

THE INPUT

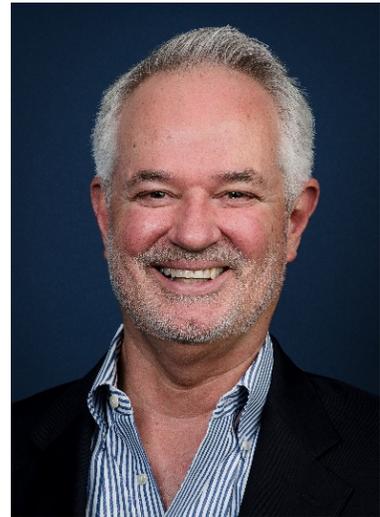
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DIRECTOR'S MESSAGE

The Utah Inland Port Authority has been working hard the past few months, making significant progress in a short period of time. In June, we signed separate agreements with the Port of Oakland and Port of Long Beach, two West Coast international ports. Together, we are working to improve the flow of cargo and strengthen the connection and efficiency for goods movement, leading to better access for Utah businesses.

These agreements have significantly raised the profile of the UIPA on the national and international stage, and we are seeing the benefits of this heightened awareness in the number of contacts from industry participants including carriers, shippers and manufacturers. They are looking at the innovative and creative solutions we are developing to streamline and enhance goods movement to and through Utah and they are excited about it.



By way of giving you some context, April was the highest-recorded volume of cargo handled by the West Coast ports—EVER. For example, the Port of Oakland handled the equivalent of 100,096 20-foot containers, the largest monthly amount of imports in the port's 94-year history. The Port of Long Beach recorded its strongest April in history, moving 746,188 twenty-foot equivalent units (TEUs). These record volumes are being driven by continued pandemic recovery as cargo owners (BCOs) continue their shift from a "just-in-time" to a "just-in-case" business model. This is exacerbated by a huge increase in online retail sales, which continues even as we continue to return to "normal." Clearly, there is a new "normal."

These port partnerships are huge steps to establishing Utah as a transformational location in the U.S. (and global) trade network as we work to streamline logistics for our state and the Intermountain West. Working directly with the nation's Western cargo gateways will shape new trade patterns for the Western U.S. for decades to come and positions our state as the best place to expand, consolidate or re-shore in the region.

We are also excited to welcome Brad Andrews to the UIPA team as our new Vice President of Business Development. He brings a wealth of knowledge, experience and leadership in management and manufacturing and was named Utah's Entrepreneur of the Year in 2010.

Brad's perspective and network will be critical to the work of the Authority and we are excited to have him on the team.

UIPA is eager to continue to move forward to make Utah a leader in revolutionizing global logistics for the next generation.

Thank you,

Jack C. Hedge
Executive Director
Utah Inland Port Authority

UPCOMING EVENTS

UIPA Board Meeting

Wednesday, September 8, 2021

2-4 p.m.

Additional information and participation instructions will be available on the [UIPA website](#).

TRADE TALK

The logistics industry has a lot of trade-specific terms, so we're here to highlight a few and show their relevance to Utah. In this issue, we're learning about different types of **freight trains and what commodities they carry** ([World Wide Rails](#)):

Boxcar	<p>Can carry anything from televisions to paper, and everything in between. Most boxcars have side doors for easy access during unloading. This helps forklifts and other vehicles to safely empty the boxcar of its contents.</p> <p>Refrigerated boxcars, called "reefers," are used to transport perishable items such as frozen food. These cars can carry anything perishable, including dairy products, vegetables and pharmaceuticals.</p>
Tanker Car	<p>Can carry anything from natural gas to corn syrup. Many times, when a tanker is carrying hazardous material, a placard will be placed on the side.</p> <p>One of the most common types of tanker commodities is crude oil, which is shipped throughout North America. These types of loads are usually in a unit train, which consist of 100+ railcars of the same commodity and car type.</p>
Centerbeam Car	<p>Usually carries lumber, however it can carry other building materials, such as wallboard, or drywall, which is used in construction.</p>

	<p>Loading a centerbeam car can be a tedious task, as it requires the car to have equal weight on both sides to avoid tipping over, and must have an equal load on both sides of the center I-beam at all times.</p>
<p>Open Top Hopper Car</p>	<p>Can haul anything from coal to iron ore. Many hoppers cars carry these substances in unit trains.</p> <p>These cars are loaded from the top, and can either be unloaded from the bottom, or enter a rotary dumper that tips the car over, emptying its contents.</p>
<p>Covered Hopper Car</p>	<p>Carries commodities such as grain and wheat. These cars are meant to protect commodities that must stay away from the outside elements, as these cars are completely enclosed.</p> <p>These cars are also loaded from the top through hatches that open. These cars are usually unloaded on the bottom, as there are latches that allow the product to be released into their correct bins. Covered hoppers can be seen in a unit train, as well as found among other commodities in a mixed freight.</p>

Connection to UIPA:

Rail is an extremely efficient and cost effective way to move cargo over long distances, such as those in the West. It is also more environmentally friendly as the amount of cargo that can be moved in a single rail car (for example, intermodal containerized freight) would require three trucks to move the same amount. Utah has unparalleled rail infrastructure to support the movement of cargo to and through our state, which is a competitive advantage for businesses looking to locate manufacturing, processing and production facilities to serve this market and the world.

Freight Trains in Action:

Learn how freight trains connect our economy to the world in this [10-minute video](#):



QUOTABLE

“We’re seeing a nonstop trade surge that has no signs of slowing. This collaboration with the Utah Inland Port Authority creates a path to long-term stability in the supply chain by improving fluidity and velocity as goods move inland.”

- Bryan Brandes, Port of Oakland Maritime Director

“We are looking forward to collaborating with the Utah Inland Port Authority. This partnership strengthens our commitment to moving cargo reliably, efficiently and sustainably across the United States.”

- Frank Colonna, Long Beach Harbor Commission President

SUSTAINABILITY SPOTLIGHT

[CEO PERSPECTIVE: Railroads as a Sustainable Business \(Railway Age\)](#)

Jim Foote, President and CEO of CSX, discusses growing business, while practicing meaningful environmental, social and corporate governance.

“We are focused on leveraging the inherent benefits railroads offer as the most sustainable mode of land-based transportation and are working hard to make sure CSX is building on these benefits.”

NEWS DESK

UIPA RELEASES

- [Utah Inland Port Authority Names Brad Andrews VP of Development](#)
- [Utah Inland Port Authority Signs Deal with Port of Long Beach to Improve Goods Movement](#)
- [Utah Inland Port Authority Signs Deal with Port of Oakland to Improve Goods Movement](#)

IN THE NEWS

- US west coast gateways forge links with inland ports in bid to ease congestions ([The Load Star](#))
- Utah Inland Port Authority names Andrews VP of business development ([American Journal of Transportation](#), [Utah Policy](#))
- Port of Long Beach, Utah Inland PA Team to Boost Capacity ([Railway Age](#))
- Long Beach, Utah port authorities announce partnership ([Progressive Railroadng](#))
- Long Beach forges agreement with Utah Inland Port Authority ([Port of Long Beach](#), [World Cargo News](#))

- The Inland Port Makes a Big Deal ([“Inside Sources with Boyd Matheson,” KSL NewsRadio](#))
- PM News Brief: Utah Inland Port Authority Signs Deal With Port Of Oakland ([KUER](#))
- Utah, Oakland sign deal to improve cargo flow ([CSCMP's Supply Chain Quarterly](#), [DC Velocity](#))
- Commentary: A high-tech, sustainable, Utah Inland Port Authority system can help alleviate pressure on global supply chain ([Utah Policy](#))

INDUSTRY NEWS

- **News Article:** State of Logistics 2021: Full speed ahead ([Logistics Management](#))
- **News Article:** Why are freight railroads separated into classes? ([FreightWaves](#))
- **Brief:** Railroads post strong volume but struggle with congestion ([Supply Chain Dive](#))
- **News Article:** CTAC 2021: Digitalise inland terminals to boost supply chain resiliency ([Port Technology](#))
- **Blog:** How Much Freight Ships by Rail In the US? ([Track Record by UP](#))
- **News Article:** Amtrak’s Regional Rail Expansion Faces Hurdle From Freight Trains ([Wall Street Journal](#))

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Utah Inland Port Authority
inlandportauthority.utah.gov
801-538-8650

