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TRUCKING: FMCSA Updates SMS site

From FMCSA

On August 4th, the Federal Motor Carrier Safety Administration (FMCSA) rolled out enhancements to its Safety Measurement System (SMS) Website. The changes do not modify the SMS methodology or affect a carrier's safety rating, which is subject to 49 CFR Part 385, Safety Fitness Procedures. Instead, the changes improve upon the way SMS data is displayed, helping to further FMCSA's nationwide commitment to safety by making important safety information easier to access and understand for motor carriers that want to improve their safety performance and compliance.

As announced in a July 2014 Federal Register (FR) Notice, FMCSA made these changes to the display of SMS data based on feedback received following a preview of the enhanced website. To continue this dialogue, FMCSA will hold educational webinars, in late August, so that stakeholders can learn more about the changes and ask questions.

During these webinars, FMCSA will also outline its new policy on adjudicated citations, which aims to improve the quality and uniformity of inspection violation data. As detailed in a June 2014 FR Notice, the policy only applies to inspections conducted on or after August 23, 2014, and is not implemented retroactively.

AIR FREIGHT:

ICAO sees cargo improvements

From Air Cargo News

WORLD scheduled airline passenger traffic grew by 5.5 per cent last year, reaching 5.8 trillion passenger-kilometres performed (PKP) – and is expected to increase by 6% in 2014, according to figures collected by the International Civil Aviation Organisation (ICAO).

At the same time, world scheduled airfreight traffic – expressed in freight tonne-kilometres (FTKs) – grew by only 0.4 per cent in 2013, but is expected to increase by 3.7% in 2014, ICAO predicts.

According to research specialist IHS/Global Insight, world trade in real terms, measured by exports and imports volumes, will grow by 4.2 per cent in 2014 up from the 2.2 per cent in 2013. The Middle East is expected to remain the fastest growing cargo region in terms of FTKs in 2014, with an estimated growth rate of 12.1 per cent.

"Growing world trade activities and the strong performance of Middle East carriers in international markets should provide a solid base for the region's freight traffic growth," ICAO points out.

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August 5th, 2014

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CT Logistics at PARCEL



Visit our booth, #422, at this year's PARCEL Forum in Dallas, TX from September 29th through October 1st.

FreitRater User Group Conference



CT Logistics will be hosting our 6th Annual FreitRater User Group Conference in Chicago, IL this year from September 14th – 16th.

QUICK SNIP-ITS



2014 Logistics Performance Index

The efficiency of supply chains per country.

-From *The World Bank*

Country	Rank	Score
Germany	1	4.12
Netherlands	2	4.05
Belgium	3	4.04
UK	4	4.01
Singapore	5	4.00
Sweden	6	3.96
Norway	7	3.96
Luxembourg	8	3.95
US	9	3.92
Japan	10	3.91

Scale for scores are from 1 to 5, with 5 being perfect.

At least 20 million containers are currently traveling across the oceans.

Compared to the energy expended moving goods by plane or truck, shipping is far less damaging in terms of greenhouse gases released. Sending a container from London, England to Los Angeles, California emits fewer greenhouse gases than the truck that next takes that same container from Los Angeles, CA to Sacramento, CA.

However, the shipping industry is so big that, if you added shipping to the list of the world's most polluting countries, it would come in sixth place. So it's not exactly environmentally beneficial.

OCEAN: China Torpedoes P3 Alliance – What will happen next?

From Supply Chain Brain

The unexpected decision effectively inhibits the carriers' ability to reduce costs by pooling assets and controlling over-capacity. So what happens now?

- 1) Maersk, MSC and CMA CGM will have to find new ways to reduce their operating costs.
 - 2) Maersk, MSC and CMA CGM will be allowed to continue their numerous existing bi-lateral and tri-lateral vessel-sharing agreements and slot-exchange agreements on the transpacific and Asia-Europe routes. They might even be allowed to form a tri-lateral consortium in the Transpacific, as their current 20% market share of effective eastbound vessel capacity to the West Coast alone is well below the G6's 34%. This would enable them to deploy surplus ULCVs from the Asia/Europe trade lane on the route, and cascade the displaced vessels into other services, which may well have been envisaged at the outset of P3.
 - 3) The US Federal Maritime Commission and the European Commission have not blocked the alliance; the three carriers could decide to implement joint services on the transatlantic route, as planned, even without a P3 global setup. As the Atlantic is such a low-volume route, merged operations in this trade would provide little consolation to the three carriers, however.
 - 4) As filling the new 18,000 ships without the ability to pool assets and volumes will be much harder, other solutions will have to be found, including the greater use of pendulum services. Without this, the lines will find it difficult to achieve high utilization rates, thus under-achieving the vessels' economies of scale.
- In summary, Chinese regulators may have stopped the world's three largest carriers from joining forces between Asia and Europe, but many other cost cutting measures are still available to them, even though their efficiency gains will be less.
- CT Note: Ocean freight supply chains need to be planned and managed one (1) year in advance if and when possible.

TranSaverSM: Save on Shipping with our Co-op Program

From CT Logistics

CT TranSaverSM is designed to allow CT clients to take advantage of the same, competitive motor and air carrier pricing larger shippers receive. Similar to group buying programs that allow small quantity purchases from shopping clubs, TranSaverSM also allows your company to benefit from volume discount pricing.

As a TranSaver participant, you give negotiating authority to CT Logistics to:

- POOL ALL PARTICIPATING SHIPPERS FREIGHT, BOTH OUTBOUND AND INBOUND.
- INVITE MOTOR CARRIERS TO SUBMIT PRICING FOR THE GROUP.
- APPLY THIS PRICING EQUALLY TO THE ENTIRE GROUP.

To participate in this exclusive premium discount carrier program, let CT's TranSaverSM team perform a [free LTL analysis and comparison](#).

TranSaverSM carriers offer your company premium discounts on all shipments. In addition, TranSaverSM carriers have agreed to waive certain accessorial charges. You'll find that you will recover TranSaver's fees in a very short time!

Call our Professional Services department at 216-267-2000, ext. 2222 with any questions or email us at ProServices@ctlogistics.com

ON THE ROAD AGAIN



Interstate Highways

East-west interstate route numbers end in an even number. North-south routes end in an odd number.

3,020 miles

I-90 is the longest interstate highway. It connects Seattle with Boston.

2907 miles

The second longest is I-80, which goes between New York City and San Francisco.

0.11 miles

The shortest Interstate route segment is I-95 in the District of Columbia which is 0.11 mile long.

Alaska

The only state without any Interstate routes.

Hawaii

There are three Interstates in Hawaii (H-1, H-2, and H-3).

1214

The number of rest areas along the interstate system.

3 Million

Average number of tons of concrete in a mile of Interstate.

TRUCKING: House Passes Highway

Patch

From Transport Topics

The House of Representatives on July 15 easily passed legislation that would rescue a cash-strapped federal highway account through May, 2015. The House bill approves about \$11 billion for the Highway Trust Fund, an account the U.S. Department of Transportation said is poised to run out of money as early as next month.

The bill allows the transfer of \$1 billion to the trust fund from the Leaking Underground Storage Tank Trust Fund. It also approved the extension of customs fees until 2024 and relies on the accounting practice known as "pension smoothing," which allows companies to put less into their pension accounts, and thus pay more in taxes.

Without the short-term boost, "thousands of transportation projects and hundreds of thousands of jobs across the country will be at risk," said House Transportation and Infrastructure Chairman Bill Shuster (R-Pa.), the bill's co-sponsor.

Speaking July 17 near an interstate bridge in Delaware that was closed last month for structural repairs, Obama said that while he supports the short-term bill, he would rather Congress take up multiyear transportation legislation

RAIL: NFAC Submits Recommendations for Improving Freight System

From Rail Resource

U.S. Transportation Secretary Anthony Foxx received a report from the Department of Transportation's (DOT) National Freight Advisory Committee (NFAC) that contains recommendations for improving the Nation's freight transportation system. The 81 recommendations, now under review by the DOT, will be used in developing the Department's National Freight Strategic Plan.

The NFAC report highlights the need for increased transportation investment and support of the research and planning such projects would require.

"Our nation's economic competitiveness depends on a transportation network that can move freight safely and efficiently, especially as we are expected to move double the current amount by 2050," said Secretary Foxx.

The report includes recommendations on improving rail freight safety and security, funding needs and challenges, streamlining processes and improving collection of data and research. Suggestions were also made for exploring ways to improve collaboration for multijurisdictional freight planning, developing freight safety goals and addressing workforce development needs in the development of the National Freight Strategic Plan.

The NFAC provides advice and recommendations to the Secretary of the DOT on matters related to U.S. freight transportation, including legislative recommendations, establishing the National Freight Network and developing then National Freight Strategic Plan.

AIR FREIGHT: (Continued from page 1)

ICAO sees cargo improvements

From Air Cargo News

Europe is expected to grow by 2.7 per cent in freight traffic in 2014, supported by economic recovery and improvement in trade of the region.

A growth trend in trade volumes of Africa should also continue, with the region's freight traffic estimated to grow by 3.1 per cent this year.

The Asia/Pacific region, meanwhile, which accounted for almost 40 per cent of world freight traffic in 2013, is expected to grow by three per cent in 2014.

"With the improvement of the European and US economies, rising demand for Asia/Pacific-manufactured goods should support export volume increases and airfreight growth," it adds. With a base of solid trade growth, Latin America and Caribbean freight traffic should continue growing at a rate of 3.0 per cent in 2014. Cargo traffic in North America is expected to grow by 1.4 per cent in 2014.

Current expectations of annual world trade growth rates of 5.3 and 5.1 per cent over 2015 and 2016 should support world freight traffic growth rates of 4.2 and 4.4 per cent respectively.

CT Note: Air freight should be your last resort to move your cargo.

QUICK SNIP-ITS

TEXTING & DRIVING

Five seconds is the average time your eyes are off the road while texting. When traveling at 55mph, that's enough time to cover the length of a football field blindfolded.

4.3 YEARS

During an average life span, Americans will spend 4.3 years in their cars. In that time, you'll cover enough distance to go to the moon and back 3 times.

BI Reports: Know the past, understand the present, shape the future

From CT

CT's Cognos BI reports turn data into past, present and future views of your organization's operations and performance so your decision makers can capitalize on opportunities and minimize risks.

You can use these views to understand the immediate and downstream effects of decisions that span potentially complex interrelated factors. Consistent snapshots of business performance are provided in CT's enterprise-class reports and independently assembled dashboards based on trusted information. As a result, non-technical and technical business intelligence (BI) users and IT alike can respond quickly to rapidly changing business needs.

CT's Business Intelligence reports provide capabilities designed to provide:

- Faster time to answers about business from highly visual, interactive dashboards without lengthy delays
- Easier access to game-changing insights with interactive data visualizations that enable you to more easily identify performance issues and apply corrective actions
- Smarter decisions that drive a better outcome from snapshots of business performance
- Trusted data for more consistent decisions
- More flexible deployment options that can grow as your business grows and help you meet diverse organizational requirements

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