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CANADA

Annual civil aviation statistics, 2021



Source: Statistics Canada

Effects from the second year of the COVID-19 pandemic continued to be felt by the airline industry. In 2021, Canadian air carriers transported 26.0 million passengers, down 7.3% from 2020 and just over one-quarter (27.6%) of the 94.1 million passengers carried in 2019, prior to the pandemic. Operating revenue earned by Canadian air carriers in 2021 totalled \$12.5 billion, less than half (42.2%) of what was reported in 2019. A sharp drop in passenger revenue was partly offset by an increase in cargo revenue, up 68.3% from 2019 to \$2.9 billion. However, net operating income was down \$5.0 billion from 2019. In 2021, profits were non-existent in the airline industry. Even though net operating income increased by \$50.5 million from 2020, it remained \$5.0 billion under the 2019 pre-pandemic level. Total operating revenue generated by Level I to III Canadian air carriers was 57.8% below 2019, at \$12.5 billion in 2021.

Annual civil aviation statistics, 2021, January 20, 2023, www.statcan.gc.ca

Government of Canada supports commercial space

launches in Canada

On January 20, 2023, the Minister of Transport, the Honourable Omar Alghabra, announced the Government of Canada's intention to support commercial space launch activities in Canada. Its regulatory framework needs to be modernized to address all aspects associated with this emerging industry. This is why the Government announced measures that will be taken in the interim and in the future: 1. In the interim, which is expected to last three years, the Government of Canada intends to enable commercial space launch activities in Canada that are safe, secure and environmentally sustainable, under existing legislation and regulations, on a case-by-case basis. 2. During the interim period, Transport Canada will work in close collaboration with other federal departments and agencies to develop robust regulatory requirements, safety standards and licensing conditions necessary for commercial space launch in Canada. 3. In addition, the Minister of Transport will establish an interdepartmental review process to leverage expertise from other departments and agencies to ensure that any launch is considered and approved in a manner consistent with domestic legislation, international treaties and conventions, and national security and foreign policy interests of Canada.

Government of Canada supports commercial space launches in Canada, January 20, 2023, www.tc.gc.ca

Government of Canada is strengthening our supply chain with investments at John C. Munro Hamilton International Airport

On January 23, 2023, the Minister of Transport, the Honourable Omar Alghabra, and the Minister responsible for the Federal Economic Development Agency for Southern Ontario and Member of Parliament for Hamilton West–Ancaster–Dundas, the Honourable Filomena Tassi, announced an investment of up to nearly \$23.5 million under the National Trade Corridors Fund for an expansion and sustainability project at the John C. Munro Hamilton International Airport. This project, which will cost close to \$47 million, will allow the Hamilton International Airport to: 1. handle increased cargo operations by

improving and expanding airfield capacity; 2. increase de-icing capacity; and 3. build a new independent road to reduce congestion. This investment will have significant economic and employment benefits for the region, such as reducing supply chain congestion, facilitating the movement of goods and creating good jobs for Canadians in the region.

Government of Canada is strengthening our supply chain with investments at John C. Munro Hamilton International Airport, January 23, 2023, www.tc.gc.ca

Air Canada Cargo Announces the Expansion of Its Freighter Network with the Start of Scheduled Service to Liege, Basel



Source: Air Canada

Air Canada Cargo on January 24, 2023, announced that scheduled service to Liege with its Boeing 767 freighters will begin next month, while flights to Basel are slated to begin in April 2023. Air Canada Cargo will operate flights twice per week to Liege, with service increasing to three flights per week later in the year. Basel, one of Europe's premiere pharmaceutical hubs, will see two flights per week. They will originate in Toronto and have a stop in Halifax. The routes will connect these European destinations to Toronto and Air Canada Cargo's extensive global network. "Air Canada Cargo continues to expand its freighter network to provide customers with reliable, year-round service that connects key European markets with Air Canada and Air Canada Cargo's global network through its Toronto hub," said Matthieu Casey, Managing Director, Commercial at Air Canada Cargo. These new routes are in addition to the recent start of service to Dallas, Atlanta and Bogota as Air Canada Cargo continues to expand its freighter network.

Air Canada Cargo Announces the Expansion of Its Freighter Network with the Start of Scheduled Service to Liege, Basel, January 24, 2023, www.aircanada.ca

Porter Airlines launching redesigned VIPorter loyalty program

Aligned with the start of Porter Airlines' new Embraer E195-E2 jet service on February 1, 2023, the airline is relaunching its VIPorter loyalty program. The program's new structure expands membership levels, adds benefits and makes it easier for frequent economy travellers to earn the perks they value faster than with any other Canadian airline.

Porter Airlines launching redesigned VIPorter loyalty program, January 23, 2023, www.flyporter.com

Air Canada Named One of Canada's Best Employers by Forbes for Eighth Consecutive Year

Air Canada has been named one of Canada's Best Employers 2023 by Forbes for the eighth consecutive year, recognizing the airline's commitment to providing excellent employment opportunities for employees in Canada. "We are honoured to be recognized as one of Canada's Best Employers 2023 by Forbes yet again, a clear signal that the workplace culture we have fostered over many years has enabled Air Canada to remain a top employer. Creating a positive work environment that supports employee fulfillment and development while at the leading edge of global aviation remains a key priority for Air Canada as it continues to implement its business strategies restoring its international network and continuing to elevate its products and services. Thanks go to our more than 36,000 dedicated employees who safely transport people globally every day," said Arielle Meloul-Wechsler, Executive Vice President, Chief Human Resources Officer and Public Affairs.

Air Canada Named One of Canada's Best Employers by Forbes for Eighth Consecutive Year, January 25, 2023, www.aircanada.ca

✈ Monthly civil aviation statistics, November 2022



Source: Statistics Canada

Major Canadian airlines carried 5.5 million passengers on scheduled and charter services in November 2022, 75.0% more passengers than in the same month of 2021 and 90.1% of the November 2019 level, before the COVID-19 pandemic. With traffic at 13.9 billion passenger-kilometres and capacity at 17.0 billion available seat-kilometres, the passenger load factor (the ratio of passenger-kilometres to available seat-kilometres) was 81.8% in November, comparable with pre-pandemic levels. The \$1.7 billion operating revenue earned in November 2022 was 98.7% of that earned in November 2019.

Monthly civil aviation statistics, November 2022, January 26, 2023, www.statcan.gc.ca

US/WORLD

✈ Air cargo tonnages down 20 percent from 2022 new year



Source: Inside Logistcs

Global air cargo tonnages have shown a strong post-holiday season recovery in the second week of 2023, but remained 20 percent below 2022's numbers. This upswing is delayed compared with last year, when tonnages had already begun to recover by the end of the first week. However, when combining the first two weeks of 2023, the recovery is similar in magnitude to last year, the latest preliminary figures from WorldACD Market Data indicate. Figures for January 9 to 15 show a jump of 19 percent in worldwide tonnages compared with the previous week, while last year in the same period an increase of 13 percent was observed. When looking at the first two weeks together, the scale of this year's recovery (up 18 percent) is similar to that seen last year (up 16 percent). Average rates continued to hold firm into the second week of 2023, whereas last year a decrease was recorded of two percent compared with the previous week.

Air cargo tonnages down 20 percent from 2022 new year, January 23, 2023, www.insidelogistics.ca

✈ Hybrid cargo drone offers 1,000 km of daily range

A newly developed drone is promising a full day of deliveries without the need to recharge or refuel. The Cento is a hybrid, electric vertical takeoff and landing (VTOL) aircraft with a cargo capacity of 45 kilograms (100 lb), a range of 965 kilometres (600 miles) and a maximum speed of 240 kmh (150 mph). It is designed with a six by one by one foot ft (1.8m x 0.30m x 0.30m) internal cargo bay that is able to carry 96 small postal packages. Cargo is loaded and unloaded by a conveyor belt that operates autonomously. Because the Cento is equipped with a hybrid powertrain, it does not require recharging between flights. An internal combustion engine recharges the aircraft's battery while in the air, meaning it can perform multiple consecutive deliveries. The drone was developed by startup Mightyfly in 21 months, after the company landed US\$5.1 million in seed funding.

Hybrid cargo drone offers 1,000 km of daily range, January 25, 2023, www.insidelogistics.ca



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CANADA

CN Announces new Normal Course Issuer Bid for Share Repurchase and 8% Dividend Increase

CN announced on January 24, 2023 that its Board of Directors has approved the repurchase of its shares under a new normal course issuer bid (Bid), as well as an 8% increase in the 2023 dividend on the Company's common shares outstanding. The Bid, in the range of C\$4 billion, permits CN to purchase, for cancellation, over a 12-month period up to 32 million common shares, representing 4.8% of the 671,253,977 common shares issued and outstanding of the Company on January 18, 2023.

CN Announces new Normal Course Issuer Bid for Share Repurchase and 8% Dividend Increase, January 24, 2023, www.cn.ca

CN Announces Fourth Quarter and Year-End Results



Source: Financial Post

CN on January 24, 2023 reported its financial and operating results for the fourth quarter and year ended December 31, 2022. Diluted earnings per share (EPS) of C\$2.10 grew by 23% on an adjusted basis in the fourth quarter, and operating ratio remained flat at 57.9% on an adjusted basis. For the same period, the Company reported diluted

EPS growth of 24%, while operating ratio improved 0.4 points. Tracy Robinson, President and Chief Executive Officer, CN "I am very proud of the work accomplished by our team in the fourth quarter and throughout the year. Our approach to scheduled railroading improved our service to our customers, drove operational efficiency, and built the resiliency that enabled a rapid recovery during the extreme winter conditions late in the quarter. As we look to 2023, we believe our back-to-basics strategy and disciplined operating model will continue to deliver despite the softening economy." The highlights for the fourth quarter of 2022 compared to the same quarter in 2021 were as follows: 1. Revenues of C\$4,542 million, an increase of C\$789 million or 21%. 2. Operating income of C\$1,912 million, an increase of 22%, or an increase of 21% on an adjusted basis. 3. Diluted EPS of C\$2.10, an increase of 24%, or an increase of 23% on an adjusted basis. 4. Operating ratio, defined as operating expenses as a percentage of revenues, of 57.9%, an improvement of 0.4 points, or remained flat on an adjusted basis. The highlights for the full year of 2022 compared to 2021 were as follows: 1. Revenues of C\$17,107 million, an increase of C\$2,630 million or 18%. 2. Operating income of C\$6,840 million, an increase of 22%, and adjusted operating income of C\$6,862 million, an increase of 22%. 3. Diluted EPS of C\$7.44, an increase of 8%, and adjusted diluted EPS of C\$7.46, an increase of 25%. 4. Operating ratio of 60.0%, an improvement of 1.2 points, and adjusted operating ratio of 59.9%, an improvement of 1.3 points. 5. Free cash flow of C\$4,259 million compared to C\$3,296 million in 2021. 6. Return on invested capital (ROIC) of 15.8%, a decrease of 0.6 points, and adjusted ROIC of 15.9%, an increase of 1.8 points. Raymond James analyst Steve Hansen pointed out "While we admire the Canadian rails long-term, we find it difficult to get excited about these short bursts of 'artificial' growth," Hansen said, adding he expects that growth to dissipate in the face of expected lacklustre economic growth. *CN Announces Fourth Quarter and Year-End Results, January 24, 2023, www.cn.ca; and CN Rail earns \$1.4 billion in latest quarter, but*

warns of rockier times ahead in 2023, January 25, 2022, www.financialpost.ca

Québec, Montréal Governments to Invest C\$565MM in STM Train Control



Source: Railway Age

“The new train control system brings our metro network into the modern age,” Montréal Mayor Valérie Plante said during the governments of Québec and Montréal’s announcement for system funding on Jan. 23, 2023. The governments of Québec and Montréal on Jan. 23, 2023 committed to investing more than C\$565 million in a new train control system for Société de transport de Montréal’s (STM) metro. The project, beginning with implementation on the Blue Line, will be financed primarily by Québec (C\$296.6 million), according to the announcement by Deputy Premier and Minister of Transport and Sustainable Mobility Geneviève Guilbault and Montréal Mayor Valérie Plante. STM will contribute C\$65.6 million, and a request for funding will be submitted to the federal government, they reported. STM has issued a call for tenders for the new system, which it said would be based “on a more efficient CBTC (communications-based train control) type technology, used by the vast majority of metro network operators around the world.” The new train control system is slated for completion in 2028 for the existing Blue Line and in 2029 for Blue Line extension project now under way. It will be added to the Green, Orange and Yellow lines at a later date.

Québec, Montréal Governments to Invest C\$565MM in STM Train Control, January 24, 2023, www.railwayage.com

Railway carloadings, November 2022

Canadian railways carried 32.1 million tonnes of freight during November 2022, up 10.1% compared with November 2021. Higher carloadings of Canadian grains contributed substantially to this second straight month of year-over-year growth. This annual increase also reflects lower volumes reported during November 2021, with major disruptions to rail freight in the west amid flooding and landslides that

damaged main lines in southern British Columbia. November’s increase in total rail freight reflected a higher volume of domestic loadings, both non-intermodal loadings (mainly commodities) and intermodal loadings (mainly containers).

Railway carloadings, November 2022, January 25, 2023, www.statcan.gc.ca

Opening Remarks of Martin R Landry, President and CEO of VIA Rail, before the Standing Committee on Transportation, Infrastructure and Communities (TRAN)

“On behalf of VIA Rail Canada, before TRAN, Martin R Landry, President and CEO of VIA Rail said “we believe it is important to highlight that there were two distinct events which led to the disruption of our operations. First on December 23, the storm brought trees on the tracks, prolonged power outages, frozen rail switches and significant challenges that even led us to bring trains back to their point of departure. As many of you probably already know, we own and maintain only 3% of the tracks on which we operate. Therefore, the majority of the infrastructure we operate on is owned by other rail companies, mostly by freight companies.” Second, in addition to this event, in mid-morning of December 24, a CN freight train derailed east of Toronto. Unfortunately, this left us with no other choice than to cancel all our services on our Montréal – Toronto and Ottawa – Toronto routes for 3 days from December 24 to 26. While this issue – particularly when coupled with truly extreme weather conditions – is largely out of our control, we took immediate actions to address the impact of the disruptions on our passengers, by providing them a refund along with travel credits to those who were on immobilized trains. The challenges faced during the holiday season point to the need to increase the resiliency of our transportation infrastructure in order to deal with severe weather-related issues caused by climate change. Extraordinary weather events are becoming more common, and we need to act quickly in order to preserve the integrity of our transportation system. We believe we owe it to our passengers to do better as we owe it to ourselves as an organization. In closing, I want to thank my colleagues across the network who, on a daily basis, worked tirelessly to move our passengers safely from coast to coast to coast. Their dedication and sense of duty helped us get over 17,000 people to their destinations on December 23 and allowed a safe resumption of services on December 27. We thank you for your time today. We welcome any questions you may have.”

Opening Remarks of Martin R Landry, President and CEO of VIA Rail, before the Standing Committee on Transportation, Infrastructure and Communities (TRAN), January 26, 2023, www.viarail.ca

US/WORLD

UP 4Q22: Elevated Operating Expenses 'More Than Offset' Revenue Growth



Source: Railway Age

Union Pacific (UP) grew carloads in fourth-quarter 2022 as it “continued to face challenges hiring craft professionals in critical locations and experienced the impact of extreme winter weather” in December, Chairman, President and CEO Lance Fritz reported Jan. 24, 2023. As a result, he said, “revenue growth was more than offset by elevated operating expenses from operational inefficiencies and a higher inflationary environment.” For the three months ending Dec. 31, 2022, UP posted operating revenue of \$6.180 billion, up 8% from the prior-year period’s \$5.733 billion due to “higher fuel surcharge revenue, core pricing gains, and volume growth, partially offset by a negative business mix,” according to the Class I railroad. Net income was \$1.638 billion, down 4% from \$1.711 billion in fourth-quarter 2021. Operating income was \$2.412 billion, down 1% from \$2.440 billion in 2021. UP’s operating ratio for the quarter was 61.0%, deteriorating 360 basis points from the same period in 2021 (57.4%), the railroad said, noting that decreasing fuel prices late in the quarter positively impacted the operating ratio by 20 basis points.

UP 4Q22: Elevated Operating Expenses 'More Than Offset' Revenue Growth, January 24, 2023, www.railwayage.com

CSX: 'Strong Earnings' Delivered in 4Q22

For CSX, fourth-quarter 2022 operating income was \$1.46 billion compared to \$1.37 billion in fourth-quarter 2021, while net earnings

were \$1.02 billion, or \$0.49 per share, compared to \$934 million, or \$0.42 per share, in the same period last year, the Class I reported Jan. 25.

CSX: 'Strong Earnings' Delivered in 4Q22, January 25, 2023, www.railwayage.com

Week 3: U.S. Rail Traffic Falls Below 2022, 2019 Levels

U.S. freight rail traffic in Week 3 (ending Jan. 21, 2023) dipped 2.1% from the prior-year period, the Association of American Railroads (AAR) reported Jan. 25, 2023. Traffic trailed the same period in 2019 by 14%, according to Susquehanna Financial Group (SFG) Analyst Bascome Majors. For the week ending Jan. 21, 2023, total U.S. weekly rail traffic came in at 467,485 carloads and intermodal units, comprising 236,940 containers and trailers (down 6.7% from the same week in 2022) and 230,545 carloads (up 3.3% from 2022), AAR reported. Canadian railroads reported 82,940 carloads for the week ending Jan. 21, 2023, a 20.2% boost over the same week in 2022, and 56,839 intermodal units, a 7.9% decline from last year. For the first three weeks of 2023, they reported cumulative rail traffic volume of 413,325 carloads, containers and trailers, up 8.7%.

Week 3: U.S. Rail Traffic Falls Below 2022, 2019 Levels, January 25, 2023, www.railwayage.com



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Port of Prince Rupert's Annual Cargo Volumes Drop for Second Consecutive Year



Source: Port of Price Rupert

The Prince Rupert Port Authority (PRPA) announced on January 19, 2023 that 24.6 million tonnes of cargo moved through the Port of Prince Rupert in 2022, two percent behind 2021 volumes. The slight year-over-year decrease reflects the mounting challenges brought on by supply chain disruptions affecting imports and exports, rapidly changing energy demands, and geopolitical tensions over the past 12 months. Despite the current volatility, considerable strides were made toward developing a more resilient and sustainable trade gateway in the near and long-term through further diversification, new capacity, and expanded services. "The Port of Prince Rupert needs to evolve its services and capabilities, or our Gateway's competitiveness will erode. Global trade and supply chains are changing rapidly, and we must adapt," said Shaun Stevenson, President and CEO, Prince Rupert Port Authority. "It highlights the importance of the projects that are currently in development, including container terminal and logistics service expansions, as well as the expansion and diversification of existing terminals and creation of new export facilities needed to support Canada's role in global energy security. As these projects reach critical

decision points, 2023 will define the future of the Port of Prince Rupert."

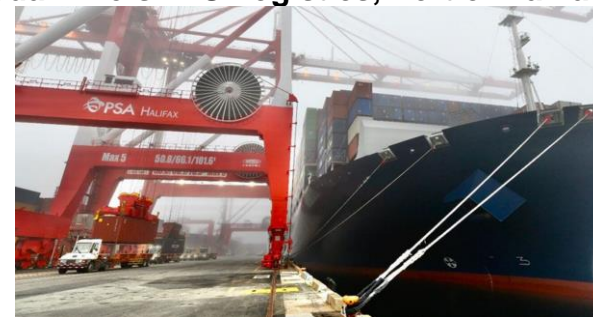
Port of Prince Rupert's Annual Cargo Volumes Drop for Second Consecutive Year, January 19, 2023, www.rupertport.com

Port of Prince Rupert: 2022 Container Traffic Year to Date

The Port of Prince Rupert released its year to date container traffic report on January 25, 2023. For the Port of Prince Rupert for 2022 total traffic in terms of TEUs was down **2%** compared to the same period in 2021, i.e. to 1,035,659 TEUs from 1,054,836 TEUs. Inbound traffic in terms of TEUs decreased 2% (i.e. to 535,969 TEUs from 546,962 TEUs) and outbound decreased 2% (i.e. to 499,670 TEUs from 507,874 TEUs).

Port of Prince Rupert: 2022 Container Traffic Year to Date, January 25, 2023, www.rupertport.ca

Intermodal Briefs: ITS Logistics, Port of Halifax



Source: Railway Age

In 2022, more than 600,000 TEUs moved through the Port of Halifax's containerized terminals, PSA Halifax Atlantic Hub and PSA Halifax Fairview Cove. ITS Logistics, a 3PL firm based in Reno, Nev., expands its Midwest operations. Also, the Port of Halifax in Canada marks a milestone in 2022, crossing the 600,000 TEU (twenty-foot equivalent unit) annual throughput threshold for the first time. ITS Logistics on Jan. 23 reported adding a third warehouse to its existing campus in Whitestown, Ind., increasing its distribution space in the Midwest to more than 1.3 million square feet. Its total U.S. distribution space is now 3 million square feet. The 3PL (third-party logistics) firm describes itself as "providing handling for the entire delivery operation from drayage of containers at the port, transloading for truck delivery to the appropriate DC, omnichannel fulfillment, outbound truckload, LTL, and small parcel to client customers." It offers drayage and intermodal in 22 coastal ports and 30 inland rail ramps. "ITS is focused on ensuring that we equip our customers with the ability to reach more of their clientele in less time, so strategic geographic expansion has been a continued priority for our company," said Ryan Martin, President of Assets for ITS Logistics. "This Midwest location was ideal for further expansion."

Intermodal Briefs: ITS Logistics, Port of Halifax, January 24, 2023, www.Railwayage.com

Seaway sees big increases in fertilizer, petroleum products



Source: Inside Logistics

More than 36 million tonnes of cargo transited the Great Lakes-St. Lawrence Seaway system during the 2022 navigation season. The Canadian St. Lawrence Seaway Management Corporation (SLSMC) and U.S. Great Lakes St. Lawrence Seaway Development Corporation (GLS) announced their 2022 results earlier this week. "Seaway traffic results show positive trends amongst certain commodities, which

demonstrates our system's ability to quickly adapt to changes in the market," said Terence Bowles, president and CEO of the SLSMC. "It's this agility that enables the Seaway to respond to changes and act on emerging opportunities, such as shifting trade patterns resulting from global events. In addition, we are working closely with partners to develop lands along the Seaway, which will benefit both the economy and local communities." U.S. and Canadian producers helped mitigate global issues affecting fertilizer supplies, which drove significant growth in potash, up over 100 percent compared to 2021. Dry bulk commodities, including coke, salt and potash, contributed over 11 million tonnes of the 2022 total. Petroleum products were up nearly 28 percent over last year, due to increased passenger travel. U.S. grain exports increased, and although month-over-month Canadian grain performed well, it did not match last year's results. The effects of the 2021 drought in the Canadian prairies impacted export movements at the beginning of the 2022 season. That said, the improved 2022 grain harvest is expected to result in a strong start for 2023.

Seaway sees big increases in fertilizer, petroleum products, January 26, 2023, www.insidelogistics.ca

US/WORLD

MARAD Announces Nearly \$20 Million in Funding Available for Small Shipyard Grants

The U.S. Department of Transportation's Maritime Administration (MARAD) announced the availability of nearly \$20 million in Federal Fiscal Year 2023 funding to help modernize small U.S. shipyards and train the workforce in this critical sector. MARAD's Small Shipyard Grant Program strengthens the economic competitiveness of shipyards by providing grants that can be used to purchase equipment or provide employee training. In addition, these grants can support the purchase of American-made manufacturing equipment that support a wide range of jobs throughout our nation's manufacturing base.

MARAD Announces Nearly \$20 Million in Funding Available for Small Shipyard Grants, January 19, 2023, www.dot.gov

Shipping-cost drop a 'smoking gun' foretelling inflation to cool



Source: AJOT

The pandemic-era surge in shipping costs was a “smoking gun” that foretold the global inflation spike, and the sharp drop in maritime-freight expenses since peaking last year will contribute to an easing in price pressures, a former International Monetary Fund official said. World container rates climbed more than sixfold by October 2021 from pre-Covid-19 levels, and the increase was “a canary in the coal mine for the persistent rise in inflation” seen in 2022, Jonathan D. Ostry, a professor at Georgetown University and the former acting director of the fund’s Asia and Pacific department, said in a post. A study undertaken by Ostry and four colleagues examining the link between shipping costs and prices suggests that a doubling of maritime-transport expenses caused inflation to increase by roughly 0.7 percentage point. “While skyrocketing food and energy prices were making headlines, the surge in shipping costs seemed to pass largely under the radar, despite its potential inflationary impact,” Ostry wrote in the IMF post on the study. “Given the actual increase in global shipping costs during 2021, we estimate that the impact on inflation in 2022 was more than 2 percentage points — a huge effect that few central banks would dismiss.” Ostry noted that some inflation drivers weren’t foreseeable or were difficult to predict, such as supply-chain disruptions, commodity-price increases owing to Russia’s invasion of Ukraine, and the unwinding of pandemic-era savings that boosted demand. The cost of shipping a container from Asia to the US peaked at \$8,585 in March last year and has since plummeted to \$1,200 — the lowest since 2018, according to an index compiled by Drewry Shipping Consultants. With the pandemic spike in shipping costs over, the research by Ostry and his colleagues suggests most of its inflationary impact has already been seen. The estimates are symmetric, such that declines in shipping costs would tend to bring inflation down in the following year, which implies that the plunge in maritime-transport expenses in 2022 will contribute to a reversal of inflationary pressures, Ostry wrote.

Shipping-cost drop a ‘smoking gun’ foretelling inflation to cool, January 24, 2023, www.ajot.com

Jensen says container trade recovery could be delayed until 2024

The hopeful projections for recovery in cargo volumes in 2023 may be overshadowed by the more pessimistic projection of delayed recovery which may only manifest itself in 2024, according to Lars Jensen, Principal at Vespucci Maritime based in Copenhagen, Denmark. Jensen was speaking to the Propeller Club of Northern California (PCNC) on January 17th in which he said that the recovery in ocean shipping volumes may have to wait until 2024. Jensen explained the optimistic scenario: “The happy and optimistic scenario is that this is only an inventory correction. The global recession that we’re in right now is short and shallow. The Russian war ends, inflation gets under control, and consumers get happy and optimistic. If that is the case, then we will see the economy pick up over the summer. There will be a surge of cargo during the normal peak season and the market will rectify.” However, Jensen believes the more pessimistic outcome is more likely: “The pessimistic scenario is somewhat easier to swallow. In that scenario, the Russian war does not end anytime soon, it takes inflation a lot longer to get under control, and the current recession might be deeper and longer than we expect. In this case, it will take consumer sentiment a lot longer to come back. In which case, the boom that we get in cargo demand following the inventory correction will not happen until the first quarter of 2024.” Jensen said that the core driver of the massive decline in container volumes “is very simple: it’s an inventory correction. Inventory corrections always hit container volumes hard. That means that the decline will continue until the owners have run down their inventories to a more satisfactory level. This is likely to happen sometime during the first quarter of 2023.”

Jensen says container trade recovery could be delayed until 2024, January 24, 2023, www.ajot.com

Container shipping shake-up: Maersk, MSC terminating 2M in 2025



Source: Freightwaves

The global container shipping network is poised for a major shake-up. The 2M vessel-sharing alliance between MSC and Maersk — the world's two largest ocean carriers — is being dissolved. The two carriers said on January 25, 2022 that they had mutually agreed to terminate the alliance effective January 2025. Under the agreement signed in 2015, the alliance on east-west services was for a minimum of 10 years with a two-year notice period for termination. "Discontinuing the 2M alliance paves the way for both companies to continue to pursue their individual strategies," said MSC CEO Soren Toft and newly appointed A.P. Moller-Maersk CEO Vincent Clerc in a joint statement. The decision to terminate the 2M alliance has no effect on immediate alliance services, they emphasized. "We look forward to a continued strong collaboration throughout the remainder of the agreement period," said Toft and Clerc. Maersk said in a customer advisory, "We will seek to minimize any disruptions to the 2M network leading up to termination in 2025." During the pandemic period, the strategies of the two 2M partners diverged. MSC grew its capacity faster than any other shipping line, expanding primarily through secondhand ship acquisitions, while Maersk kept its capacity steady and focused instead on being an end-to-end logistics provider. *Container shipping shake-up: Maersk, MSC terminating 2M in 2025, January 26, 2023, www.freightwaves.com*

How will Maersk-MSK split redraw container shipping landscape?

MSC has grown so much that it does not need to be in an alliance with other carriers. The decision by MSC and Maersk — the world's two largest container lines — to terminate the 2M vessel-sharing alliance was predictable. The bigger surprise will be what happens next. Will

both MSC and Maersk go it alone after 2M ends in January 2025? Will Maersk join another alliance or create a new one? How will this affect the remaining two global alliances: Ocean Alliance and THE Alliance? And how will it affect cargo shipper pricing? MSC grew far faster than any other ocean carrier over the past two years, taking over the top slot from Maersk. According to Alphaliner, MSC has acquired 271 second hand ships since August 2020, with capacity of just over 1 million twenty-foot equivalent units. MSC's recent second hand acquisitions exceed the entire capacity of HMM, the world's eighth-largest carrier. MSC has over 1.8 million TEUs of newbuild capacity on order, more than double the orderbook of any other carrier. Its orderbook capacity is higher than the existing tonnage of Hapag-Lloyd, the world's fourth-largest shipping line. "To me, it is obvious that MSC will go on its own," Alphaliner shipping analyst and Europe editor Stefan Verberckmoes told American Shipper. "It will have enough resources to offer a worldwide network without any partners, which is what it was used to doing before it joined 2M in 2015.

How will Maersk-MSK split redraw container shipping landscape?, January 25, 2023, www.freightwaves.com

Biden-Harris Administration Announces More Than \$380 Million in Grants to Modernize Ferry Services, Reduce Emissions, and Connect Rural Communities

The U.S. Department of Transportation's Federal Transit Administration (FTA) on January 26, 2023 announced \$384.4 million in federal funding from President Biden's Bipartisan Infrastructure Law for expanding and improving the nation's ferry service in communities across the country, as well as accelerate the transition to zero emission transportation. This funding will benefit millions of Americans – from Alaska to Michigan to Maryland – who depend on coastal waters, rivers, bays, and other bodies of water to connect to their communities. In total, FTA is awarding 23 grants across 11 states and the U.S. Virgin Islands. Grants will fund projects including replacement of old vessels, expand fleets, and build new terminals and docks. For the state of Alaska, the award means nearly \$286 million of investment in the Alaska Marine Highway, which serves remote locations throughout the state. Nearly \$100 million of the national grants will go toward low- and no-emission ferries, helping decrease greenhouse gas emissions from the transportation sector.

Biden-Harris Administration Announces More Than \$380 Million in Grants to Modernize Ferry Services, Reduce Emissions, and Connect Rural Communities, January 26, 2023, www.dot.gov



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Transportation's Top Stories

Road Transport Updates

CANADA



Urban public transit, November 2022



Source: Statistics Canada

In November 2022, Canada's urban transit recorded more than 115 million passenger trips for the third straight month. With many people resuming in-person work and other activities during the fall, the industry has now recovered roughly 70% of its ridership from November 2019, before the COVID-19 pandemic. Canada's urban transit networks provided an estimated 116.5 million rides in November, up 27.9% (or 25.4 million more rides) from November 2021, marking the 20th consecutive month of year-over-year increases. Total operating revenues (excluding subsidies) reached \$274.9 million in November 2022, up 23.5% (+\$84.4 million) from November 2021 levels, but down \$84.4 million compared with November 2019, before the pandemic. The financial situation continued to improve.

Urban public transit, November 2022, January 20, 2023, www.statcan.gc.ca



Cargo Thefts Jump in 2022



Source: Ontruck

CargoNet says supply chain risk events across the United States and Canada jumped 15 percent in 2022 from 2021. Supply chain disruptions were one of the main concerns of the year because of their effect on inflation. Scarcity and cost drove illicit market demand for goods that were most affected like computer graphics cards and raw beef, poultry, and pork. Available capacity eased in the later months of 2022, but theft remained a prominent threat, reports the firm. CargoNet's 2022 data indicates that events that involved theft of at least one heavy commercial vehicle such as a semi-truck or semi-trailer increased by 17% year-over-year, while events that involved theft of cargo increased by 20% year-over-year. Note that a single event record could involve theft of one or more vehicles or shipments. The average value of cargo stolen in an event was \$214,104. CargoNet estimates that \$223 million in cargo was stolen across all cargo theft events in 2022.

Cargo Thefts Jump in 2022, January 20, 2023, www.cantruck.ca



New trucking group vows to 'disrupt the status quo,' demands seat at decision making table

A newly formed trucking organization has been created over the last

two months, and on January 21, 2023 brought together at its inaugural gala more than 1,000 people representing about 200 carriers. The Canada Truck Operators Association (CTOA), comprised largely of trucking companies run by people with South Asian backgrounds, promised inclusivity as it demands a seat at the tables where policy and legislation affecting its members are created. The association is headed by executive director Jaskaran Sandhu, a Brampton, Ont.-based lawyer and former executive director of the World Sikh Organization of Canada. "This is absolutely powerful that the trucking industry has come together," he told the audience at the Speranza Banquet Hall in Brampton, Ont., Saturday night. "You have here the backbone of the Canadian economy. You have billions of dollars of goods movement that is managed by the folks in this room. Now, that is incredibly powerful." However, the segment of the trucking industry that comprises the CTOA has largely been missing from discussions regarding the policy and regulations affecting it, Sandhu noted. A Newcom Media analysis in 2018 found that 17.8% of Canadian truck drivers identified as South Asian, up from 1.8% in 1996. That number was higher in Ontario (25.6%) and B.C. (34.6%).

New trucking group vows to 'disrupt the status quo,' demands seat at decision making table, January 23, 2023, www.todaystrucking.com

Ontario Expands PRESTO Credit Payment to More Local Transit Agencies

The Ontario government is making it easier to take transit in the 905 (Greater Toronto and Hamilton Area) by giving riders more ways to pay. Starting January 23, riders on Durham Region Transit, York Regional Transit, Burlington Transit and Hamilton Street Railway (HSR) can tap credit cards to pay fares on a PRESTO device, including credit cards on a smartphone or a smartwatch.

Ontario Expands PRESTO Credit Payment to More Local Transit Agencies, January 23, 2023, www.mto.gov.on.ca

Quebec ELD mandate to be enforced April 30



Source: Today's Trucking

Quebec will mandate electronic logging devices (ELDs) beginning April 30 — lagging behind other jurisdictions but applying the rule sooner than expected. The announcement, made Jan. 23, 2023 comes after deadlines shifted multiple times. Provincial Transport Minister Francois Bonnardel said last April that the rules would be enforced Jan. 1 — aligning with plans elsewhere in Canada — while current Transport and Sustainable Mobility Minister Genevieve Guilbault told some of Quebec's largest fleets late last year that the rules would be postponed to June 1, 2023.

Quebec ELD mandate to be enforced April 30, January 23, 2023, www.todaystrucking.com

By the Numbers: Canadians Want Govt to Step Up Enforcement of Driver Inc



Additionally, 44% of respondents said the abuse of workers was the most "worrying" aspect of Driver Inc;

Source: Ontruck

Driver Inc. has made an uneven playing field in the trucking industry and is creating unfair and illegal disadvantages. Those using the scheme are siphoning up to \$1 billion a year in tax revenues away from vital Canadian services and infrastructure and into the underground economy while circumventing important labour, safety and environmental rules. Nearly three in four Canadians (73%) support or would accept the federal government taking action to stop Driver Inc — a growing labour misclassification scheme in the

trucking industry, which forces or manipulates employees into filing as independent contractors so that the companies can avoid providing important labour rights and entitlements under the Canada Labour Code.

By the Numbers: Canadians Want Govt to Step Up Enforcement of Driver Inc, January 24, 2023, www.ontruck.ca

CTA Asks U.S. Ambassador to Support Removal of U.S. Vaccine Mandate



Source: Ontruck

The Canadian Trucking Alliance (CTA) recently wrote to U.S. Ambassador to Canada David Cohen to solicit the Ambassador's support in having the U.S. vaccine mandate at the land border removed for all non-U.S. citizens, including Canadian truck drivers crossing the Canada-U.S. border. In its correspondence, CTA highlighted that the Alliance and the American Trucking Associations (ATA) have continued to urge both governments to remain aligned regarding the removal of border restrictions, while noting that COVID restrictions across North America and worldwide continue to be eased. CTA also focused on the positive effect of allowing Canadian truck drivers currently ineligible to cross the border the ability to support Canada-U.S. trade, U.S. businesses and commerce, and significantly increase freight capacity, as supply chain challenges continue to persist and as we head into an unsteady economic period.

CTA Asks U.S. Ambassador to Support Removal of U.S. Vaccine Mandate, January 26, 2023, www.ontruck.ca

US/WORLD

U.S. Department of Transportation Providing \$29.4 Million in 'Quick Release' Emergency Relief Funding to California, Four U.S. Federal Land Management Agencies for Flood Damage Repair

The U.S. Department of Transportation's Federal Highway Administration (FHWA) on January 24, 2023 announced the immediate availability of \$29.4 million in "quick release" Emergency Relief (ER) funds for use by the California Department of Transportation (Caltrans) and four U.S. and four U.S. Federal land management agencies as a down payment on the repair work needed as a result of multiple storms and flooding events that damaged roads, bridges and highways in late December 2022 and January 2023. FHWA is providing \$10.2 million to Caltrans to be distributed to local transportation agencies throughout the State to help repair Federal-aid highways maintained by local agencies. FHWA is also providing a total of \$19.2 million to the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, and the Bureau of Reclamation in order to repair federal land areas damaged by the severe storms that led to flooding, landslides and mudslides in California.

U.S. Department of Transportation Providing \$29.4 Million in 'Quick Release' Emergency Relief Funding to California, Four U.S. Federal Land Management Agencies for Flood Damage Repair, January 24, 2023, www.dot.gov

Paccar sets Q4 and 2022 records in revenue and net income

Paccar Inc. set record revenue and net income earnings in 2022 including a blowout fourth quarter. The OEM set annual revenue and net income records across all its businesses. New medium- and heavy-duty trucks at Kenworth, Peterbilt and DAF Trucks, a continuing streak of strong quarter-over-quarter performance in its parts business and strong profits in financial services combined for big numbers at the Bellevue, Washington-based manufacturer. "Kenworth and Peterbilt achieved market share of 29.8% in 2022 compared to 29.2% in 2021," Darrin Siver, Paccar executive vice president, said in a news release. That trailed only market leader Daimler Truck North America, which reports its Q4 and 2022 results in February. Paccar said Class 8 truck industry retail sales in the U.S. and Canada were 283,500 units in 2022. Is better yet to come? Paccar projects the U.S. and Canada Class 8 truck industry retail sales to range from 270,000-310,000 trucks in 2023. It projects the same range for European retail sales. "In the truck sector, there is pent-up demand from the prior three years of underproduction. Customers need to replace aging fleets," CEO President Feight told analysts on the company's earnings call. "When we think about the year, it feels steady and strong throughout.

Paccar sets Q4 and 2022 records in revenue and net income, January 24, 2023, www.freightwaves.com

Pandemic's lingering effects continue to inflate industrial real estate costs

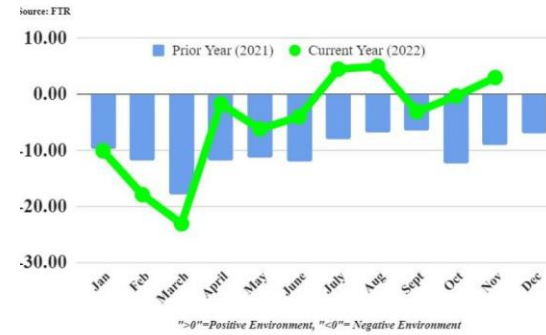


Source: Inside Logistics

Pandemic-related supply chain constraints, which helped drive commodities costs up, continue to have a lingering impact on overall costs and material lead times for construction of new industrial buildings. According to Cushman & Wakefield's North American Industrial Costs Guide, significantly higher interest rate environment in the United States and Canada has also provided additional upward pressure to costs. "Construction activity in the industrial sector has raced to keep up with robust demand of the last two years in North American markets. While industrial construction pipelines continue at historically high levels, the sector is facing several headwinds," said Brian Ungles, president, project and development services at Cushman & Wakefield. "The demand for industrial space – largely fuelled by the e-commerce sector, has led to historic levels of construction, and competition for materials and labour. This along with widespread inflation, has driven construction costs higher."

Pandemic's lingering effects continue to inflate industrial real estate costs, January 25, 2023, www.insidelogistics.ca

Shippers see relief from lower rates, fuel costs



Source: Today's Trucking

A more favourable freight environment for shippers and lower fuel costs bumped the FTR Shippers Conditions Index into positive territory in November 2022. The index moved from -0.3 to 3 in the month, marking its return to positive territory after two months in the negative rate. Rates were the most favourable for shippers since June 2020, and FTR says the outlook is "solidly positive" for shippers into 2024. "The outlook has improved overall for shippers, but it will depend on exactly what mode and lane they operate in, as to how much improvement they will feel in their business," said Todd Tranausky, FTR's vice-president of rail and intermodal. "Truck-focused shippers are likely to experience the largest improvements relative to rail and intermodal shippers."

Shippers see relief from lower rates, fuel costs, January 24, 2023, www.todaystrucking.com

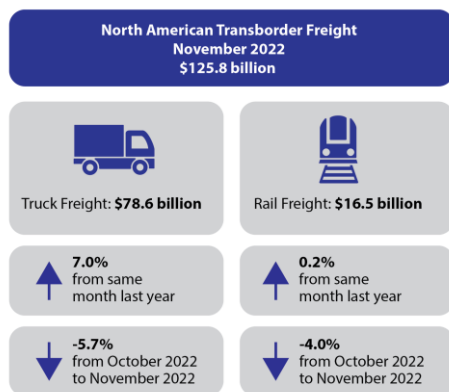
Truck tonnage 'solid' in 2022, despite slowdown at end of year

U.S. for-hire truck tonnage jumped 3.4% in 2022, marking its biggest yearly gain since 2018, the American Trucking Associations (ATA) reported. December 2022 tonnage came in at a 0.4% increase over November 2022. "Despite the small gain in December, for-hire truck tonnage clearly decelerated during the final quarter in 2022," said ATA chief economist Bob Costello. "In fact, tonnage outperformed some other key metrics that drive truck freight, like housing starts and factory output during the final month of the year. This is probably because contract truckload freight is still outperforming the spot market and less-than-truckload freight after underperforming both of those sectors in 2021." December's seasonally adjusted gain of 0.3% was the 16th straight increase year over year, but the smallest over that period. "Despite weakening in the second half, 2022 overall was a solid year for truck freight tonnage," Costello said. "The index's yearly gains were primarily driven by strength in the first half of 2022, so despite a

marked slowdown as the year ended, for the year as a whole, tonnage posted a very solid year overall.”

Truck tonnage ‘solid’ in 2022, despite slowdown at end of year, January 25, 2023, www.insidelogistics.ca

North American Transborder Freight up 4.8% in November 2022 from November 2021



Source: BTS

Transborder freight between the U.S. and North American countries (Canada and Mexico) in November 2022 is as follows: 1. Total transborder freight: \$125.8 billion of transborder freight moved by all modes of transportation, up 4.8% compared to November 2021; 2. Freight between the U.S. and Canada totalled \$63.4 billion, up 3.3% from November 2021; 3. Freight between the U.S. and Mexico totalled \$62.4 billion, up 6.3% from November 2021; 4. Trucks moved \$78.6 billion of freight, up 7.0% compared to November 2021; 5. Railways moved \$16.5 billion of freight, up 0.2% compared to November 2021; 6. Pipelines moved \$11.0 billion of freight, up 7.4% compared to November 2021; and 7. Vessels moved \$9.3 billion of freight, down 3.7% compared to November 2021. US-Canada trade in both directions for November 2022 is as follows: Truck: \$34.1b; Pipeline \$10.1b; Rail \$9.3b; Air \$3.1b; and Vessel \$3b.

North American Transborder Freight up 4.8% in November 2022 from November 2021, January 26, 2023, www.bts.gov



**The Chartered
Institute of Logistics
and Transport**

**North
America**

Transportation's Top Stories

Other Transport Updates

CANADA

Travel between Canada and other countries, November 2022



Source: Statistics Canada

In November 2023, the overall number of international arrivals to Canada—non-resident visitors and returning Canadians—remained at almost three-quarters (73.5%) of the November 2019 level, before the COVID-19 pandemic. Residents of overseas countries took almost twice as many trips to Canada in November 2022 compared with the same month in 2021, 71.7% of the trips taken in November 2019. US residents took 1.0 million trips to Canada in November 2022, more than double the number of trips taken in November 2021 and over two-thirds (70.7%) of those taken in November 2019, before the pandemic. Canadian residents returned from 3.1 million trips abroad in November 2022, almost three times the number of trips taken in November 2021, recovering nearly three-quarters (74.7%) of the November 2019 pre-pandemic level. In fact, the number of Canadians returning from the United States by air has now recovered to its pre-pandemic level.

Travel between Canada and other countries, November 2022, January 23, 2023, www.statcan.gc.ca



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Transportation's Top Stories Other CILT News



CILTNA Webinar: SCALING UP SUSTAINABILITY IN TRANSPORT AND LOGISTICS

Monday, February 6, 2023
60 Minute Webinar
08:00 AM PT / 11:00 AM ET

Moderated by: Eugene Hoeven,
President and Founder, EH&A Business
Advisory

Ronan Chester
Director, Climate Action and Sustainability
Leadership, Port of Vancouver

Andrea Debbane
Head of Global Sustainability
Kuehne+Nagel

Recent calls to “decouple” US-China trade and concerns over the US Inflation Reduction Act (IRA) have led to fears of fragmentation and deglobalization. At the same time, there is an urgent need to decarbonize trade and supply chains to get to Net Zero by 2050. Yet, international trade and greater cooperation can amplify global efforts to address climate change and put the planet on a sustainable growth trajectory. Global trade and supply chains are essential to scaling up the green technologies that can ensure sustainable growth, free from carbon pollution.

Join us on Monday, February 6 at 8:00 AM PT/ 11:00 AM ET/ 4:00 PM UTC for a CILTNA Webinar: “Scaling Up Sustainability in Transport and Logistics”.

Recent calls to “decouple” US-China trade and concerns over the US Inflation Reduction Act (IRA) have led to fears of fragmentation and deglobalization. At the same time, there is an urgent need to decarbonize trade and supply chains to get to Net Zero by 2050. Yet, international trade and greater cooperation can amplify global efforts to address climate change and put the planet on a sustainable growth trajectory. Global trade and supply chains are essential to scaling up the green technologies that can ensure sustainable growth, free from carbon pollution.

While there are many obstacles to the energy transition needed to decarbonize our transport systems and supply chains, it is recognized that urgent collective action and leadership is required at all levels – both in business and government. To explore the issues, join us for this next CILTNA webinar in a series on Sustainability and ESG in

Transport & Logistics with guest speakers Andrea Debbane, Head of Global Sustainability, Kuehn+Nagel and Ronan Chester, Climate Action and Sustainability Leadership, Vancouver Fraser Port Authority.

To register, please visit: <https://ciltna.com/events/ciltna-webinar-scaling-up-sustainability-in-transport-and-logistics/>

Job Postings

*** Director, Business Development – Ports, Canadian Pacific (Chicago, IL, Houston, TX or New Orleans, LA)**

About the job

Position Type: Non-Union

Location: Chicago, ILL, Houston, TX or New Orleans, LA

Country: United States

% of Travel: 80-90%

of Positions: 1

Job Available to: Internal & External

This position can be based in Chicago, IL, Houston, TX or New Orleans, LA*

Canadian Pacific is a transcontinental railway in Canada and the United States with direct links to major ports on the west and east coasts. CP provides North American customers a competitive rail service with access to key markets in every corner of the globe. CP is growing with its customers, offering a suite of freight transportation services, logistics solutions and supply chain expertise. Visit cpr.ca to see the rail advantages of CP. For more on our purpose, culture, and strategy, visit www.cpr.ca/en/about-cp.

PURPOSE OF THE POSITION:

As the Director, Business Development you will direct and manage port-related Business Development activities within key focus areas for our business, identifying and creating capacity for growth and improving the Company's revenue streams. These objectives are achieved by initiating and managing major investment, network restructuring and development opportunities, and by providing input to corporate-wide strategic plans.

You will maintain regular liaison at the senior level with key transportation community stakeholders and chambers of commerce, protecting the Company's interests, influencing infrastructure and policy decisions, and enhancing the Company's competitive position.

POSITION ACCOUNTABILITIES:

Identify, qualify and close new business opportunities;
Obtain, synthesize and concisely articulate key customer and market intelligence;
Develop and execute account plans (targets, key contacts, call cycles);
Be "present" in the marketplace with future customer base as well as chambers of commerce and trade associations;
Develop and execute sales representation strategies;
Utilize the Sales and communication tools available to ensure information sharing;
Act as the customer advocate within CP for all commercial issues;
Challenge the product or pricing specifications as set forth by Marketing in the event that such product features/ pricing are uncompetitive;
Communicate terms of sales to responsible parties including Service Requirements to facilitate execution and measurement of product sold;
Ability to deal with multiple stakeholders;
Ability to learn 'on the job' in a complex environment. Values contribution/skilled knowledge of own and cross-functional team members. Able to analyze and identify freight, logistics or solution opportunities within North America;
Communicate, context and carry CP's corporate strategy and key business messages to our customer base

POSITION REQUIREMENTS:

A university or college degree in a related discipline is required;
Must possess a minimum of 5 years of related experience;
Proven track record working to grow import and export business with North American Ports;
Experience with bulk and breakbulk port operations;
Strong overall rail knowledge/ CP strategy;

Superior Supply chain knowledge;
A keen understanding of regulatory affairs and risks;
Strategic approach to each potential customer given their market reach;
Strong negotiation skills and financial acumen;
Strong advocacy/ influence/ persuasion capabilities both within CP and with the customer;
Proven track record in new business development based on strong prospecting skills, and a pro-active sale approach;
Excellent organizational and time management skills;
Detail oriented and able to work under pressure while managing multiple tasks at once;
Experience sitting on councils, committees, and boards
80 – 90% travel.

To apply, go to:

<https://www.linkedin.com/jobs/view/3436890574/?refId=7SWW7i7ZTpGRcUGZ82Za9w%3D%3D&trackingId=7SWW7i7ZTpGRcUGZ82Za9w%3D%3D>

*** Manager, Service Planning – Long Beach Transit (Long Beach, California)**

The position of Service Planning Manager is responsible for managing the activities of the Service Planning Department and directly supervises the personnel within the Service Planning Department. The Service Planning Manager ensures that Long Beach Transit Fixed

Route services are designed to achieve customer satisfaction and to support overall community development and growth. The Service Planning Manager monitors the service performance, develops long and short-range transit plans and programs to optimize transit services and ensures that service is in compliance with local, state, and federal mandates.

ESSENTIAL DUTIES AND RESPONSIBILITIES include the following:

- Manages and prioritizes service development staff activities to achieve company standards, and business plan objectives
- Oversees the development and production of schedules; ensures that run cutting, scheduling and the operator general bid process is efficient and productive
- Develops department budget including preparation of the annual capital budget

- Provides appropriate data for projecting annual service hours and miles for operating budget
- Actively participates in strategic business planning process
- Develops new and innovative service concepts that continuously improve the quality of Long Beach Transit services and the communities we serve
- Coordinates all service quality issues and works with other transit systems, developers, city/county agencies, and the community in the development of new transportation services
- Provides data to appropriate departments in the preparation of Short- and Long-Range funding marks for annual budget process
- Oversees the development of the Short-Range Transit Plan, National Transportation Data Base, State Transit Performance Measures, Title VI, and other statistical reporting and operational analyses
- Participates in the development of operational policies and procedures for company services.
- Communicates and implements safety rules, policies, and procedures in support of the agency's safety vision and goals; and maintains accountability for the safety performance of all subordinate employees
- Develops scopes of work for contracts, resolves legal, contractual, and technical issues
- Directs the technical monitoring, analysis, and evaluation of analytical, quantitative, and statistical methods and tools
- Represents LBT before various public, private, and government audiences

EDUCATION and/or EXPERIENCE:

A bachelor's degree in urban planning, transportation, public administration, or other transportation or management related field, and five (5) years of progressively responsible public transit experience that would demonstrate the requisite knowledge, skills, and abilities to manage a transportation service development department is required. Experience in service development, project management, and/or planning preferred.

Upon Request, a Driving Record printout is required with application (must be current within the 30 days of the printout).

Salary Range: \$101,241 - \$118,958 (Depending on Qualifications)

Application

Apply online at www.ridelbt.com/careers. Online applications must include past work history and be fully completed to be considered. Resumes will not be accepted in lieu of a complete online application.

Candidate must be eligible to work in the United States. Long Beach Transit does not sponsor H-1B or other related work visas. COVID-19 Vaccine Required.

*** President and CEO (Subsidiary of VIA's TGF) - Quebec, Canada**

The Government of Canada is committed to transforming how people move and live in Canada's busiest region, the Toronto to Quebec City corridor. High Frequency Rail (HFR) is a once in a generation project that will transform passenger rail service in Canada through the creation of a faster, more frequent, more reliable rail service in this corridor. Through a novel procurement approach (i.e., co-development of the project with a private developer), the HFR project will leverage world-class expertise and private sector innovation early in the project. HFR will reduce greenhouse gas emissions, improve accessibility, increase integration with communities by servicing new cities such as Peterborough and Trois-Rivières and local connectivity through access to other modes of transportation, and contribute to the Government's commitment to reconciliation with Indigenous Peoples.

HFR also promises a better future for workers in the passenger rail sector by modernizing, enhancing and greatly expanding service, creating new job opportunities for current and future employees. VIA Rail, its unions and its employees are critical to the success and advancement of the HFR project. VIA Rail is a key partner in the project by providing all necessary support and operational expertise in the delivery of the project and will continue to play a key role across Canada as our national passenger rail provider.

As such, VIA Rail Canada Inc. has been authorized by the Governor in Council to incorporate a wholly-owned subsidiary "VIA-HFR" in accordance with the Canada Business Corporations Act.

VIA HFR will be independent, with the mandate to develop and implement HFR in Ontario and Quebec by developing one or more agreements with the private sector on behalf of the Minister of Transport. It will have its own authorities and resources to deliver the project, as well as a distinct reporting and accountability structure through the Minister to Parliament. VIA-HFR's head office will be located in Montreal.

VIA-HFR is looking for its inaugural Chief Executive Officer (CEO), to lead this new organization in the development of the HFR project. The new CEO who will report to the VIA-HFR Board of directors will be responsible for three principal objectives: 1) establishing the new organization, 2) establishing the skill sets required for the organization

to function as the project management office, and 3) undertake the management of the project with the private sector partner to be chosen by the Government of Canada. At this time, the Government of Canada has launched a competitive procurement process and will lead the selection of the Private Developer Partner, with the support of VIA-HFR who will be instrumental in developing the project and readying it for a final investment decision by the Government of Canada.

As the ideal Chief Executive Officer candidate, you have excelled as a senior executive and have in-depth experience leading organizations and major transportation infrastructure projects within complex multi-stakeholder environments. This has developed your business acumen, along with the operational know-how, to oversee the establishment of the new corporation. As an experienced C-suite executive, you are an inspiring leader and are known for your strategic thinking, your ability to create and translate a vision to action, building high-performing teams, and welcoming and encouraging diverse thought perspectives.

You are a skilled communicator and relationship builder, which is especially evident given your experience working with Indigenous groups and communities.

Your background and experience bring credibility, as well as technical and operational knowledge of the transportation industry, including rail and other related sectors. You also possess an understanding of all aspects of large public infrastructure projects, including acquisition, procurement, P3s, and project management.

You have extensive delivery experience in at least two of the three areas: 1) very large capital investments or infrastructure projects, 2) complex procurement processes, or 3) passenger transportation. As someone known to have worked on sustainable projects, you are well acquainted with environmental impact assessments. You have outstanding communication skills, can operate in both official languages, and appreciate the importance of public affairs.

Click here to apply: <https://boyden.thriveapp.ly/job/1746>

*** The Federal Highway Administration (FHWA) headquarters' Office of Freight Management and Operations (HOFM) is growing!**

This Office implements FHWA's freight program and also provides support across many program areas in the US Department of Transportation. HOFM is currently seeking applications for three Transportation Specialists.

Positions include:

Freight Transportation Specialist (GS-2101-13/14) - This person is responsible for overseeing and administering various national freight transportation programs relating to highways and trucking and will serve as a national advisor in providing direction and guidance to FHWA Divisions, States, and other stakeholder. The position is located in the FHWA Headquarters Office of Operations in Washington, DC.

Freight Transportation Specialist (GS-2101-13/14) - This person is responsible for overseeing and administering the National Highway Freight Program, a national Federal Aid program to the States as well as other freight transportation programs. This person provides direction and guidance to FHWA Divisions, States, and other stakeholders. The position is located in the FHWA Headquarters Office of Operations in Washington, DC.

Truck Size and Weight Specialist (GS-2101-13) - This person is responsible for overseeing and administering the Federal Truck Size and Weight regulations and serves as a national advisor in providing direction and guidance to FHWA Divisions, States, the freight industry, and other stakeholders. The Truck Size and Weight Transportation Specialist is a full-time remote work position.

How to Apply:

We are using the Direct Hire authority to fill this vacancy and will be looking at applications and resumes for this position submitted by December 16, 2022. To apply, prepare a resume describing your work experience applicable to the primary duties and responsibilities of the positions for which you would like to be considered, send your resume directly to Caitlin.Hughes@dot.gov and Jeffrey.Purdy@dot.gov and refer to the position title in the subject line.

You may also complete an application at USA Jobs under <https://lnkd.in/eMr5PTY9> for Transportation Specialist - Direct Hire (FHWA.BIL-2023-0001). If you have already entered an application in USAJobs, please send an email to Caitlin and Jeff indicating your interest in being considered.

*** Principal Planner: Freight Planning, North Jersey Transportation Planning Authority**

Under the direction of the Director of Freight Planning, the Principal Planner: Freight Planning will be responsible for performing a full range of technical planning, research, analysis, written reports, and outreach activities in the specialized field of freight and goods movement

planning. The job requires knowledge of goods movement, the application of tools of analysis, the ability to research freight and related topics and produce reports, as well as the ability of effectively engage and interact with stakeholders in the public and private sector. To apply, please click here:
<https://njit.csod.com/ux/ats/careersite/1/home/requisition/4582?c=njit>

* **Postdoctoral Scholar in Sustainable Freight Transportation Technologies**

The College of Engineering – Center for Environmental Research and Technology (CE-CERT) at the University of California, Riverside, is seeking a highly motivated postdoctoral scholar to join our Transportation Systems Research (TSR) group in conducting research related to sustainable freight transportation technologies. Candidates with knowledge and research experience in freight travel demand modeling, vehicle scheduling and routing, vehicle energy and emissions modeling, geospatial data analysis, advanced optimization, machine learning, and high-performance computing, are encouraged to apply.

The TSR group consists of a multidisciplinary team of more than 20 faculty members, graduate and undergraduate students, and staff engineers. We conduct research in the areas of advanced vehicles and intelligent transportation systems with a focus on developing and evaluating technologies that improve the travel and energy efficiencies as well as reduce the environmental impact of transportation activities. Several recent and current research projects involve the development

of novel sustainable freight transportation technologies, all the way from conceptualization to design, simulation, prototyping, and real-world demonstration.

Specific activities of the successful candidate may include:

- Develop new vehicle scheduling and routing techniques and evaluate their effectiveness
- Model energy, emissions, and air quality impacts of freight movement
- Conduct field testing of new vehicle scheduling and routing techniques
- Perform mining, analysis, visualization, and interpretation of vehicle activity big data
- Assist in producing high-quality publications, reports, and research proposals
- Support additional related research projects as needed

Please click here to view the view description and qualifications:
https://www.cert.ucr.edu/sites/g/files/rcwecm1251/files/2021-10/2021_TSR%20postdoc%20position_2021.10.27.pdf

Those interested should send their curriculum vitae and a cover letter to certjobs@cert.ucr.edu with the subject “TSR Postdoc Position”. In the cover letter, please provide a statement of research interests and experience.



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<https://www.youtube.com/channel/UC1gRKcOcJ5vohMSRFBjIEFA>

Subscribe and click the bell icon to receive notifications whenever we post a new webinar video.

★ **CILTNA International News Feed (INF) on WhatsApp**

Join our new International News Feed for all the latest daily news on WhatsApp. WhatsApp is free messaging app for Smartphones.

To download the app to your phone, go to: <https://www.whatsapp.com/> and create your WhatsApp account. Once you have an account, click this link to join CILTNA's INF:

<https://chat.whatsapp.com/LHqtGV1mTip9XqFvzvDdV9>

If you need assistance with creating your account or joining, please contact Rebecca Whelan at admin@ciltna.com