people’s safety, she said.

“As far as sheltering people in Ramona, the high school and (I believe) the middle school have been opened in the past for shelters, but no shelter of any kind was set up in Ramona in 2007 because the fire was moving too fast,” Mansolf said.

Cal Fire Public Information Officer Issac Sanchez said heavy winter and spring rain means the region will be susceptible to a huge fire risk in the coming months. Because of the continuous nature of the risks, Cal Fire no longer identifies fire seasons. He said Cal Fire adjusts staffing levels based on immediate threats year-round.

“Vegetation is dying and it won’t take long to get right back to where we were with vegetation ready to burn,” Sanchez said.

Sanchez said the community needs to be prepared for a wildfire or other natural disaster by identifying multiple escape routes out of the community in the event they need to evacuate. He said people can also prepare themselves by reading Information on the ReadyForWildfire.org and ReadySanDiego.org websites.

During an incident, he said AlertSanDiego.org will issue alerts similar to AMBER alerts on cell phones and landlines and through email that will be sent to everyone in the region regardless of their location.

In cooperation with the San Diego County Sheriff’s Department, Cal Fire will also recommend which communities need to evacuate and the sheriff’s will notify evacuees through a reverse 911 system, he said.

“We offer recommendations on preparations they should do if they need to evacuate and help them identify multiple escape routes if they do need to evacuate,” he said.

Section G of the Ramona Community Protection and Evacuation Plan states: “When fire officials direct, or if sheriff’s deputies see that it is necessary to conduct an evacuation advisory of the community, they will provide the evacuation advisory in the areas with the most imminent threat first. The evacuation advisory will be based on the information known at the time.

“Depending on circumstances, there may be time to collect valuables, or the evacuation advisory may be urgent, where there is only time for evacuees to get into their vehicle and follow the route that the deputy provides. This underscores the importance of preparation on the part of residents.”

Information about Ramona’s Community Wildfire Protection Plan is available through the Fire Safe Council of San Diego County’s website, FireSafeSDCounty.org. Click on “Fire Safe Councils” then “Community Wildfire Protection Plans.” A link to Ramona’s plan is under “CWPPs in San Diego County.”
Build safer roads first

BY BETH EDWARDS

Dear SANDAG Board of Director Chair Steve Vaus and SANDAG Executive Director Hasan Ikhrata,

The idea of SANDAG creating green-energy mass transit systems for city dwellers in San Diego County does nothing to address the safety issues that are at least 20-plus years behind schedule for the protection of citizens in the backcountry areas.

Please support the widening of Highways 67 and 78. This is a life or death situation for Ramona residents. Obnoxious yellow delineators do not come close to helping our community. We need passing lanes, turning lanes and wider thoroughfares. Put SAFETY before even bike lanes and horse trails — human safety first.

My family lives in the very easternmost portion of Ramona, off Highway 78. Both the 2003 and 2007 fires have proven that the roadways are inadequate for safe evacuation of my town’s population. These same roads are also used as evacuation paths for those living in Julian, Wynola and other eastern backcountry locations.

It took me three hours in 2007 to travel less than five blocks while trying to evacuate the Witch Fire with my sons. We wound up parking at a grocery store until we could finish evacuating hours later. Thank God the fire was diverted around the town by a plowed field, and they probably didn’t have a permit for plowing in their ag zone, either (excuse my acquired sarcasm).

The town of Paradise (destroyed by the Camp Fire) had similar issues with roads being incapable of handling the number of residents evacuating during an emergency, and 88 people perished. We need at least two lanes in both directions from Ramona all the way to Lakeside. Even Chair Vaus’ town has two-lane roads that crisscross the small city.

We do not need more empty buses, and the mass transit plans do not even call for trolleys or trains to come up to our mountain town. We need roads. This area has been neglected for many, many years. Decades.

Both the 2003 and 2007 fires initially occurred during weekends. This meant that the thousands of parents racing home to Ramona would have blocked the first responders for at least five hours or more. A snow in the Cuyamaca Mountains on Jan. 1, 2015, blocked eastern passage through our town for more than 5 hours, and that was just for people traveling up to the snow for fun. Had it been an emergency — where every soul was asked to flee with your most precious possessions — the situation would have been even worse. We certainly cannot survive a mid-week fire with our current roads. The lawsuits for a tragedy such as Paradise’s would make SANDAG’s current environmental lawsuits seem trivial.

Widen the roads. Put in REAL passing lanes for the 40 miles between Julian and Lakeside. Protect the thousands of residents who must turn on and off of Highways 67 and 78 by building turning lanes.

Our zoning laws have prevented people from living amongst retail stores and restaurants, forcing people to live far from where they work, shop and eat for decades. Now we’re trying to approach the transportation problem back wards. Build safer roads first.

Mentally ill/homeless trolley riders, wetting themselves while sitting across from my family, have made the trolley experience less than anything we’d ever pay to do again. It’s a Petri dish for hepatitis A, tuberculosis and other easily communicable diseases. San Diego is too warm of a city to discourage the homeless from staying or using the transit, and they cannot be asked to not sit on public seats.

FYI: One of my sons lives in Escondido and works only seven (7) miles away. He’s been trying to survive without a car, and it takes him 1 1/2 hours to get to work via transit. His shift is over at 9 p.m., so he’s forced to catch a Lyft or Uber ride home because the buses don’t run late enough. The bus smells of urine, and he has started using shared rides in both directions. The cost for people to get to and from work like that is more expensive, so he’s being forced to buy a car. He also has to be able to access grocery stores that are miles from his apartment, where he has to either skateboard or bike ride — not conducive for carrying necessary purchases.

Transit doesn’t work within our current towns and cities — San Diego is too widespread. Don’t clog our overcrowded roads with more empty buses that lose money.

WE NEED: passing lanes, turning lanes and wider thoroughfares.

Big “thank-yous” go to Supervisors Jacob, Desmond and Gaspar for recognizing the backcountry’s need for better infrastructure. And thank you for your time reading this.

Beth Edwards is a Ramona resident.
REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 5-17-1?  
Agenda Item #: 2  
□ In Favor  
□ Opposed

Name to be called: John S. Watson  
Representing: Self Public

Address (optional):  

Phone (optional):  
Email (optional):  

Request to Speak:  □ Yes  
□ No

If you do not wish to speak, you may write any comments below:

1.0 Roads, Rail, High-Speed Rail, Trains, & Transportation Environmental Issues
2.0 Parks and Recreation Issues
3.0 Water Issues
4.0 Pipeline and Tunnel Issues
5.0 Border and Security Issues

SANDAG

Please Submit to the Clerk
5-17-19 Transportation Committee Meeting

1.0 Roads, Rail, High-Speed Rail, Bridges, Busses, Bicycle, and Ride-share Issues

SANDAG proposed a new huge Transportation Plan to add hundreds of miles of high-speed transit lines as far East as Poway, north to Escondido and through coastal communities to Oceanside to a special meeting of SANDAG, for a shift away from highways and roads to almost singular focus on public transit that will run parallel to congested highways, says Hasan Ikhrata. The expansion would increase transit ridership from 1.5% of vehicle trips/day to 10% when completed. Most congestion in the region is caused by the last 5% of vehicles entering the system. The funding would come from multiple tax increases—the 1st—when the MTS puts a sales-tax increase on the 2020 ballot that requires 2/3-vote approval. Many long-anticipated highway improvements and expansions would be dropped to free up funding and lower GHGs in line with mandates.


* The proposed plan to divert billions of dollars from freeway projects to a grand transit expansion is having issues with North and East County official’s. Ridership on the Green Line to Santee fell from 1.1E6 in March 2015 to 900E3 in March 2019 and the Orange Line to El Cajon fell from 871E3 in March 2015 to 700E3 in March 2019. Residents like the trolley but want upgrades. Freight traffic needs highways or be diverted to rail from State Routes 78 and 52.


1.1 Roads

A new traffic circle under construction in Vista that trapped a school bus has last week is no longer a threat to larger vehicles says city engineer Greg Mayer.

Ref: The San Diego U-T 4-29-19 pp. B1 & B6

1.1.1 Road Construction Materials

4-people died after a construction crane on the new Google Seattle Campus collapsed on 4-27-19 pinning 6-cars underneath.

Ref: The San Diego U-T 4-28-19 pp. A4

1.1.2 Interstate

1.1.2.1 Truck Issues

1.1.3 State, County, and City

A little-known state law is vexing cities across CA, says officials must raise speed limits or give up handing out tickets using radar or other electronic devices. There is not enough law enforcement to be serious about speed limits.


1.1.3.1 Carpool Lanes

1.1.3.2 Sidewalks

Since September 2017—the height of hepatitis A outbreak, the city spent $1.0E6/year to clean sidewalks. They cover the cement with absorbent cat litter and shovel the mess into a bucket and spray walkways with 9-parts water to 1-part germicidal bleach.

Ref: The San Diego U-T 4-29-19 pp. B1 & B3

1.1.4 Parking

1.1.4.1 Parkettes

1.1.5 Streetlights

1.1.6 Fatalities
1.1.7 EV Charging Stations
   1.1.7.1 U.S.
   1.1.7.2 International

1.2 Rail
   1.2.1 Interstate Freight Systems
   Union Pacific Railroad will begin a 2-year process to implement precision railroading—PR—to address poor service to shippers in 2018. Customers tend to believe it’s more about operating ratio than service and where shippers have seen a service-detrimental rollout where CSX Transportation undertook a similar rollout when CSX Transportation undertook a similar strategy. PR was founded by E. Hunter Harrison is an operating model that eliminates waste in a network. Hunter Harrison implemented the model at Canadian National Railway, Canadian Pacific Railway, and CSX. PR reinvented how to route freight across the country and how to most efficiently use its resources.

   Ref: The Journal of Commerce, October 1, 2018 pp. 8

   • CSX Transportation plans to eliminate more than 230-domestic inter-modal and 65-international inter-modal origin-and-destination pairs on January 3, 2019, forcing rail shippers to redo how to move containers in 2019. CSX will also double down its commitment to drive freight through North Baltimore, OH and offer service from Los Angeles through BNSF Railway as of October 29, 2018 and partner to construct a logistics park adjacent to the railyard, to improve service consistency and prepare for a network for sustainable growth now and the future.

   Ref: The Journal of Commerce, October 29, 2018 pp. 34

   • Update on precision railroading and what it will do for inter-modal transport. The methodology is predicted to generate longer trains with a system known as “The One-Third Highway Rule” that for inter-modal to be competitive for a given move, the highway dray portion-on both ends cannot account for more than 33% of the total door-to-door highway miles. You need to have enough low-cost rail miles to offset the costs of the inter-modal terminals, and expensive short-haul dray miles.

   Ref: The Journal of Commerce, November 26, 2018 pp. 38

   1.2.1.1 Locomotives
   1.2.1.2 Positive Train Control—PTC—

   1.2.2 Construction Materials
   1.2.3 Car Types
   1.2.3.1 Oil and Gas Tank Cars
   1.2.3.2 Intermodal
   1.2.3.3 Box Cars

   1.2.4 Urban Light Rail Systems
   A parolee trying to sneak a free ride on an Amtrak run from San Diego to LA was arrested for roughing up a train employee who asked him for his ticket.


   1.2.4.1 Street Cars
   1.2.4.2 Autonomous [driverless]

   1.2.5 Amtrak
   A pedestrian was struck by an Amtrak train and killed in Oceanside—the 2nd to die on the tracks this week in North County. The incident occurred near Wisconsin Street, south of Oceanside Pier and the victim was standing in the middle of the track and did not move when the horn was sounded multiple times.

1.2.6 International Freight Systems

Record-low water levels on the Rhine River are making it difficult for shippers to transport their cargo on inland waterways through Germany and the European trucking market is struggling to handle a huge spike in demand. The Rhine River is lower now than in the previous record set in 2003, as the dry spell began in August 2018 extended into October, and barges cannot travel past Ludwigshafen, south of Frankfurt until expected rains come in November. Some 25% of containers including Europe’s 2-biggest gateways of Rotterdam and Antwerp are shipped along the inland waterways. Containers are stacking up between Kaub and the Swiss town of Basel waiting for truck transport in that are in short supply. When water levels go down rates, for waterway use goes up, putting pressure on road-freight that is short of supply capacity all year.

Ref: The Journal of Commerce, November 12, 2018 pp. 32-33

- The 2-largest Canadian freight railroads are positioning to capitalize on tighter truck capacity when new regulation—like the ELD rule takes effect in late 2019. Canadian Pacific Railway expects trucking pressure through 2019 into 2020 and create “road to rail opportunities” likening it to the impact on the U.S. market, that experienced double-digit price increases in spot and contract truckload markets. CP was seeking an increase in domestic inter-modal traffic, up 14% year over year in the 3rd-Q-2018 to 262,300-units. Revenues rose 19% to C$406E6. Canadian National Railway is also expecting increased volume and are adding new re-stackers, containers, and chassis capacity to compete more head-to-head with long haul trucking. The ELD imposed in the U.S. in December 2017 has affected Canadian trucking-cross border, and domestic services and experienced disruptions. Many Canadian trucking companies already are ELD-compliant, and their drivers need ELDs as soon as they cross the Ambassador Bridge, or at any of 78-other Canadian-U.S. truck crossing points.

Ref: The Journal of Commerce, November 12, 2018 pp. 36

- With truck capacity tightening, inter-modal rail operations in Mexico can attract small reluctant and medium-sized shipping to rail if they can reduce container dwell times at marine terminals, inland hubs, and more broadly provide wider and more reliable service. Container values is up by double-digits, but inter-modal rail was expanding at a 4 to 5% clip in 2018. The inter-modal sector is also adjusting as trucking companies adjust to new hours-of-service—HOS—rules coming in June 2019, tightening a truck sector that is short of capacity from a driver shortage. The inter-modal sector handles 15% of cargo transported in Mexico and the trucking sector carries about 85% of the cargo. Another problem is, route offerings from the U.S. aren’t as diverse or frequent as shippers want. If you run from Central Mexico to Atlanta there are only 3-trains/week. The country’s 3-main inter-modal sectors grew in 2018: Cross border grew 11%, within Mexico grew 20%, and ports inter-modal was up 50% in 2018. Security is an issue in Mexico, with robberies from railroads up to 1,065-incidents in the 1st-3-Qs of 2018 but is safer than on the trucks. KC said in October, its seen positive tends of movements to rail over tightening trucking issues. Rails average dwell time is peaked at 26.8-hrs in the 3rd-Q-2018. Ferromex is working to increase punishment for protests unrelated to Railroads.

Ref: The Journal of Commerce, February 4, 2019 pp. 32-33

- Canadian National Railway—CN—is looking to acquire a stake in 2-terminals at the Port of Halifax to make it more competitive in serving Canadian shippers and U.S. shippers. CN told investors on January 30, 2019 the Southern shift of manufacturing production in southeast Asia will drive trade through the Suez Canal, verses routing it through the Panama Canal. Higher Chinese labor costs are driving production to Malaysia, Indonesia, and Vietnam. They would acquire Halterm container terminal. The terminal can handle 16E3-TEU ships and is being upgraded for mega-ships anticipated by 2020. The port has a 50-ft draft and capacity of 1.13E6-TEU through its 2-terminals that had a 50% growth in the last 5-years. The berth length will be increased to 2,890-ft, enabling handling 2-ships of more than 10.0E3-TEU
simultaneously. The 2nd-stage is for a rise in vessel size, cargo volumes, and increased storage space. In 2016 CN and the Port of Prince Rupert started to position the western Canadian port to attract Asia cargo bound for Canada and the U.S. to a capacity of 1.8E6-TEUs. More capacity, velocity, visibility, reliability, and resiliency are the order of the day. Using an end-to-end supply chain approach—Canada’s ports, shippers, carriers, and government’s are moving to enhance trade and transmission capabilities on all fronts. Data-driven technologies will be used to upgrade connectivity and scale assets to address Canadian freight needs and the needs of a good portion of North America to the related drop in per capita transportation costs on a wider group. A small population along the 4,000-mi long U.S. border presents the Canadian trade and transportation system with opportunities. Canada’s roads and rail serve the U.S. it’s pipelines with gas and oil products from remote Canadian sites to U.S. markets. It’s road and rail infrastructure caries both Canadian and U.S. freight around the world with increasing efficiency. Weather is a challenge in the extreme winters and impact transportation and logistics. Canada expects a 1.7% economic growth in 2019 and 2.1% in 2020. If the bank raises interest rates slower than the U.S., the Canadian dollar will remain lower than the U.S., the Canadian dollar will remain low making Canadian export goods cheaper. Low oil prices and limited pipeline capacity are concerns. The U.S.-Mexico-Canada Agreement helped reduce the decline in the Canadian dollar but until ratification some uncertainty remains. The Port of Prince Rupert in 10-years, became a vital gateway for the trans-Pacific trade and fastest growing port in North America hitting 1.0E6-TEU in late December 2018 with a 12% volume growth year over year and 25% increase in total laden exports. It also has the shortest voyage between Asia and North America and deepest natural harbor on the continent that saves 1 to 3-days of marine transit time. The port of Halifax in Canada’s Ultra-Atlantic Gateway that serves 16 of the world’s leading shipping lines and 150-countries.


1.2.6.1 China’s Belt and Road Initiative
   1.2.6.1.1 North Korea
   1.2.6.1.2 Vietnam
   1.2 6.1.3 China

1.2.6.2 Eurasia Routes: China-Europe-and India Routes -Russia trade corridor......
   1.2.6.2.1 China’s Belt and Road Initiative TRACECA......-Europe-Caucasus ..... Update on the billions of dollars the Chinese government is investing in the China-European rail network and its subsidizing of containerized shipments. The network offers shippers a speedier option than ocean shipping and a cheaper alternative to air cargo, has evolved more than 50-services. Volume is rocketing from 1,400-TEUs in 2011 to 319E3 in 2017 says the China Rail entities and State Media with a methodology of “wool comes from sheep’s back”. Subsidies have fueled container volume, jockeying local governments to boost the network via subsidies that also has injected inefficiency and uncertainty into the system. Subsidy shifted from the central government to local government with competition for more train starts able to push heavier subsidies than Chengdu and Chongqing, coming to the end of a 5-year tapered subsidy plan. Subsidies are $1,000 to $5,000/FEU. More money is being spent to prop up truck hauls to Chinese hubs, and real estate developers are pushing subsidies to drive warehouse projects near rail hubs. Beijing is questioning use of local subsidies that may cause a top to down system be imposed on locals.

Ref: The San Diego U-T October 15, 2019 pp. 4

1.2.6.2.2 INSTC
   Western China-Western Europe Corridor ..... 1.2.6.2.3 Trans-Siberian Railway International North-South Transport Corridor ..... 1.2.6.2.4 Turkmenbashsi Seaport
1.2.6.2.5 Western China-Western Europe Corridor China-Europe Rail Shipments on Russia’s Trans-Siberian Railway
1.2.6.2.6 Port of Batumi and Poti

1.3 High-Speed Rail—HSR—
1.3.1 Highspeed
   1.3.1.1 U.S. System-in North America—125 to 150-mph
   1.3.1.2 International
1.3.2 Higher-Speed—HRSR—
   1.3.2.1 U.S. Systems in North America—151-230-mph
   1.3.2.2 International
   Video of China’s high-speed rail in action!
Ref: YouTube.com: china breathtaking tropical island of Hainan.

1.3.3 Hyper-loop Transport System

1.4 Bridges
   1.4.1 Bridge Construction Materials
   1.4.2 Interstate
   1.4.3 State, County, and City
   The San Diego Coronado bridge will get its 1st dress rehearsal for a multi-colored illumination of the 2-mi-long span.
Ref: The San Diego U-T 5-4-19 pp. C1 & C4

1.4.4 International
1.4.5 Railroad

1.5 Buses
   1.5.1 Bus Rapid Transit
   1.5.2 San Diego Metropolitan Transit System
   1.5.3 Shuttle System
   1.5.4 Fueling Terminal

1.6 Bicycle
   1.6.1 Accidents
   1.6.2 Bike Share Program
      Encinitas will execute a license agreement with Gotcha Ride LLC of Charleston, SC for a 1-year pilot project for a bike-share program to reduce traffic congestion by using bikes, says Mayor Catherine Blackspear.
Ref: The San Diego U-T 4-22-19 pp. B1

1.6.3 Bike Trails

1.7 Ride-share, Delivery and Transportation-networks
   1.7.1 Uber
   1.7.2 Lyft
   1.7.3 Harley-Davidson
   1.7.4 Electric Scooters
      The San Diego City approved a permitting process for scooter operations, limits on speeds in designated areas, and requires all devices to scan a valid driver’s license, before they can be used. Mayor Faulconer whose office drafted the rules—embraced the technology to implement the city’s Climate Action Plan, that calls for thousands of people to abandon their car commutes in-favor of cleaner alternatives.
Dutch ships off Tripoli by Reinier Nooms, ca.1650

https://en.wikipedia.org/wiki/Tripoli
1.7.5 Skyway System
1.7.6 Segway Tours
1.7.7 self-driving Air Taxi
1.7.8 Wheels

2.0 Port and Military Issues
2.1 Ports

Update on contract negotiations of ILWU, Canada’s Longshore locals 500, 502, 508, and 519, and the ship and dock foreman Local 514 at Canada’s Pacific Coast ports. On September 6, 2018 Global Container Terminals Canada and ILWU Canada Local 502 reached a 5-year contract as a strike threat loomed for the following day. Negotiations were underway for 15-months between GCT Canada of Deltaport and Vanterm Terminals in Vancouver and ILWU Canada’s planners and planning assistants.
Ref: The Journal of Commerce, October 1, 2018 pp. 7

- Infrastructure, additional assets, and higher freight rates won’t solve the freight bottlenecks plaguing U.S. Ocean Shipping and distribution—only a focus on freight-handling inefficiencies that cause their problems can do that. Tight capacity conditions that caused truck and inter-modal rates to rise in 2018 could moderate in 2019 because of global economic forces but trucker delays at marine terminals, railyards, and distribution warehouses, will continue because of inefficient freight movement in the supply chain says the industry.

- Updates on the ports of Freeport, deep water port, on the Texas Gulf Coast and it’s LNG terminals for export, Port of Baltimore, Port of Vancouver, Canadian Pacific ports, Ports of America, Ports of Seattle and Tacoma’s Northwest Seaport Alliance.
Ref: The Journal of Commerce, November 26, 2018 pp. 45-57

2.1.1 Container Ships

Los Angeles-Long Beach, New York-New Jersey, Savannah, and Seattle-Tacoma are attracting a larger share of U.S. imports from Asia because of their strategic locations serving coastal and inland population centers. Competing ports in their regions are implementing measures to make themselves more attractive as import load centers. The 2nd-tier of ports in their import trade from Asia: Oakland, Norfolk, Houston, and Charleston had growth and are still growing their Asian imports and enhancing their attractiveness for Asian imports and meeting logistics needs. The 2nd-tier ports have deep harbors capable of handling vessels loaded with heavy export cargos, favorable outbound intermodal rail services, and last-port calls outbound to expand export gateways. The Panama Canal widening and Bayonne Bridge raising, were a factor in NY-NJ. The Northwest Seaport Alliance of Seattle and Tacoma was the only gateway to experience a decline in Asian imports.
Ref: The Journal of Commerce October 1, 2018 pp. 15-16

- The 2M Alliance pulled 11-mega-ships from the Asia-Europe trade until demand improves reflects carriers new found capacity discipline. Maersk Line and Mediterranean Shipping Company will withdraw a loop using vessels with capacities ranging from 18,300 to 20,600-TEU from Asia-Europe—cutting more than 200E3-TEU from the trade in a display of discipline that chases market share in the lower seasonal market demand. Maersk & MSC will suspend their AE/Swan service from the end of September and will continue until volume increases toward the end of the year.
Ref: The Journal of Commerce, October 1, 2018 pp. 38

- Update on the U.S.-Korea Free Trade agreement. Changes include: extending the duty reduction on trucks that go to zero in 2041—Korea doubles to 50E3, the U.S. made vehicles permitted/manufactured
year; vehicle testing requirements will be harmonized, and U.S. testing will be accepted in Korea. Korea will expand eco-credits and fuel economy standards, pharmaceutical reimbursements will become compliant with Korea’s Premium Pricing Policy for Global Innovative drugs, and Korea will address origin verification audits. Korea became subject to product-specific quota levels regarding the 2,321 steel and aluminum tariffs. Article 15 of the Korea-U.S. Agreement with electronic commerce had no changes.

Ref: The Journal of Commerce, October 1, 2018 pp. 46

• The SeaLand brand by A.P. Moller in 2015 has gone global. An interview with Craig Mygatt managing director of SeaLand America’s was asked about the rational for the branding change, current market conditions, and the challenges ahead. Maersk’s intra-American’s carrier SeaLand was renamed SeaLand America’s—a Maersk company on October 1, 2018. Maersk’s intra-Asia company, MCC Transport, was renamed SeaLand Asia, and its intra-European company, Seago Line was renamed SeaLand Europe & Med. The Americans division has 30-chartered-in vessels, there are 90-plus chartered-in and Maersk-owned ships in the Asia Unit, and 40 to 50-chartered-in and Maersk-owned vessels in Europe. Historically the SeaLand brand name is strong.
Ref: The Journal of Commerce, December 2018 pp. 33

2.1.1.1 Regulation

Update on major container lines seeking an exemption to filing service contract agreements with the top U.S. maritime regulator shows how the industry is moving away from bureaucratic practices long abandoned by other industries, cut costs, and become more dynamic. The World Shipping Council’s petition, filed September 11, 2018 to the Federal Maritime Commission, looks like uncompetitive behavior. Concerns by shippers are on contracts not being honored, hit by additional fees, and issues of being treated fairly with carriers.
Ref: The Journal of Commerce, December 10, 2018 pp. 4

• Update on ship fires caused by a myriad of cargo classifications and codes is hampering shipper efforts to declare dangerous cargos to ocean carriers even as Maersk, Hapag-Lloyd and others ramp up enforcement. Calcium hypochlorite can easily be mis-declared. Recent ship fires were: a 6,350-TEU container ship APL Austria off South Africa in February 2017, the APL Vancouver on January 31, 2019, and Yantian Express on January 3, 2019. Storrs-Fox says there is an average of 1-container fire every 60-days and they are researching the market for improvements such as the cargo integrity #Fit4 Freight Campaign by the TT Club with shippers Forum, the World Shipping Council, and International Cargo Handling Coordination Association. There were 11E3-incorrectly declared bookings between 2015 and 2017 says Cargo Patrol. Stores-Fox high-lighted charcoal and calcium hypochlorite that have high risk. Others are cotton, wool, fish meal, seedcake, wood and timber, metal, and other wastes.
Ref: The Journal of Commerce, March 4, 2019 pp. 76 & 78

2.1.1.2 CNG, LNG, LPG, and Articulated Tug and Barge—ATBs—vessels
2.1.1.3 Crude Oil
2.1.1.3.1 Mobile Offshore Drilling Unit—MODU—
2.1.1.4 Reefers

Update on BCOs and carriers refer opportunities in familiar and new found places in the U.S. Meat Export Federation for beef and pork to Japan, Korea, Southeast Asia, Taiwan, and Central and South America that is rising. The Korean market was up 36% and Mexico was up 2%. Africa is an emerging market for the U.S. beef and pork. Tangier Lobster near Halifax, nova Scotia moved 3.0E6-lbs of live Nova Scotia lobsters by air-freight in 2017 and expects a boost in volume of 3 to 5% in 2018. Tangier is 1 of 100 other members of the Lobster Council of Canada and signed a new trade agreement in 2017 with the E.U and Chinese moving to the city’s, have a voracious appetite for seafood—shellfish. There has been a strong growth in intermodal trailer volume that may be related to temperature volume that may be
related to the temperature-control component. Trailers-on-flatcar—ToFC—revenues were up more than 16% year-to-date, through August 2018. Domestic containers growth was up 6.1% 53-ft trailers revenues moves were up almost 20% year-to-date through July 2018. Food safety and protecting the brand are the top priorities food companies want from their cold chain partners, say Global Cold Chain Alliance’s Cold Chain Custer Research Report.

Ref: The San Diego U-T October 1, 2018 pp. 18-29

- A New risk for the maritime industry in 2019 that the refrigerated sector is sensitive to, is looming. 1st, ongoing fluctuations in U.S. trade policy continue to impact the domestic agricultural sector and foreign buyers which alter shipping patterns and trade lanes. The looming impact of the 2020 sulfur mandates will divert funding to emission issues over reefer containers. The market’s of import/exports of perishables remains a bright spot, as does technology that helps support the reefer sector with smarter, more sophisticated containers in the expanding cold chain, while giving stakeholders better analytics to optimize their operations and improve services. As the cold chain expands in developed and emerging markets, there’s even more emphasis on the equipment and technology side, to support and maintain cold chain integrity while mitigating risk. At last year’s Fruit Logistica, CMA CGM introduced a solution to transporting refrigerated liquids that gives hygiene and food safety, and maintains the nutritional and chemical properties of juices, milk, syrups, and oils. REEFLEX-an alternative to breakbulk, uses a single bag of 12E3 to 24E3-liters that fits inside a FEU container and can be emptied in 35-minutes. The liquids are maintained between -35°C to 20°C [-31°F to 68°F]. Central America dominates in the U.S. import market share of refrigerated imports from Jan-Nov-2018, from Guatemala, Costa Rica, China, Honduras, and others. Asian countries leading in U.S. refrigerated exports from Jan-Nov-2018 to Japan, Puerto Rico, Republic of Korea, Hong Kong, and others. Demand for new refrigerated containers is a good indicator of the global reefer market. In 2018 the refrigerated equipment industry produced 142E3-reefer units, about half provided by lessors and the rest purchased directly by shipper lines. NJ-based SeaCube Container Leasing invested $800E6 in new equipment in 2018. Global demand for protein and fresh produce is driving the reefer sector. Pressure is on for shipping lines to enhance supply chain visibility for BCOs with an “Amazon-like experience”, and they want to know where their cargo is, if it will be on time, and what’s its condition in transit. Update on flowers shipping at the Port Miami. The number of flowers imported through Port Miami went up as cold technology makes it possible to ship temperate sensitive cargo to the U.S. Southeast. In January 2018 some 1.3E6 stems went through Port Miami and grew to 1.4E6 in 2019. Flowers traditionally have been shipped by air freight, now enter the southeast. 14.3E6-stems entered the U.S. in January 2019 alone—60% are roses, with others of carnations, lilies, and feathered ferns. 3 of 4-flowers come from Columbia or Guatemala and 20% from Ecuador.


2.1.2 Cruise Ships

The 440-ft cruise ship Freewinds owned by Donato Properties affiliated with the Church of Scientology and built in 1960 was quarantined after a measles threat at the island of St. Lucca in the Caribbean from the Dutch Caribbean Island of Curacao.

Ref: The San Diego U-T 5-3-19 pp. A3

2.1.3 LNG and CNG Terminals

San Diego-based Sempra Energy plans to construct a major LNG terminal on the TX Coast received a boost on 5-2-19 when the Department of Energy signed an authorization to allow the project to export 13.5E6-tens of LNG/yr to non-free Trade agreement countries with the U.S. at the Port Arthur LNG project that will export to all European, Asian, and other markets across the world, says Carlos Ruiz Sacristán, chairman and CEO of Sempra North American Infrastructure. In 2018 Port Arthur LNG and Poland’s National Oil and Gas Company signed an agreement for 20% of its export capacity.

Ref: The San Diego U-T 5-4-19 pp. C1 & C4
2.1.4 U.S.

Articles on Houston Trade, Port Issues and the Port Houston 2040 Blueprint. Update on the California Gateway-San Diego with rates to Latin America, Asia, and beyond, with a deep-water harbor and class 1 rail service. San Diego is the 4th-largest port in CA and one of 17-military strategic ports in the U.S. It has 2-cargo terminals—the 10th Ave Marine Terminal—TAMT—with 96-acres and the National City Marine Terminal—NCMT—135-acre complex. The TAMT is the Omni-terminal where reefers, break bulk and bulk cargos are. It also has a on-dock cold storage facility with 300E3-ft² of temperature-controlled storage and cargo handling. TAMT will get a 3-cargo nodes upgrade. The NCMT is the ports roll-on, roll-off cargo terminal importing 450E3-imported vehicles/yr, by Pasha Automotive Services to HI. NCMT will expand east in the future.

Ref: The Journal of Commerce October 1, 2018 pp. 49-64

- The Georgia Ports Authority—GPA—opened a new powerful gateway to the Port of Savannah in August 2018. The 42-acres—Appalachian Regional Port—ARP—provides logistics solutions for customers in a 4-state area with capacity of 50E3-trucks and 15E6 truck-miles from local highways every year. Through inter-modal rail service from CSX, the ARP gives customers across GA, northeast AL, TN, and KY a more efficient option to move cargo to and from the Garden City Terminal with import and export containers on a 388-mi rail route that yields benefits to air quality and highway maintenance. Each round-trip container moved via the ARP offsets 710-truck-miles on GA highways through improved access to low-cost rail, inland terminals, and highway maintenance. New electric rubber-tired gantry cranes can lift capacity of greater than 40-tons/yr. The Port of Brunswick’s diverse carrier fleet provides GPA’s automotive clients with a vital link to global markets for Roll-on/Roll-off cargo handling. Georgia has the largest railroad network consisting of 4,643 route miles of rail—7th in the nation, for a total rail-miles. Savannah’s Garden City Terminal offers shippers direct access to rail ramps on-terminals eliminating costly drays to destination centers, via CSX Transportation and Norfolk Southern to and from major population centers in the U.S., Southwest, Gulf, and Midwest that handles 38-trains/wk of import and export cargo. For service east of the Mississippi River, GPA is in the process of completing the Mason Mega Rail Terminal and broke ground in March 2018. Phase 1 will open in 2019 with full completion in 2020 that will link the 2-on-dock rail yards served by CSX and Norfolk Southern and increase the ports capacity from 500E3 to 1.0E6-containers/yr. The port will have 180E3-ft of track, it will add 124E3-ft of new rail, increase working tracks from 8 to 18, and provide capacity of building 10.0E3 ft unit-trains on the terminal. It will avoid use of rail crossing on GA’s Highway 21 and 25, improving traffic flow around the airport.

Ref: The Journal of Commerce, January 21, 2019 pp. 35-40

- Update on the East Coast ports. In NY-NJ after seeing calls from 14E3-TEU ships for 14-months the ports are preparing for 18E3-TEUs-vessels to remove potential obstacles to ensure traffic can be optimized and navigation improved to allow container volume to grow. The port is raising cranes, planning new dredging, to improve navigation efficiency through its main channel, to prepare for 18E3-TEUs vessels. Work includes, if the port should develop more container handling capacity outside the Bayonne Bridge to avoid vessel congestion on the channel, the Kill Van Kull that leads to, 4-of the ports 5-main terminals after a decade of dredging the channel and raising the bridge to accommodate mega-vessels. Loaded cargo is up 6.5% year over year to 3.77E6-TEUs in the 1st-3rd-Qs-2018. On Maher Terminals they will raise 9-crains for the biggest ships. APM Terminals received and installed 4-new cranes to handle the biggest ships. The Port Newark Container Terminal—PNCT—received 4-such cranes with 2-installed and 2-under construction. The U.S. Army Corps. of Engineers will do a study on how to improve navigation through the Kill Van Kull, that loads to make terminals, PNCT, the APM Terminal facility, and GCT New York, to soften the bends in the channel, making it easier to turn large ships to remove current limitations—that only one big vessel at a time can travel in the channel, by creating a passing zone in the channel. The Master Plan
is expected to be released publicly in the 2nd-half-2018 revealed the channel use could be limited by heavy traffic from non-container vessels—many of which are oil tankers. More cargo-handling could be developed in the east of New York harbor, without using the Kill Van Kull. The port is looking for discretionary cargo going to or from the Midwest by rail. The ports share of loaded containers market, declined from 33.5% of imports and exports in 2010 to 29.2% in 2017, handling 4.77E6-TEUs. In the ports of NY-NJ, 56-vessels of more than 10.0E3-TEUs called from May to July 2018. Some 19-ships of 18E3-TEUs are expected in the future. The size of the ships impact on the sides of the channel.

- The Ports of Charleston, Savannah, and Virginia are teaming up with cargo owners and logistics providers to attract a greater share of refrigerated cargo with new capacity to handle fruits from South America. The USDA will open the door to more business opportunities at GA, SC, and VA ports. In the past perishables were sent to Philadelphia and NY-NJ because of temperatures necessary to prevent contamination. Changes were made in 2015 when the USDA launched a southeast In-Transit Cold Treatment pilot program to allow citrus, apples, grapes, blueberries, and other fruits from Argentina, Chile, Brazil, Peru, and Uruguay to be imported into the southeast with temperatures slightly above freezing during the 2-week refrigeration process. The USDA program eliminated multiday truck trips and removed Savannah from the cold treatment piolet program allowing goods to be unloaded midway through the process and completed in the terminal. The Port of Wilmington, NC was 1st-to get this designation in 2018. The ports of NY-NJ dominate the import refrigeration market on the East Coast—15% of imports.

- Updates of 2018’s highlights at the Ports of North Carolina, Phila Port, Florida Ports Council, Port of Virginia, Port of Houston, Port of Baltimore, Port of Tampa Bay, Port of Canaveral, Port of Everglades, Port of Halifax, Port of Long Beach, The Northwest Seaport Alliance, and Georgia Ports.

- Oceanside has approved a $3.2E6 contract to replace the oldest dock at the city’s harbor. But more work is needed to keep up the rest of the North County Marina afloat. The harbors 2-concreart and steel docks are all showing age effects of more than 30-years of constant use and exposure to sun, seawater, and weather.

2.1.4.1 Inland Waterways

Record-low water levels on the Rhine River are making it difficult for shippers to transport their cargo on inland waterways through Germany and the European trucking market is struggling to handle a huge spike in demand. The Rhine River is lower now than in the previous record set in 2003, as the dry spell began in August 2018 extended into October, and barges cannot travel past Ludwigshafen, south of Frankfurt until expected rains come in November. Some 25% of containers including Europe’s 2-biggest gateways of Rotterdam and Antwerp are shipped along the inland waterways. Containers are stacking up between Kaub and the Swiss town of Basel waiting for truck transport in that are in short supply. When water levels go down rates, for waterway use goes up, putting pressure on road-freight that is short of supply capacity all year.

- Update on the Port of NY-NJ’s push to boost container on barge use. Red Hook Terminals is looking to position itself as the hub of a low-cost effective regional barge service to replace trucked containers, in and out of the New York consumer market.
• Savannah’s plan to expand its Garden City Terminal to allow simultaneous handling of 6-14E3-TEU ships by 2024 is accelerating the 3rd-busiest container gateway’s effort to become a larger funnel of Asian imports into the U.S. interior. Carriers are interested in the ports plan to expand intermodal capacity to inland destinations such as Memphis and Chicago at least 2-days faster than now. A $128E6 1st-phase is coming on line in late 2019 and full completion set for 2020. CSX Transportation and Norfolk Southern Railway will be able to fully build unit trains at the Garden City Terminal that will reduce dwell time and create faster transits because trains will not need to stop at an inland yard to gain more rail cars. CSX wants to push the envelope West from the South Atlantic and take advantage of rail connectivity to feed the Midwest and Ohio Valley. Not having an Asia service connecting to Southern CA, Zim Integrated Shipping Services said they are pushing to maximize inland reach from the U.S. East Coast. Double-digit container volume growth providing the density needed to build unit trains, coupled with Savannah being the 1st-inbound call on 10-trans-Pacific services, are setting the stage for that play. Savannah saw an impact increase of 10.9% in 2018. Total U.S. Asia container imports rose 7.5% in 2018 in January with year-over-year increases to 43E3-TEUs. The number of Savannah’s ship-to-shore cranes will rise to 37 by 2024 to harness e-commerce tailwinds and inter-modal rails full potential. Savannah has nearly 60.6E6-ft² of distributed space and another 9.2E6-ft² of industrial real-estate space under construction. The Georgia Ports Authority want’s to maximize inter-modal rail by expanding to inland ports of Chicago and Memphis, like it does to Atlanta and as far as Kansas City.
Ref: The Journal of Commerce, February 18, 2019 pp. 4

2.1.4.2 Drayage Truck Issues

2018 was a good year to be a truck driver, Freight was plentiful, and spot rates soured, helping the switch to ELDs. Trucks pushed up wages by high single to double digits, and through thousands of dollars in signing bonuses and perks. Trucking companies complained of a growing driver shortage of some 50E3-drivers but FTR put it at 300E3. With unemployment dropping to below 4%, labor shortages were widely reported in trucking and construction.
Ref: The Journal of Commerce, January 21, 2019 pp. 10-16

• Update on chassis and it’s relationship to the supply chain that can halt the 2-when out of sync. Building a strategic chassis reserve and open chassis network would end higher bills for BCOs. By the end of 2018 Direct Chassis Link Inc.—DCLI—purchased 5,600 marine chassis, upgraded more than 27E3-pool chassis with radial tires, and converted 80% of the fleet to LED lights, investing $45E6 to upgrade its fleet. TRAC inter-model bought nearly 8E3-chassis in 2018 and refurbished another 8,000. Demurrage and detention/per diem penalties have rocketed in recent years. In 2014 fees from ocean carriers surged 90% in 2015 and rose another 86% because of West Coast port strikes says the Federal Maritime Commission.

• 13-months after the U.S. electronic logging device ELD mandate for truck drivers took effect, intermodal rail is in a “fight for flexibility” linked directly to the loss of time and trucking capacity attributed partly to the ELD mandate—the ripple effect of a regulation aimed at truck drivers has on other transportation modes and the U.S. economy.
Ref: The Journal of Commerce February 18, 2019 pp. 34 & 36

• Smaller BCOs will pay a higher fuel price/TEU than their large counter parts to meet IMO’s low-sulfur rule. Smaller BCOs will not be able to create their own bunker adjustment factor—BAF—formula and must accept varying formula’s pushed by container lines. The cost is the only constant. They will need to pay more than their share of the environmental responsibility.
Ref: The Journal of Commerce, March 4, 2019 pp. 4

2.1.5 International
Update on Vancouver’s GCT Delta port inter-modal yard expansion project to improve productivity, increase safety, and expand the capacity of rail operations by increasing its surge capacity that serves Eastern Canada and the U.S. Midwest. It would make transfer of containers between ships and trains more efficient. The $300E6, semi-automated operation will allow the GCT Delta Port to handle growing container volumes and recover more quickly from disruptions of severe weather that compromised performance at Canada’s Pacific Coast ports last winter. About 70% of Vancouver’s imports and 55% of total container volume move by rail. The capacity of the yard will be increased by 30% to 2.4E5-TEUs and handle larger ships. GCT DeltaPort handles about 34E3-ft of intermodal train movements a day. Semi-automated operations with 8-electric, low emission, wide span Kuenz intermodal cranes lift containers on and off railcars and are fed by manually operated auto-decoupling yard tractors that deliver containers from the vessel. Update on Santos, South America’s biggest container shipping port that handles more than 40% of Brazil’s containers and 30 to 33% of its trade, plus a hinterland that includes the State of Para and 60% of Brazil’s GDP, is critical to the Federation of Industries for the State of Sao Paulo—Fiesp—and the Confederation of National Industries of Brazil. Update on the Port of VA’s instituted truck appointment system where more predictably turns are occurring, saving 20-min and eliminating guessing when cargos will be delivered. Larger ship calls have implemented truck appointment system while ships discharge more than 5,000-TEUs/call. The Port of VA is investing $700E6 to renovate and build out the Norfolk International Terminals and Virginia International Gateway, with container volume through eastern Canada, growing at twice the pace of the West Coast. The Port of Halifax is embarking on a 2-stage expansion to handle values that grew 50% in the last 5-years. They will expand Halterm container Terminal by 2020 to handle 2-ships of more than 10.0E3-TEU concurrently. The 2nd-phase of the 52-ft deep port will increase capacity permanently with a 2nd- berth. Other projects include greenfield ports in Medford and Sydney, both in Nova Scotia, a new terminal for Quebec City, and new terminal at Contrecoeur, in the Port of Montreal. Together the ports of Halifax, Montreal, Vancouver, and Prince Rupert handled a 22% increase volume from 2013 to 2017 for a total of 5.5E6-TEUs in 2017. Halifax serves Tropical Shipping from the Caribbean with better connections to global shipping companies and rail connections. They also added Eimskip feeder service to Portland, ME and Zim Integrated Shipping Services route to FL, and Maersk Line expanded its service between Europe and Canada. Halifax now has 3-trans-Pacific and 8-trans-Atlantic routes. About 60% of the cargo from Halifax goes by rail and the port opened a rail-ramp in Moncton, New Brunswick to remove truck traffic from the area around the port. The Fairview Cove container terminal is limited by 2-bridges with maximum height of 160-ft at high tide and can handle 6,000 to 8,000-TEU ships but needs the bridges to be raised to service larger ships.


- Container dwell times at the Port of Vancouver, British Columbia, rail facilities exceeded 5-days in October 2018—higher than the normal of 3-days and a repeat of port congestion and deterring rail service of the winter of 2017. DP World Canada says the doubling of dwell time is due to bunching of vessels arriving from Asia and unusually strong cargo volumes—up 5% to a record of 1.64E6 in the 1st-Half-2018, says Centerm Container Terminal. Dwell times at GCT Canada’s Vanterm and Delta Port terminals were in 3 to 7-day or higher range and Centerm’s dwell time was more than 5-days on the October 10, 2018 gateway terminal rail dwell performance report.

Ref: The Journal of Commerce, October 29, 2018 pp. 18

- West Coast ports must mitigate burdensome intermodal costs shippers face at their gateways by making rail connectivity more efficient because western railroads won’t make their pricing more competitive, and the ports may never be able to totally erase the $400 to $600 additional cost BCOs incur, compared to shipping through Vancouver or Prince Rebert in Canada, to hubs of Chicago says port directors in Los Angeles and Long Beach. The western railroads will not reduce their intermodal pricing to make the combined ocean and intermodal— rates from the West Coast cheaper than all-water rates from Asia to
the East Coast. The West Coast share of laden containers entering and leaving the U.S. has fallen to 44.9% in 2017 from 50.5% in 2010 says PIERS within HIS Markit. By improving connectivity in the harbor with more on dock-rail, smoother hands-offs from vessels to rail, and more timely and accurate data flow, West Coast port BCOs are a more attractive package for shipping discretionary cargo through their gateways to the Eastern U.S. West Coast ports depend on inter-modal rail to move 30 to 50% of containerized imports to the east half of the U.S. Seattle-Tacoma has viewed its efficient on-dock rail operations as an advantage. The Port of Oakland does not have any 1st-call inbound services from Asia, although its developing a logistics hub on the former Oakland Army Base to attract inbound services. They have developed an intermodal yard and have extensive cold storage outbound on-dock rail operations. Badgering UP and BNSF railroads to lower intermodal rates is not the way to go. With total port complex volume of some 17E6-TEU/yr, LA-LB can bear the risk of new technology.
Ref: The Journal of Commerce, October 29, 2018 pp. 24 &26

- Update on the Northeastern tip of the U.S. from Pennsylvania and New Jersey on up to the Canadian border that has some of the most densely populated areas on the planet. The area is continuing to invest, create innovation, digitization, select automation, and the full gamut of tech-age tools for today’s transportation system to run smoothly and securely. With the Panama Canal Expansion, the states DOTs are addressing needs—the ports are also upgrading and the Port of NY-NJ container volume was up 3.5E6-TEUs for January-June 2018—mostly with furniture, appliances, and beverages that were up 7.8%. Exported containers were up 9.2% over 2017. 9.1% of the port’s cargo is carried on vessels of 13E3-TEUs or larger, carrying furniture, machinery, beverages, and spirits, plastics; and apparel and clothing; electronics and appliances; rubber; paper and paperboard; iron and steel; and produce. Phila port’s volume is up and improvements are ongoing and reefer imports are increasing and truck-turn times are below 45-min, has big ship capacity and a new 155-acre facility at the Southport Auto Terminal. Another is opening at the ports Tioga Marine Terminal for containers and breakbulk for forest products and Atlantic RO/RO carriers. Cargo also comes through the Delaware River gateway that is No. 1 in fruit, cocoa beans, bananas, meat, and steel.
Ref: The Journal of Commerce, November 12, 2018 pp. 45-48

- SM Line CEO Kim Chil Bong said there are no plans to merge the carrier with South Korean container line HMM or create a larger national carrier pushed by government circles. They will do their part to survive in the market independently. The trans-Pacific peak season has been marked by the front-loading of Chinese imports to beat U.S. tariffs and tight space that has pushed spot rates to the West Coast to a 5-year high. Current high load factors on the trade are expected to continue into December and other carriers operating on the Asia-U.S. routes, but not SM Line, have been deploying extra-loaders to meet the increased demand. The market is dependent on how fast the U.S. inventories are disposed of as well as the creation of fresh orders. SM Line is in talks with other carriers to join one of the alliances to increase frequencies and service coverage and boost volumes and revenue. In addition to the transpacific, SM Line has 10-weekly intra-Asia services linking the Far East with Vietnam and Thailand, and South Korea with Japan and mainland China.
Ref: The Journal of Commerce, December 10, 2018 pp. 16

- Update on convincing European regulators that extending the Liner Consortia Block Exemption, through 2025 wouldn’t reduce competition and the current system has worked for nearly 25-years. Vessels sharing agreements—VSAs—are a fundamental part of the global liner shipping network with freight rates at half their levels of 20-years ago. The block exemption helps carriers reduce air emissions and GHGs through higher utilization of vessel space says WSC, the European Community Ship-Owners Associations, the International Chamber of Shipping—ICS—, and Asian Shipowners Association, argued.
Ref: The Journal of Commerce, January 21, 2019 pp. 28-29
• Brazilian container trades looked bleak at the end of 2018, but the 2019 export rally could offset import weakness and President Jair Bolsonaro will push ahead with economic reforms. Maersk Line forecasts a 3% expansion of the Brazilian economy in 2019 that will support a 5% container volume to 5.14E6-TEU. Reefer were decommissioned to handle imports of fertilizer. A bumper cotton crop is driving exports up 9% in the 3rd-Q-2018 to 16,020-TEU. Imports need to make a comeback, or space on ships will tighten as the cotton crop volume increases. Brazil’s imports of machinery, appliances, and electronics were down 6% to 32,498-TEU in the 4th-Q-2018. Plastics and rubber imports dropped to 43,204-TEU in the 4th-Q-2018, chemical imports rose 10% to 42,563-TEU in the 4th-Q. imports of electronics fell 6%. The new administration is dealing with truck and port labor disputes.


2.1.5.1 China’s 21-Century Maritime Silk Route Economic Belt—Belt and Road Initiative—B&RI—
2.1.5 2 Mexico’s Rail line between the Pacific and Atlantic Oceans

2.1.6 Maintenance Operations
2.1.6.1 Ice-breakers

2.1.7 Logistics
Update on digital freight brokers and visibility tools investments with Convoy, Project 44, Transfix, Loadsmart, Uber, FourKites, Mauopoint, and 10-4 Systems.

Ref: The Journal of Commerce October 15, 2018 pp. 6

• The acquisition of ocean freight commerce platform INTTRA by manufacturing-based supply chain management software provider Ezopen in October 2018 foreshadows major changes reshaping the supply chain software industry and how shippers use these systems. It is a trend to consolidation in the logistics and supply chain software markets where platforms are coalescing around the idea that global manufactures and retailers need to execute more processes on fewer common platforms and users are single networks that provide global reach and extended capabilities—tools that touch trade compliance, sourcing, demand, forecasting, and planning. Global shippers need these tools to coordinate core logistics processes with upstream activities like sourcing and forecasting with warehousing, fulfillment, and final-mile delivery.

Ref: The Journal of Commerce, November 12, 2018 pp. 10-13

• A blockchain consortium of 4-of the world’s top 8-container lines and 4-of the top global terminal operators has emerged an arms race based on CargoSmart technology, and the Maersk-and IBM-led initiative called TradeLens. The new consortium is powered by Oracle Cloud blockchain Services, involves CMA CGM, Cosco Shipping-and subsidiary OOCL, Evergreen Marine, and Yang Ming. Collectively they deploy some 33% of total container ship capacity. Terminal operators are: DPWorld, Hutchison Ports, PSA Intl., and Shanshail Intl Port [operator of all public terminals in Shanghai]—the largest companies in that industry outside of APM Terminals.

Ref: The Journal of Commerce, November 26, 2018 pp. 7-8

• Shenzhen customs has opened a consolidated center at the Port of Shekou attracting less than-container load —LCL—service that provides and encourages them to shift to air and ocean trans-shipment businesses from their hubs in Singapore and Hong Kong. The strategy stems from the country’s rising import volume and Guangdong provinces drive to improve logistics connections across the 7-main cities in South China, as well as Hong Kong and Macao, that has been labeled as the “Greater Bay Area”. The Qianhai Multi-Country Consolidation Centre—MCC—was established by China Merchants Bonded Logistics in Partnership with Fox Service.


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• Third party logistics—3PL—are shifting their attention to customer relationship management—CRM—software. The move is funneling technology investments toward systems that better address how to serve their customers and modern CRM designed around the needs of logistics companies to enable 3PLs to integrate sales efforts with operational tools, such as transportation management systems—TMS—, and thirdly, a CRM-based approach theoretically should reduce the resources dedicated to data entry and errors with re-keying data.


• Blockchain technology in the past 2-years has expanded in the single supply chain process and to find it, you need to follow the money. Areas such as trade finance on the international side of logistics and freight payment on the domestic side are ripe to be impacted by blockchain-based solutions and a truck payment process called factoring, might be particularly suited for blockchain, known as distributed ledger technology. In the process a company sells its invoices to a 3rd-party to collect payment due on its behalf with a 3-party fee.


• Until a few weeks ago the European Commission prohibited customs organizations in Europe from contracting their British counter parts, preventing them from joining or preparing for a no-deal Brexit after the March 29, 2019 emergency customs formulations that neither side has been required to perform for decades. Despite the U.K being Antwerp’s 2nd-largest Maritime Trading partner with 16E6-tuns of cargo/yr transported across the English Channel, it was the only way Belgian customs could communicate with Her Majesty’s meetings with U.K. businesses, says Belgium’s Public Service Finance Department. The Port of Antwerp executives held meetings in London and Birmingham to inform businesses, ports and service providers on ways to handle the U.K.’s withdrawal from the E.U. over the next 21-months, without a deal, it will revert to a “hard Brexit” and leave immedicably withdrawing from the European Customs Union, and all U.K. imports and exports will require customs and inspection causing huge bottlenecks at the ferry ports of Calais in France and Dover in the U.K.

Ref: The Journal of Commerce, March 4, 2019 pp. 7

• The lines are blurring between pure logistics software-as-a service—SaaS—providers and that serve as digital brokers or forwarders, compelling shippers to weigh the merits of which approach is most suited to their organizations or if they can get the best of both worlds. Engagements with a 3rd-party logistics provider—3PL—eventually may feel like one with a software provider and vice versa. To it’s forwarders offering SaaS products and SooS companies offering freight brokerage, consultative services, or even managed transportation services—MTS—where the software company uses its own product and people to act as the shippers logistics department. Update on the U.S. cotton industry is in a holding pattern awaiting the results of trade negotiations between the U.S. and China—the world’s largest consumer of cotton. Shippers should view Maersk Lines February acquisition of customs broker Vandergrift as part of a larger software space to link freight and trade compliance activities.

Ref: The Journal of Commerce, March 4, 2019 pp. 54 & 56, 58 & 60, and 60-62

• Freight Forwarder Flexport in February 2019 confirmed a funding of $1.0E9 led by venture capital VC arm of Japanese investment conglomerate Softbank shoving the logistics company back into a public debate about its differentiation and scale.

Ref: The Journal of Commerce, March 18, 2019 pp. 6

2.1.7.1 E.U.-China Logistics and Supply
2.1.8 Hybrid and Electric Fleets
2.1.9 Autonomous Navigation Systems
An APM Terminals Plan to use unmanned straddle carriers at Los Angeles is a new path for other U.S. West Coast Marine Terminals to automate to improve handling of mega-ships without incurring the upfront investment costs of existing automated terminals. APMT’s pilot project on a 100-acre parcel at it’s Pier 400 terminal will be the 1st—in North America to use autonomous straddle carriers to bring lower upfront costs because they don’t require extensive modifications to existing terminals. They will also use zero-emissions technology. Automated vehicles are different between the West Coast and East Coast. ILA has vowed its members would speed up cargo fluidity at U.S. East and Gulf Coast ports, hitting 30-crane moves/hour—far better than any robot. A surge of cargo recently through the Port of Vancouver, British Columbia, pushed terminals to their limit with facilities at 85% utilization, compared with maximum industry standard of 80%. That’s caused a doubling of container dwell times at rail facilities, under scoring the need for additional infrastructure to handle future growth at Canada’s largest port. The front-loading of Spring merchandise in November and December to avoid tariffs on Chinese imports made the Los Angeles-Long Beach port complex a workhorse highlighting how industrial space pressures will only rise in 2019. History of new shipping models from 1959 to 2019 to 22E3-TEU ships, shows shore-side cranes replace on board cranes of self-sustaining ships, and yard cranes in foreign commerce have diminished to none with respect to Matson’s weekly China-to-West Coast service and 60-ships operated under the Marine Security Program owned by “U.S. Citizens” who happen to be owned by foreign interests; 6-Japanese carriers are down to 1-ONE; 6-South American carriers are now owned by other interests; and 13-European flagged companies are essentially 5. Others have entered the scene—Evergreen, Yang Ming, HMM, are among those. What was 15 to 20 major players now is the top 5, which control 65% of global capacity and lift. Now 3-distinguishable models are being developed—the 1st-Maersk and CMA CGM are embarking on a path to become logistic and/or supply chain service providers. The 2nd-model the old system, was state owned or financially supported, to protect their local markets and gain access to viable foreign currencies. Today it’s the same with a big push for support from manufactures and agriculture, under the flag of nationalism, without state funding they went out of business or were sold. The 3rd-model with MSC, the world’s 2nd-largest container carrier, with billions in the cruise ship industry. A 20E3-TEU container ship cost’s is about $175E6 but a state-of-the-art floating city for 5,000-patients goes at $700E6-each. Seattle is consolidating container operations in its outer harbor on the 185-acre Terminal 5, that will move more container operations from 2-terminals in congested downtown and increase the supply chain efficiency at 2-larger terminals in the harbor’s West Waterway, with $300E6 in infrastructure improvements. Seattle and Tacoma, operating under the Northwest Seaport Alliance—NWSA—, moved the plan forward in February. They intend to lease vacant terminals for 32-years, as they shift operations around. The Pacific Northwest ports are engaged in an intensive battle with the ports of Vancouver and Prince Rupert, CA’s container ports, and even East Coast ports in trade with Asia. Vancouver, and Prince Rupert, with direct inter-model service to Chicago and the Midwest, increased there share of Asian imports through the Pacific Northwest to 63% in 2018 from 58.2% in 2014, while NWSA’s share of regional trade dropped to 37%. NWSA total international container volume, including loaded imports and exports, and empty containers stood at 3.1E6-TEU in 2018—an increase of 3.9% year-over-year. Laden imports increased 6.1% and Laden exports were up 1.6%. Port leaders are pushing for upgrades to reduce supply chain transportation costs and better position it’s self to compete for market share. With IMO’s low sulfur mandate, only just 10-onths away, meeting the mandates is doubtful for fuel supplies and IHS Markit energy analysts say the refinery and shipping industries aren’t ready for the mandate to reduce sulfur content from 3.5% to 0.5% on January 1, 2020, and it could take a few years to meet compliance with very low-sulfur fuel oil—VLSFO—, and find a market for the less valuable fuels. Having the new fuel will be needed before January 1, 2020 to secure contracts with suppliers, to clean the remaining heavy 3-5%-sulfur fuel out of the tanks, all while avoiding engine damage from mixing incompatible fuels. When CA’s state Air Resources Board—CARB—mandated the final 0.1% sulfur limit within 40-mi of the Coast, it caused issues with shippers and took Maersk 4-months to make the transition. Maersk and PBF Logistics
on February 14 announced an agreement to source and process crude oil at CPI operations, a PBF logistics terminal facility in New Jersey. The most efficient way for a refiner to produce low sulfur fuel is to begin with light, sweet crude that has a lower sulfur content and isn’t as heavy as crude found in Mexico and Venezuela. The 3-U.S. coasts have access to light, sweet crude oil, or refineries that have the processing capability to reduce the sulfur content from heavy crude to compliant low sulfur fuel. The top 4-U.S. East Coast ports have further deepened their reach into the U.S. interior as total rail lifts grew to 7% in 2018 and each port is investing to send more containers inland each year. There is a strong case for the latter because 2E6-containers moved by rail to and from the 4-ports combined in 2018. NY-NJ, Savannah and Charleston experienced double-digit inter-modal growth in 2018. VA’s inter-modal will increase in 2019 too. NY-NJ envisions 900E3-lifts/yr and VA will develop 10.0E3-fast, double stacked trains by the end of May 2019 to double inter-model capacity. Savannah reported rail volume rose 19% year-over-year in 2018 to 478,669-lifts and 20% of containers in Savannah end up on trains. It’s Mason Mega Rail Project will increase capacity to more than 1.0E6-TEU in coming years. The project is 25% complete, NS’s half of the yard, will be finished in October and CSX’s will be ready in 2020—both will be able to build 10.0E3-trains on site and slash transit times by 48-hours, says GPA. Rampant congestion at U.S. ports and terminals particularly at Los Angeles and Long Beach continues and the congestion is spreading inland. Detention and Demurrage bills are presented and protested.


2.1.10 Offshore Wind Operations Support Ships

2.2 Military

The American military budget for 2020 is proposed at $750E9 with cuts in domestic programs in health care and education.
Ref: The San Diego U-T 4-19-19 pp. A8

• Update on a subculture within the Navy-SEALS that led to a court martial of Team 7’s Alpha Platoon’s Chief Special Warfare Operator.

• There were 20,500-instances of “unwanted sexual conduct” in the FY-2018 on women in the Army, Navy, Air Force, and Marines—an increase of 38% from 2016.
Ref: The San Diego U-T 5-3-19 pp. A1 & A8

2.2.1 Ships and Planes

2.2.2 International Issues

North Korea is expanding its options by meeting with President Vladimir Putin in Russia later in April 2019 and North Korea said they listed a tactical guided weapon—its 1st-time since the breakdown of the summit between Kim and Trump in February 2019 in Hanoi. Kim will not walk out of negotiations but shows he has options, says Lee Jong-Seok, a former South Korean unification minister now at the Sejong Institute. The snub of Pompeo is over his reference to Kim as a “tyrant” during a Senate hearing.

• Secretary of State Pompeo rejected a North Korean demand that he be replaced as Trump’s negotiator, as the U.S. and Japan vowed to continue to enforce tough sanctions on North Korea until it dismantles its nuclear weapons and ballistic missile programs. Japan’s Prime Minister Shinzo Abe will travel to the U.S. to meet President Trump next week and President Trump will visit Japan. Japan and the U.S. will continue to cooperate on full implementation of all U.N. Security resolutions. North Korea is continuing to please hardliner military officials worried diplomacy with Washington is a sign of weakness.
Ref: The San Diego U-T 4-20-19 pp. A4
Japan’s Prime Minister Shinzo Abe said he would be willing to meet with Kim Jong Un on an “unconditional” basis but is waiting to see what President Trump’s reaction is to new projectiles being launched in the sea. In South Korea, President Moon’s response was it’s a “serious concern” that he would violate the spirit of the inter-Korean agreement. The tests occurred just as the new Emperor Naruhito was greeting the public for the 1st-time.

North Korea dismissed President Trump’s national security adviser, John Bolton as “dim-sighted” on 4-20-19, after saying North Korea would have to give up nuclear weapons before Trump would hold another meeting with Kim Jong Un.

North Korean Kim Jong Un left Pyongyang on 4-23-19 for a 1st-summit with Vladimir Putin as the Trump Adm. watched for any cracks in sanctions. The meeting was in Vladivostok and will center on political diplomatic resolution of the nuclear weapons issues.

North Korea fired several short-range projectiles off its East Coast today 5-4-19 from near Wonsan east of Pyongyang. The projectiles flew 70 to 200-km before landing in the sea between Japan and North Korea. The Pentagon said they were looking into the launch. The U.N. reported North Kora’s population needs food aid after its worst harvest shortage in a decade with a 1.36E6-ton shortage of grain and a food-ration of 11-gm/person-day in January. In the 1990s famine, up to 3.0E6 died of starvation, most now fed for themselves in addition to rations.

A peace conference in Qatar intended to bring Taliban negotiators and Afghan government officials together was postponed on 4-18-19.

Russian Ambassador Vladimir Zaemskiy rejected assertions by National Security Advisor John Bolton that the 1823 Monroe Doctrine is “alive and well”. The policy originally was used to justify U.S. Military interventions in Cuba, Nicaragua, the Dominican Republic, and Grenada as the U.S. try’s to lead a dark past. The Cold War rhetoric on Venezuela’s crisis, quickly is calculated over Bolton, Secretary of State Pompeo, and Republican Sen. Marco Rubio’s opinions to that of al-Qaeda leaders behind the September 11, 2001 terrorist attacks in New York. Good picture of Russian planes in the Simon Bolivar International Airport in Maiquetia.

The Venezuelan uprising appears to be failing, with most security forces supporting President Nicolás Maduro. Maria Zakharova speaking for the Russian Foreign Ministry, says Russia is not supplying a plane for Maduro but the U.S. has interests in Venezuela.

Violent clashes erupted across Venezuela on 4-30-19 after opposition leader Juan Guaidó launched a military-backed challenge to President Nicolás Maduro, summoning thousands of people to demonstrate against the Socialist leader.

After a covert campaign to oust the leftist President of Venezuela after the U.S. opposition in Caracas sought to overthrow him has lost support after 5-months of pushing president Maduro to step down or leave the country, offering inducements to his military to switch sides and the Trump Adm. is resolve the embarrassing defeat. The impasse has frustrated White House officials including National Security advisor
John Bolton. Debate is if the U.S. should use military pressure on Maduro and the Pentagon warning it would be counterproductive.
Ref: The San Diego U-T 5-3-19 pp. A3

- Syrian government forces came under separate attacks from Islamic State militants and al-Qaeda-linked insurgents, that killed nearly 50-soldures and allied fighters, activists, and members of a war monitoring group.
Ref: The San Diego U-T 4-21-19 pp. A4

- Mohammed al-Amin Abdel Aziz spokesman for the Sudanese Professional Association—SPA—said on 4-21-19 the political committee of the military council is too close to al-Bashir, who has been jailed in the capital. Khartoum. The is calling for more protests and repeated it's demand for immediate transfer to a transitional civilian government that would rule for 4-years after the SPA ended al-Bashir’s 30-year reign of corruption. The umbrella group of unions say some 100-people were killed by security forces.
Ref: The San Diego U-T 4-22-19 pp. A3

- Libyan forces loyal to a former military commander have intensified their air strikes on Tripoli where civilians are trapped.

- The Trump Adm. moved to broaden Iran’s economic isolation on Monday—announcing it would fully enforce sanctions that were imposed last Fall and stop allowing 5-large nations to buy Iranian oil. Global oil prices rose even before the announcement in Washington, increasing the specter of a surge in oil and gasoline prices. Secretary of State Mike Pompeo said the U.S. would no longer grant oil waivers to China and India, and end waivers for Japan, South Korea, and Turkey, all U.S. allies or partners.
Ref: The San Diego U-T 4-23-19 pp. A3

- Secretary of State Mike Pompeo called Afghanistan’s president over the weekend to express Washington’s disappointment over delays of Afghan talks with the Taliban on 4-26-19 in Qatar where the Taliban maintains an office over who should attend.
Ref: The San Diego U-T 4-23-19 pp. A3

Ref. The San Diego U-T 4-30-19 pp. A3 and Google.com: “from the halls of Montezuma to the shores of Tripoli” and Google.com: Tripoli and Moctezuma II, also in Mexico City

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Ref: The San Diego U-T 4-23-19 pp. A3
• President Putin of Russia made a public show of support for North Korea on nuclear disarmament, stemming to undermine President Trump’s approach to nuclear diplomacy as Putin and Kim Jong Un on 4-25-19 wrapped up their 1st-summit meeting. After the meeting in Vladivostok, on Russia’s Pacific Ocean coast, Putin said North Korea needs security guarantees more nation’s than just the U.S. before abandoning it’s nuclear arsenal. Putin also reiterated Russian backing for a gradual process of trading disarmament for sanctions relief. A slow more forward to respect each other’s interests would achieve this goal—issues of a $2.0E6-bill to keep Otto Warmbier alive after his laps into a coma and was held for 15-months after being sentenced to 15-years in prison with hard labor in March 2016 over pulling down a propaganda sign in Pyongyang on January 1, 2016.
Ref: The San Diego U-T 4-26-19 pp. A3

• President Trump said he and President Putin discussed the end of Mueller’s investigation of Russian issues in the 2016 election, Venezuelan Schism, and North Korea’s meeting with President Putin.
Ref: The San Diego U-T 5-4-19 pp. A1 & A8

• 2-knives were left on the school desk of a 12-year old Japanese Prince. The prince is Emperor Akihito’s only grandson. Prince Hisahito is soon to become the 2nd-in line of succession to the Chrysanthemum Throne. Naruhito the prince’s uncle will ascend the throne on May 1, 2019 replacing Akihito 85, the 1st-to step down in more than 2-Century’s.
Ref: The San Diego U-T 4-28-19 pp. A12

• Japan has a new emperor Naruhito on the Chrysanthemum Throne, a succession to the world’s oldest monarchy. The role is chiefly ceremonial as Chief Consoler during disasters and making amends for war. Naruhito is 59-years old and wants to get foreign workers, change the work culture, and reduce gender inequality. He also want’s to get people back to work.
Ref: The San Diego U-T May 1, 2019 pp. A3

• Spain’s governing Center-Left Socialists Party won the country’s election on Sunday but must seek backing from smaller parties to maintain power, while a Far-Right Party rode the highest surge of support to enter the Lower House in Parliament in 40-years since 1979. With 89% of the ballots, Socialists with Prime Minister Sanchez was 29% of vote—123-seats in the 350-seat Congress of Deputies. The new Far-Right Vox Party was 10% with 24-seats. The results warned Catalan separatists any post electoral pact must respect the 1978 Constitution that bans seceding.
Ref: The San Diego U-T 4-29-19 pp. A3

• A beluga whale found with a harness was found near Norway. Russians used trained beluga whales in the Navy to search for mines or explosives during the cold war.
Ref: The San Diego U-T 4-30-19 pp. A3

• The Senate fell short of votes needed to override Trump’s veto of legislation demanding an end to U.S. support for the Saudi-led military coalition operating in Yemen in a 4-year civil war.
Ref: The San Diego U-T 5-3-19 pp. A2

• Neo-Nazi’s are marching in an eastern German town unhindered by police in a Third Way Party in Plauen on the eve of Yom Hashosh [holocaust] and have ties to far-right extremists.
Ref: The San Diego U-T 5-3-19 pp. A3

2.2.3 Army Corps of Engineers—ACE—

2.3 Shipping Canals
2.3.1 Panama Canal
2.3.2 Suez Canal

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2.3.3 Nicaragua Canal—Nicaraguan canal and Development Project
2.3.4 Artic Route

3.0 Water Issues
3.1 Regulation
   The Helix Water District won an award from SDG&E for being energy efficient and using sustainable practices in its operations. The district’s main use of energy is to pump water throughout its distribution system that costs $2.2E6 in FY-2017-18, to get water to its 275E3 customers in East county. The cost reductions were saved from peak periods use, when charges were the highest by SDG&E. They received rebates of more than $20E3 from the EV’s it uses in its fleet.
   Ref: The San Diego U-T 5-3-19 pp. B2

3.1.1 Water Rights
3.1.2 Conservation Mandates
3.1.3 Funding

3.2 Rivers and Lakes
3.2.1 Dams
   The city of Escondido thought it had a way to raise $35E6 to $50E6 it needs to replace the Lake Wohlford Dam. In 2007 studies said the top portion of the 124-year-old dam could collapse in a major earthquake, flooding eastern Escondido. A federal agency reduced the amount of water in the lake by more than 50%. The plan was to build a new dam which rises 900-ft above the San Pasqual Valley. 50% of the funding is available and the rest can be obtained via low-interest state loans. With low water, 30-acres on the backwater dried up and vegetation began to grow. Now the federal government wildlife agencies say 30-acres of wetland vegetation would have to be mitigated by the purchase of extremely expensive off-site wetland mitigation bank credits. It would cost millions and millions of dollars.

3.3 Reservoirs and Aqueducts
3.4 Ground Water
3.5 Recycled Water
   3.5.1 Municipal Waste
   3.5.2 Desalination
   3.5.3 Storm Drain
3.6 Municipal Water System Contamination
   The water system in Paradise is contaminated with cancer-causing benzene that was sucked into the piping system by fire fighters using excess water that created a vacuum in the system.
   Ref: The San Diego U-T 4-19-19 pp. A2

4.0 Pipelines and Tunnel Issues
4.1 Pipelines
   4.1.1 Water
      Gov. Newsom scrapped a $16E9 plan to build 2-giant water tunnels to reroute the states water system and directed state agencies to restart planning for a single tunnel. The State has spent $240E6 developing the 35-mi-long tunnels.
      Ref: The San Diego U-T 5-3-19 pp. A2

   4.1.2 Sewer Lines
   4.1.3 Storm Lines
   4.1.4 Gray Water
   4.1.5 Oil and Gas
      4.1.5.1 U.S.
4.2 Tunnels

4.2.1 Transportation

4.2.2 Water

4.2.3 Tunnel Boring Machines—TBM—

5.0 Transportation Environmental Issues

5.1 Maritime Transportation Emissions

The U.S. Coast Guard Marine Safety Center issued the 18th U.S. Coast Guard ballast water management system BWMS—Type Approval Certificate to Wärtsilä for its Aquarius UV BWMS that meets the mandates of 46 CFR 162.060.

Ref: Marine Daily 5-3-19

5.1.1 Ship Engines

5.2 CO₂ Emissions

5.3 NOₓ Emissions

5.4 SO₂ Emissions

Maersk Line became the 1st ocean carrier to outline a new bunker surcharge aimed at coping with the low-sulfur mandate to recoup higher costs, with the top container line estimating a $2.0E9 annual hit alone. From January 1, 2019—1-year before the IMO’s low-sulfur fuel cap comes into force on January 1, 2020—Maersk will replace its current standard bunker surcharge with a new bunker adjustment factor—BAF—at a cost of $5.0E9 to tens of billions of dollars and will be passed on to the shippers.

Ref: The Journal of Commerce, October 2018 pp. 7

• Low-sulfur bunker fuel adjustments by 4-global container lines provides some clarity to BCOs and underlines a key division among small and large shippers ahead of the IMO regulation taking effect on January 1, 2020. Major shippers created their own bunker adjustment factors—BAFs—but smaller BCOs typically, must accept the BAFs proposed by CMA CGM, Hapag-Lloyd, Maersk Line, Mediterranean Shipping Company, and OOCL. The regulation could add $184 to $264/TEU dependent on fuel costs. The low-sulfur requirements for shipping from 2020 yearly cost could be $1.0 to $2.0E9/yr in the 1st-years, adding 3.5% to the 2018 fuel bills, and 8% to total costs.

Ref: The Journal of Commerce, October 29, 2018 pp. 27

• Update on costs of low-sulfur bunker fuel adjustments—BAFs—. IMO requires ocean carriers to reduce maximum sulfur emissions from 3.5 to 0.5% by use of: low-sulfur, installed “scrubbers” on vessels to remove SO₂ emissions from regular fuel or ships using LNG. Industry estimates put the annual cost of the rule at $13E9 to $15.7E9 says CMA CGM’s Asia regional office. HIS Markit energy analyst’s predict a “scramble period” for up to 5-years when a new equilibrium of supply and demand will be determined by refiner’s and shipowners resulting in low-sulfur bunker fuel hovering around $680/ton in 2020, up more than 30% from the current price of high-sulfur bunkers. Prices in Houston for bunker fuel is up 25% over the last 6-months, 21% in Shanghai, and 24% in Rotterdam. BCOs will be expected to pick up the costs at the far end of the scale—the consumer will not find the low-sulfur to taxing. By a per-mile moved rather than per TEU, Sea Intelligence says the consumer would pay 78¢ more for a $200 mattress and 39¢ more for a $150 TV. The variation in BAFs is tied to variability of 2-factors: the route of cargo and price of fuel when the BAF is imposed, based on Maersk, CMA CGM, and Hapag-Lloyd calculations that account for: transit time, fuel efficiency, and “trade imbalances between head-haul and back-haul.”

Ref: The Journal of Commerce, November 12, 2018 pp. 17-19
• Major container lines are telling North American importers they want signed service contacts that don’t account for their higher costs from the low-sulfur global mandate, while shippers and non-vessel operating common carriers—NVOs—complain carriers won’t know the true cost until the 4th-Q-2019 when they start using low-sulfur fuel to run the ships.

• Update on issues of the IMO’s Sulfur rule and issues of fuel supply to its 171-member countries in March 2020 when it will be enforced.
Ref: The Journal of Commerce, March 18, 2019 pp. 4

5.5 PM Emissions
  5.5.1 PM_{10-mm}
  5.5.2 PM_{2.5-μm}
  5.5.3 PM_{0.1-μm}
5.6 Ozone-O_3 Emissions
5.7 Industrial and Commercial Emissions
5.8 Surface Transportation Emissions
  Greater San Diego has the 6th-worst ozone pollution in the country for the 5th-year in a row, says the American Lung Association—ALA—. San Diego County Supervisor Nathan Fletcher, with the ALA and environmental groups held a press conference in Barrio Logan, discussed the report that says 40% of American’s live with unhealthy air quality. The 2-dominate types of air pollution are: ozone and particulate matter pollution—PMs—. Ozone is in smog, in the presence of sunlight, and causes sunburn of the lungs, causing inflammation, shortness of breath, coughing, asthma attacks, and shortened life. Los Angeles is the worst city in the state of CA. PM-pollution has gone down in San Diego County that was given a B-grade in 2019. The rankings are based on the number of “unhealthy air days” recorded from 2015 through 2017-the hottest time frame recorded in global history. The Air Quality Index, adopted with the 2015 Ozone National Air Quality Standard of the worst 25 for ozone, is San Diego. 15-others had the highest averages of unhealthy days in 2018 with: NY, Chicago, Denver, Phoenix, and Houston. The cleanest are: Anchorage, AK-No. 1, then Bangor, ME, and Bellingham, WA.

  5.8.1 Rail
  5.8.2 Automobile
  5.8.3 Truck
5.9 Air Transportation
5.10 International
  5.1.1 China
6.0 Transportation Financial Issues
  The U.S. economy surged in the 1st-Q-2019 by 3.2% says the Commerce Department.

• Employment has grown in the U.S. for 100-months in a row and created 20E6-jobs since the Great Recession ended in 2009.
Ref: The San Diego U-T 5-4-19 pp. A1 & A9

6.1 Ports
  6.1.1 Inland Waterways
6.2 Container Ships
  Updates on new bunker fuel adjustments factors—BFS—from the 3-largest global container lines over billions of dollars of extra costs hitting a volatile industry. The European Shippers Council disapproval of
the law—sulfur surcharge. They want a negotiation with shippers and market approach to a global problem.

• Maersk Group reported a $191E6-profit in the 3-Q-2018 and the quarters unit costs were pushed up by a 47% year-over-year jump in bunker prices. Hyundai Merchant Marine had a $166.7E6 net-loss in the 3rd-Q-2018 that was blamed on fuel prices and weak rates. Hapag-Lloyd reported a $15E6 profit with help of its United Arab Shipping Company merger and bunker fuel prices are eroding higher rates.
Ref: The Journal of Commerce, November 26, 2018 pp. 6

• After extreme rate of volatility in 2018, carriers and importers in the East Bound Pacific will enter service contract negotiations cautiously in Spring 2019 to reflect supply and demand in the largest U.S. U.S. trade lane, with shipping costs/TEU low, tariffs caused rates to soar more than $1000/TEU.

• The Federal Maritime Commissions release of a final report or demurrage and detention is described as a postponement. They want innovation time to address cargo interests and clean up definitions of the causes. Demurrage is cargo’s use of ports/terminals for storage and detention is for the use of the terminal and beyond the bill of lading destination and applies to port-to-port or through inter-modal beyond the destination rail or truck facility.
Ref: The Journal of Commerce, February 18, 2019 pp. 32-33

6.3 Federal Highway Trust Fund
    6.3.1 Gasoline Tax
    6.3.2 Millage-based Driving
    6.3.3 Diesel Tax

6.4 State, County, and City
    6.4.1 Parking
    6.4.2 Gasoline Prices
        Despite a 2nd-refinery fire in less than 2-months at the Phillips 66 refinery in Carson, gasoline prices in Southern CA remained stable on 5-3-19 and prices could drop to less than $4.00/gal by the end of May.
Ref: The San Diego U-T 5-4-19 pp. C1 & C4

6.4.3 Diesel Prices
6.5 Rail, HSR, and Light Rail
6.6 Airport
    The grounding of the Boeing 737 Max jets means fare increases this summer larger than normal over issues of storms and 200-fewer daily flights in the peak Summer service, with revenues loses of 35E3 seats.
Ref: The San Diego U-T 5-3-19 pp. C2

7.0 Airport and Global Space Issues
7.1 Airport
    7.1.1 Planes
    7.1.2 Regulation
        Boeing is making “steady progress “toward certification of a software update to lift the grounding of it” 737 Max jets. Boeing says in both cases the MCAS system activated in response to faulty data from the planes external sensors. Boeing’s test pilots used new software on 120-flights totaling 203-hours of airtime. The tests had Boeing pilots and the certification flight will have pilots from the FAA at the controls and they will independently verify the software meets all safety regulations. The FAA grounded the Max 8 and Max 9’s on March 13, 2019.

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- Former NTSB chairman Chris Hart will lead a group that will include experts from the FAA and NASA, to look at the 737 Max flight controls, including the way it interacts with pilots. The meeting is on 4-23-19 and it will be completed in 90-days. Aviation authorities from Australia, Brazil, Canada, China, the E.U., Japan, Indonesia, Singapore, and the UAE agreed to help with a Joint Authorities Technical Review, to determine whether it complies with regulations and if changes are needed to the FAA’s approval process.

Ref: The San Diego U-T 4-20-19 pp. C2

7.1.3 Infrastructure

7.1.4 Air Freight

Update on airfreight at Hartsfield-Jackson Atlanta International Airport is experiencing congestion over truck-choked intra-airport roads with truckers delayed in picking up and dropping off loads, poor dock-door management, overcrowded air freight facilities, and understaffed ground handlers strained by rising domestic and international air cargo tonnage. North American air cargo was up 5.3% in the 1st-6-months of 2018. The delays add up to wait time surcharges and storage expenses to steep transportation bills that disrupt logistics budgets. It’s not uncommon for detention charges to exceed the value of the goods being hauled says truckers and forwarders. Seattle-Tacoma, Los Angeles Intl. and John F. Kennedy Intl. are funding new on-tarmac or airport-adjacent cargo warehouse facilities with more dock doors to access them. At Hartsfield-Jackson Atlanta the world’s busiest passenger airport and 42nd-busiest cargo airport, the city and cargo community created a marshaling lot for trucks to wait for access to warehouse to get them off the roads. The truck pass lot is the 1st- at any U.S. airport. The delays cause shipments to miss cutoff times and flights. There are also workforce problems with low pay and finding qualified hires. Global trade is slowing down over tariffs issues and spreading to the airfreight industry. For air cargo the peak season is Oct-Nov, but it is facing a backdrop of rising trade protectionism measures and wider momentum in world trade is weakening. The United Nation’s conference on Trade and Development highlighted the fragile nature of global trade, saying the global economy remains on shaky ground, a decade after the 2008 global financial crisis. It has picked up but is spasmodic with many countries below their potential in the global economy. Air cargo shippers on the Asia-US routes got some relief when Nippon Cargo Airlines—NCA—grounded freighter fleet returned to the trans-Pacific service between Tokyo and Chicago on Sept. 28, 2018 just ahead of the peak season. The air cargo market was tight since NCA took all-11 of its Boeing 747-8 freighters out of service in June 2018 after Japan’s Civic Aviation Bureau found inconsistencies on the carriers maintenance records. There was an increase in demand for air freight because of an increase in ocean freight ahead of U.S. tariffs. Tight space was pushing load factors into the mid-to-high-90% range. Ocean vessels were overbooked, so shippers moved to air freight with China’s e-commerce boom adding extra air volume to the amount of freight that moves this time of the year. Shippers fear a repeat of the 2017 peak-season capacity crunch, when cargo faced lengthy delays getting out of China and through Asia’s freight hub airports, and continued well into 2018, past the Chinese New Year peak. Shippers were forced to pay $12/kg for cargo stuck on the tarmac in China. Air freight measured on freight-metric ton-kilometers recorded its slowest growth in more than 2-years in July at 2.8%, says the International Air Transport Association—IATA—. That indicates inventories are down in the restocking cycle. Ref: The Journal of Commerce October 15, 2018 pp. 40-44

7.1.5 Safety

A flight from Helsinki to New York gives humans a 110-μSv-dose of radiation compared to Americans annual radiation exposure of 1-mSv-dose. The accumulated exposure to crew and pilots get triple the average dose of radiation of those who remain on the ground. Ref: The San Diego U-T 4-29-19 pp. B2
7.1.6 U.S.

Boeing is estimating a $1.0E9 increase in costs related to its forecast of 2019 earnings over the 737 Max issues says CEO Dennis Muilenburg. They will also suspend stock buybacks—$2.3E9 in the 1st-Q-2019, to make them more valuable. Projections are $20.00-$16.40/share for FY-2019.
Ref: The San Diego U-T 4-25-19 pp. C3

7.1.7 International

A U.K. Fuel Matrix wants to weigh passengers on air flights more accurately than had been done before, for more accuracy of weight loads on flights.

- Update on costs of flights across the Atlantic Ocean by cheap fights and the biggest U.S. airlines that partner with international carriers. Wow Air was shut down last week, Norwegian Air that had cut prices, was forced to sell aircraft, cut routes, and postpone delivery of new planes. New York-based Jet Blue Airways with service from Boston and New York to London will start service in 2021. Delta, United, and American offer a competitive bare-bones fair called “basic economy” in flights to Europe. Jet Blue also sells a business-class fair, called Mint.
Ref: The San Diego U-T 4-20-19 pp. C4

- A new bid for India’s Jet Airways could bring back the flights of the grounded airline.
Ref: The San Diego U-T 4-19-19 pp. C4

- Cross Border Xpress in Otay Mesa and Grupo Aeroportuario del Pacifico announced on 4-19-19 the completion of a $95.3E6 renovation project for the decades-old Tijuana International Airport—TIJ—. The TIJ makes flying into and out of Tijuana faster, nicer, and more convenient. They pay $16 to walk across a 390-ft cross-border overpass and a benefit of reduced price on airfare along with 6,000-travelers/day.

7.2 Global and Space

7.2.1 NASA

Jessica Meir, a UC San Diego graduate became a NASA astronaut in 2013 and NASA announced he will fly to the ISS and spend 6-months doing scientific research.
Ref: The San Diego U-T 4-20-19 pp. B4

7.2.2 U.S.

A Falcon rocket raced into space carrying a Dragon capsule with 50E3-lbs of goods. The recycled Dragon will arrive at the ISS on 5-5-19 and the booster streaked to a smooth landing on a recovery ship.
Ref: The San Diego U-T 5-5-19 pp. A6

7.2.3 Moon

7.2.4 Planets

7.2.4.1 Mars
7.2.4.2 Saturn
7.2.4.3 Pluto
7.2.4.4 Jupiter
7.2.4.5 Neptune

7.2.5 Comets and Asteroids

7.2.6 Deep Space

The Universe is expanding faster—it’s 1.0E9-years younger, says a new study—based on the Hubble constant.
Ref: The San Diego U-T 4-28-19 pp. A25
7.2.7 International
   7.2.7.1 International Space Station—ISS—

8.0 Border and Culture Issues
8.1 Border

   Senior Defense Department officials recommended that acting Defense Secretary Patrick Shanahan approved a Homeland Security unit to provide military lawyers, cooks, and drivers to assist with handling a surge of migrants along the border. It would require authorizing waivers for some 300-troops to a longstanding policy prohibiting military personal from meeting migrants. The Pentagon approved only 1 previous request since President Trump’s border build up, to provide medical assistance if required. There are some 2,900-active-duty and 2,000-National Guard troops along the border. The expansion of border services would cost about $21.9E6 through the end of FY-2019. Troops would also give out snacks to migrants in detention, between meals. A former Pentagon official says the military would be used in a battle between the White House and Congress.


- A Mexican man seen driving between security fences on the border was detained by border patrol agents.

Ref: The San Diego U-T 5-5-19 pp. A6

8.1.1 Import-Export

   After 2-decades of stability by cheap Venezuelan oil, shortages of food and medicine have once again become a daily problem for millions of Cubans. Plunging aid from Venezuela and medical services from Brazil, and poor nickel mining, sugar production, and tourism have left Cuba’s Communist state $1.5E9 in debt to vendors of frozen chicken to equipment to grind grain to flower, says former Economy Minister José Luis Rodríguez. Conditions are about the same as when the Soviet Union collapsed says Communist Party Raúel Castro. Cuba Venezuela, and Nicaragua are crumbling and failing to pay off debt to Russia and Japan.

Ref: The U-T San Diego 4-19-19 pp. A9

- Imports of the U.S.-China trade war are showing up for Midwest soybeans, peas, lentils, and CA fruits, nuts, and wine with declining exports and causing producers to find storage in the U.S. Tariffs are shedding U.S. exports of recyclables of wastepaper and resins from shale gas in TX.

Ref: The Journal of Commerce, October 29, 2018 pp. 10-14

- A double-digit surge in containerized imports from Asia through the U.S. Gulf in the last 2-years bodes well for the efforts of Houston, New Orleans, and Mobile, to attract additional all water services from Asia. The ports had been a solid exporter but is now changing with imports from Asia. Houston’s growth stated in the East Bound Pacific, in 2005 with the opening of a Walmart import distribution center that induced CMA CGM to launch the ports 1st-all-water service from Asia via the Panama Canal. Other national retailers and direct importers have since opened import distribution facilities and Houston is building the fastest construction of warehouses and distribution centers. The port is at capacity for both import and exports.


- Shippers and forwarders are trying to assess the impact on trade of the Brexit deal currently on the table, as well as the consequences of the U.K. leaving the European Union on March 29, 2019, without a deal in place. British PM May and chief E.U. negotiator Michel Barner have agreed on a 585-page draft of the terms governing Brexit, getting through the Westminster Cabinet, it needs the approval of E.U. members.

Ref: The Journal of Commerce, December 10, 2018 pp. 43
• A look at uncertainties of 2019 such as, tough trans-Pacific service contract negotiations, tight U.S. truck capacity, but not 2018-tight, growing allure of in-house and dedicated/contract capacity, bolder moves of container lines to inject value, awakening of maritime regulators, and lessened priority of Blockchain.
Ref: The Journal of Commerce, January 7, 2019 pp. 4

• Moving from 2018 to 2019 doesn’t look any less volatile. Pressures from higher tariffs on U.S. imports and exports to historically tight U.S. truckload capacity are showing little signs of letting up, posting challenges for logistics managers and transportation providers. On the ocean side, reliability hit new lows, and the fall of 2018’s chaotic trans-Pacific peak season frustrated North American importers. New trucking regulations over ELDs dampened capacity, putting operators in the drivers seat over price and delivery if its available. There is little sign trucking prices and space pressures will ease in 2019 or ocean service will rebound dramatically. The macro outlook is not comforting either. The U.S. moves from strength to strength-frequency of warnings of recession are more apparent. Not since 2008-2009 has there been as much concern about what a U.S. economic deceleration would do to the global economy. Look at the trans-Pacific shipper outlook pp. 18-19
Ref: The Journal of Commerce, January 7, 2019 pp. 8-28

• The long-awaited boom in exports of resins and other plastics products should began to emerge in 2019. A projected 50% increase in exports by the end of 2019 and doubling of exports by 2022 may not be met if the U.S. and China continue their tariff war after March 1, 2019. Demand for resins emerging economics, in southeast Asia, Latin America, and Africa should provide markets for the planned investment of $200E9 in more than 300-production facilities in the U.S., primarily along the Gulf of Mexico. If tariffs remain in place shipping will move to Europe, Asia, India, and Latin America says HIS Markit.
Ref: The San Diego U-T January 21, 2019 pp. 18-19

• Manufactures of U.S. bound goods are moving production out of China to avoid being caught up in the trade dispute that railed the trans-Pacific Shipping market for the last 6-months. The main impact was front-loading containers to shipments to get ahead of tariffs and retaliatory tariffs. Go Pro announced it would move its U.S. bound manufacturing out of China as the CA-based technology company works to mitigate the potential impact of its products being on a new list of tariffs. GoPro will move its camera products out of China by Summer 2019.
Ref: The Journal of Commerce, January 21, 2019 pp. 20

• The Trump Adm. will tell 5-nations including allies—Japan, South Korea, and Turkey, they will no longer be exempt from U.S. sanctions if they continue to import oil from Iran. Secretary of state Mike Pompeo said the Adm. will not renew sanctions waivers for the 5-countries after May 2, 2019. The others are China and India. The purpose of the sanctions is over the 2015 nuclear deal on Iran by strangling its revenue flow for oil exports. 3 of the 8-Italym Greece, and Taiwan stopped importing Iranian oil, NATO ally Turkey demands an extension. Iran’s Supreme leader Ayatollah Ali Khamenei replaced the top commander of the Islamic Revolutionary Guards Corp’s Maj. Gen. Mohammad Ali Jafari, since 2007, with Brig. Gen. Hossein Salami and elevated him to Major General.
Ref: The San Diego U-T 4-22-19 pp. A7

• Qualcomm this week joined Chinese smartphone makers including OnePlus, OPPO. Xiaomi. ZTE to show off 5G handsets and mobile networks in the China market in Shanghai. Verizon launched 5G in Chicago and Minneapolis, MN earlier this month.
Ref: The San Diego U-T 4-25-19 pp. C1 & C4

• The U.S. Department of Justice required Northern CA federal judge to hold a hearing before levying any sanctions against Qualcomm in an antitrust case, citing possible harm to the 5G industry.
Ref: The San Diego U-T 5-3-19 pp. C1
• The U.S. productivity grew 3.6% in the 1st-Q-2019—the strongest in more then 4-years.
Ref: The San Diego U-T 5-3-19 pp. C3

8.1.2 Ports of Entry
Asylum seekers are being detained at gun point buy the U.S. Constitutional Patriots Militia—Viper and Stinger at the U.S. border.
Ref: The San Diego U-T 4-19-19 pp. A7

• Migrant police and immigration agents detained hundreds of Central American migrants on Monday April 22, 2019, targeting isolated groups at the tail end of a caravan of some 3,000-moving through the state of Chiapas in the city of Pijapan.
Ref: San Diego U-T 4-23-19 pp. A3

8.1.3 Rail
8.1.4 Colorado River Water
8.1.5 Roads
8.2 Culture
A federal appeals court decided most of CA’s sanctuary laws can continue to be enforced, rejecting most of a Trump Adm. lawsuit but concerns are over cost to federal government. The CA law hides release dates and allows employers to hide illegal workers in CA.
Ref: The San Diego U-T 4-19-19 pp. A2

• Religious membership in the U.S. dropped to 50%—Catholics from 78% to 63% over 20-years over sex abuse issues, Protestant from 73% to 67%, and Hispanic Americans from 68% to 45% since 2000 for non-Hispanic Whites and Blacks.
Ref: The San Diego U-T 4-19-19 pp. A2

• Migrants are finding less aid on their track to the U.S. border for another 5,000 to 8,000-migrants.
Ref: The San Diego U-T 4-22-19 pp. A3

• A report by the RAND Corporation with the Department of Homeland Security says the smuggling by traffickers, costs migrants from Honduras, Guatemala, and El Salvador as much as $2.3E9. The smugglers operations along routes from Central America to the United States range from independent operators to ad hoc groups to lose or more-formal networks such as transnational criminal organizations from Central America to the U.S. The networks charge migrants a “tax” or piso, to pass, to pass through their territories.

• The U.S. Department of Housing and Urban Development is delaying e-mails and other requests over handling of funds for Puerto Rico’s aid for damages from Hurricane Maria in 2017.
Ref: The San Diego U-T May 1, 2019 pp. A2

• President Trump is directing the Secretary of Homeland Security to find ways to fight visa overstays. Setting a late-Summer deadline for next steps on the issue and federal immigration authorities faced with overburdened detention centers are scouring the country to find space to house migrants—50,223-and counting.
Ref: The San Diego U-T 4-23-19 pp. A2

• Homicides in Mexico are up by 9.7% in the 1st-Q-2019 compared to the same period of 2018, reaching 8,493 killings as of the 1st-Q-2019. President Obrador took office in December 2018 promising to reduce the killings but it will take time—they were up by 11% and 16% in January and February respectively but rose only 2.7% in March.
Ref: The San Diego U-T 4-23-19 pp. A3

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• San Diego County’s child welfare system plans changes to increase transparency, give children more say in proceedings, and dedicate more resources for investigating reports of maltreatment of children. The County, in March 2019 provided a 55-page response to the working group on each of the 88-recommendations to improve the child welfare system.
Ref: The San Diego U-T 4-23-19 pp. B1 & B4

• Federal law enforcement officials in 2018 collected dossiers on American journalists and activists, and lawyers in Tijuana involved with a migrant cartel to sell guns to protesters from a “Mexican-based cartel associate known as “cobra commander” or Ivan Riebling, says an FBI report.

• Saudi Arabia on 4-23-19 beheaded 37-Saudi citizen’s, most of them minority Shiites, in a mass execution for alleged terrorism-related crimes. It also publicly pinned and executed the body and severed head of a convicted Sunni extremist to a pole as a warning to others. It will stroke further regional and sectarian tensions between rivals, Saudi Arabia and Iran. They were identified by Ali Al-Ahmed of the Gulf institute, in Washington D.C.—based on their names by the Interior Ministry. It was the largest mass execution in the kingdom’s history.
Ref: The San Diego U-T 4-24-19 pp. A3

• A San Diego federal judge on Thursday approved a plan to identify thousands of additional children who might have been separated from their parents at the border giving the Trump Adm. a 6-month deadline to complete the bulk of the work.

• President Trump said ending the separation of children from families at the border crossings has been a disaster that resulted in a surge of people coming into the country illegally.
Ref: The San Diego U-T 4-29-19 pp. A4

• Sir Lankan authorities blamed a local Muslim militant group National Towheed Jamaat for the suicide bombings that killed 253 in the city of 23E6-people with a 70% Buddhist population. They are fearing more attacks.—Ir Lanka’s Catholics awoke today preparing to celebrate mass in their homes over fears of more bombings that have killed over 250-people in Colombo in a nation of 21E6-people. In Ampara a gunfight left 15-people dead and St. Mary Magdalen’s Church was closed.

• Migrants waiting at the El Chaparral waited in lines for their number to speak to Mexican immigration officials—Grupo Beta responsible for migrants protection. As they approach the border they are faced with another wall—a notebook that appeared for the 1st-time a year ago, organized by the migrants themselves and is not recognized by either the U.S. or Mexico. With no official weigh the list is dictated by Grupo Beta. The notebook appeared in April 2018 shortly before the 1st-migrant Caravan from Central America arrived. The line is part of a government policy called “metering” that restricts the number of asylum seekers in the U.S. will process/day.

• John Kelly joined the board of the conglomerate operating a migrant teen shelter for 3,200-children of migrants.
Ref: The San Diego U-T 5-5-19 pp. A11
REQUEST TO COMMENT
This form will be included with the record of the meeting as a public document.

Date: 5/19/19

Agenda Item #: 2

In Favor □ Opposed □

Representing: SVE PG

Name to be called: THOM HINT

Address (optional): DAKEVIEW CT 9977

Phone (optional): Email (optional):

Request to Speak: □ Yes □ No

If you do not wish to speak, you may write any comments below:

Please Submit to the Clerk

REQUEST TO COMMENT
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Date: 5/10/19

Agenda Item #: 2

In Favor □ Opposed □

Representing: Elected Member Spring Valley Community

Name to be called: CHRIS ROGERS

Address (optional):

Phone (optional): Email (optional):

Request to Speak: □ Yes □ No

If you do not wish to speak, you may write any comments below:

Planning Study
REQUEST TO COMMENT
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Date: 2019-05-17  Agenda Item #: 2  □ In Favor  □ Opposed

Name to be called: Claire Richardson  Representing: 

Address (optional): 

Phone (optional):  Email (optional): 

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Name to be called: Dana Pintner  Representing: FAST COUNTY EDC

Address (optional): 

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Agenda Item #: 6

In Favor ☐ Opposed ☐

Name to be called: LAWRENCE EMERSON

Representing: EVANS

Address (optional): NATIONAL CITY

Phone (optional): 

Email (optional): 

Request to Speak: ☑ Yes ☐ No

If you do not wish to speak, you may write any comments below:

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