MARKET INSIGHTS

Global Logistics Update

JANUARY 2024

State of Global Trade

Trade Summary

- The National Retail Federation reported consumer spending rose a mere 0.2% in December, down from November's gain of 0.7% and the long-running average of 0.6%; Retailers reported declining sales for electronics/appliances (-3.2%), building/garden supplies (-1.5%), furniture/ home furnishings (-0.9%), and clothing/accessories (-0.4%)
- Retailers across Europe reported subdued sales in December as weak consumer confidence held back spending, led by declining sales of clothing, jewelry, and technology
- The World Bank warns that global growth in 2024 is set to slow - for the third year in a row - to 2.4% after falling to 2.6% in 2023, while J.P. Morgan has projected U.S. growth will fall to 0.7%, down from 2.5% in 2023 and 2.1% in 2022
- Global manufacturing PMI* increased to 52.3 in January, up from 50.9 in December
  - **U.S.** 50.3, up from 47.9 – the highest reading since October 2022
  - **China** 50.8, up from 50.7 – new export orders fell at the softest pace in six month, while employment fell for the 4th consecutive month
  - **Germany** 45.4, up from 43.3 – new orders have been contracted at reduced rates, while employment experienced its 7th consecutive month of declines
- Trade activity snapshot for November 2023 (the most recently published data)
  - **U.S.** Exports -1.9% Imports -1.9%
  - **China** Exports +0.5% Imports -0.6%
  - **Germany** Exports +3.7% Imports +1.9%
- U.S. import prices were unchanged in December after declining 0.5% in November; while consumer goods were flat, finished goods were mixed with automobiles & parts ticking up and electronics falling
- U.S. export prices fell 0.9% in December, marking the third consecutive month of declines, led by lower prices for agricultural and industrial supplies/materials; however, finished goods and consumer goods were mostly up

*A reading above 50 indicates growth, while anything below 50 denotes contraction.

Upcoming Global Holidays

Holiday	Country	Date(s) Observed
Lunar New Year	Indonesia	February 8 – 10
Lunar New Year	**Taiwan**	**February 8 – 14**
Seollal	South Korea	February 9 - 11
Chinese New Year	China	February 10 - 17

For a more comprehensive list of business holiday closures, please click here.

Major Disruptions

- Finland braces for a nationwide political strike in protest of the government's planned labor reforms, **February 1 - 2**
  - The 2-day strike is targeted toward several key industries and is expected to paralyze the nation's aviation, maritime, and transport sectors
  - The planned reforms behind the strike include: eliminating paid sick leave, capping nation-wide wage increases to match the export sector, extending the work week, limiting the ability of workers to strike, and cutting unemployment and social security benefits
  - The strikes are expected to expand significantly in the coming months unless the government reverses course

Requests for Public Comment

- The **Federal Railroad Administration** is seeking public comment on a proposed rulemaking that would prevent freight rail cars produced by Chinese entities from being used in the U.S. due to national security concerns
  - Comments should be submitted by **February 6, 2024** via the online portal located at www.regulations.gov referencing Docket No. 2023-26133

Air Freight

CAPACITY RELIABILITY RATES

Market Expectations, Space, Volume, and Rates

Global air freight volumes bounced back in Week 3 amid the ongoing disruptions in the ocean freight market due to the Red Sea crisis, according to the latest figures from WorldACD. Preliminary data for Week 3 showed a 5% WoW increase in global volumes, following a +25% spike in Week 2. Looking at YoY figures, volumes were 6% higher in Weeks 2 and 3 than the same two-week period last year, with double-digit increases recorded from most origins, including Europe (+44%), Latin America (+29), North America (+27%), and Asia Pacific (+22).

On a regional level, volumes over the last two weeks have spiked from Europe to Asia Pacific and Middle East & South Asia (both +48%) and North America (+40%); North America to Europe (+32%), Latin America (+30%), and Asia Pacific (+27%); and Latin America to North America (+38%). While volumes from Asia Pacific also saw gains, they were not quite as dramatic as other origins, seeing only double-digit increases to Europe (+29%) and single-digit increases to North America (+9%) and the Middle East & South Asia (+5%).

Despite the typical seasonal cut in capacity (-3% globally), capacity remains in oversupply on most trades.

On the pricing side, average global rates bounced back slightly, but remain significantly below their elevated levels this time last year. Rates were stable from North America to Latin America and from Asia Pacific to Europe, declined from Asia Pacific to North America and Middles East & South Asia, and from Europe to North and Latin America, but rose on all other trades.

Market Forecast

Demand is expected to increase gradually in the lead up to the Lunar New Year, decline sharply during the week-long holiday, and remain soft throughout the remainder of February as production slowly ramps up. However, the short-term wild card is the challenges in the ocean freight market, which could force shippers to seek alternative solutions. If the Red Sea crisis continues and the market tightens dramatically, there could be significant volume shifts to air, creating a volatile airfreight market.

Looking further ahead, IATA's forecast for 2024 remains unchanged, with an anticipated 1% - 2% YoY growth in demand. Rates are expected to descend back towards earth, declining an estimated 20%, as more capacity returns to the market in the coming months.

Major Disruptions

- **Finnair** cancels ~550 flights ahead of the political strike across Finland, which is expected to have significant impact on operations at **Helsinki Airport**, **February 1 – 2**
- Mass disruption expected across Germany as thousands of airport security staff – who provide cargo and passenger screening - walk off the job, **February 1**
  - Airports set to be hit by the strike include Frankfurt, Hamburg, Berlin, Bremen, Cologne, Dresden, Dusseldorf, Erfurt, Hanover, Leipzig, and Stuttgart
  - As a result, mass flights cancellations are expected during the 1-day industrial action, delaying freight arrivals and departures for 24 hours

Announcements

- A Massachusetts federal judge has blocked the proposed merger between **JetBlue** and **Spirit Airlines**, finding the deal would "stifle competition" in the low-cost carrier market
  - The carriers have appealed the decision in a last-ditch effort to save the deal
  - Meanwhile, TD Cowen warns Spirit is at risk of bankruptcy, liquidation
- **CMA CGM** and **Air France-KLM** to end cargo alliance after struggling to get U.S. approval to operate North American routes, squabbles over flight slots at Amsterdam's Schiphol Airport
- **American Airlines** flight attendants request release from federal mediation – again – after the airline failed to make a better offer during the last 2 rounds of negotiations
  - "*At these sessions, American Airlines management had every opportunity to present another economic proposal*," the union announced on January 16. "*They did not. Instead, they have chosen to cling to their rigid economic framework that does not address our current economic needs*."
- Pilots with Canada's **WestJet Encore** request to enter federal mediation as contract negotiations with the airline come to a standstill
- **CargoJet** cancels order for four Boeing 777s amid lackluster demand

Ocean Freight

Market Expectations, Space, Volume, and Rates

U.S. container import volumes increased slightly in December to 2,099,408 TEU, up 0.4% MoM and up 9.2% YoY. The top East and Gulf Cost ports saw increases, with the Houston reporting the largest increase (+29.5%), while the top West Coast ports saw declines, with Long Beach (-8.5%) and Los Angeles (-5.2%) reporting the greatest volume decreases. Looking at the top 10 countries of origin, South Korea (+6.5%) and Thailand (+5.3%) had the largest volume increases, while India (-8.3%), Hong Kong (-5.3%) and Japan (-5.2%) had the greatest MoM declines.

According to the latest report from Sea-Intelligence, global schedule reliability slipped 2.5% in November, with the average delay for late vessel arrivals increasing to 5 days. Six of the top 10 carriers reported MoM improvements, with Evergreen listed as the most reliable carrier, at 70.0%, followed by Wan Hai at 68.1%. ZIM was the least reliable carrier at 52.3%. Looking at U.S.-bound vessels, West Coast ports saw increased transit times across the board despite the large volume declines at Los Angeles, Long Beach, and Tacoma, with delays averaging 6 days. While most East and Gulf Coast ports saw slightly improved transit times, delays to New York and Houston increased to 8 and 9 days, respectively. It is important to note that schedule reliability is expected to decline further as carriers avoid the Suez Canal due to safety concerns.

The longer diversions, which means the shipping lines need more vessels – around 70 extra vessels according to some analysts - to carry the same amount of cargo, are temporarily squeezing capacity, despite the fact that carriers battled a chronic oversupply in 2023 as a 2.3 million TEUs of new capacity hit the water. As a result, carriers are scrambling to rent more tonnage to supplement their fleets, sending charter rates soaring across the board.

After massive spikes last week, the container rate surge has slowed as we head toward the Lunar New Year holiday in Asia. Meanwhile, we are hearing reports that some European importers have cancelled or deferred orders, hoping rates and disruptions will ease after the holiday, when the market enters its typical lull. However, carriers are expected to increase rates again on February 1.

Market Forecast

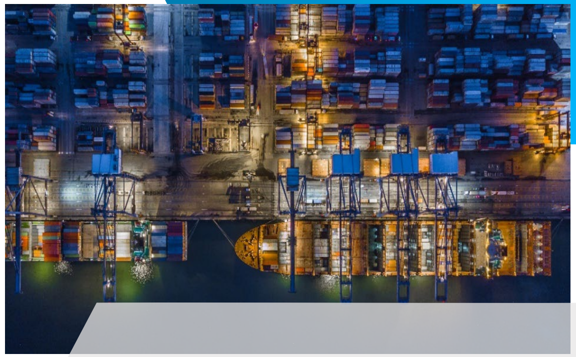
The National Retail Federation expects YoY volume growth to continue, with volumes projected to grow 6.6% in January to 1.93 million TEU and 14.5% in February – historically the slowest month due to the Lunar New Year holidays in Asia – to 1.77 million TEU. March and April are expected to continue the trend, with volumes expected to increase 7.7% to 1.75 million TEU and 1% to 1.8 million, respectively.

Market Snapshot

					Origin Performance		
Market	**Trade Lane**	**Capacity**	**Demand**	**Rates**	**Equipment**	**Reliability**	**Congestion**
Asia	Asia – North America East Coast	Green	Yellow	↑	Red	Yellow	Yellow
	Asia – North America West Coast	Yellow	Yellow	↑	Red	Green	Yellow
	Asia – Europe	Red	Green	↑	Red	Red	Yellow
North America	North America – Asia	Green	Yellow	↑	Green	Red	Green
	North America – Europe	Green	Yellow	→	Green	Yellow	Green
Europe	Europe – North America	Green	Yellow	↑	Yellow	Yellow	Green
	Europe – Asia	Red	Yellow	↑	Yellow	Red	Green

North European ports will likely face significant berthing congestion in early February, as the armada of vessels rerouted around Africa finally arrive. Meanwhile, U.S. West Coast ports are bracing for an import surge driven by the Red Sea crisis and Panama Canal drought, say "*they can cope this time*." However, industry insiders are concerned about trucking' and rail's capacity to handle the elevated volumes. Declining import volumes in Los Angeles and Long Beach throughout 2023 forced trucking companies to reduce capacity and mothball equipment, while California's electric truck (ACF) mandate has also put a break on capacity.

Capacity is expected to briefly recover by Week 7-8 as manufacturing output in Asia stalls during the LNY holiday. Although there are reports of capacity continuing to grow throughout 2024 with an additional 3.2million TEU of newbuild vessels set to hit the water (according to Alphaliner), carriers are likely to ramp up blanking strategies thru Q1 to help balance supply and demand and keep rates elevated. It is difficult to predict how the capacity situation will unfold if the Red Sea crisis continues for an extended period.



Schedule reliability is expected to become more predictable after the Lunar New Year holiday, despite the longer transit times around Africa, as demand wanes during the seasonal pause and schedules adjust to more normal weekly timeframes. The Asia-

Ocean Freight (Cont'd)

Europe corridor will most likely feel the brunt of disruptions caused by the Red Sea crisis, but these are also expected to subside as carriers add more vessels to the weekly sailing schedules. Meanwhile, Transpacific carriers have begun shifting services back to the Panama Canal, where vessel queues have largely diminished.

On the pricing side, industry analysts are mixing on where rates are heading, with some projecting further rate increases while other expect them to taper off by mid-February, despite attempts by carriers to push through GRIs. However, early indications suggest the former. Carriers are no longer offering the most expensive premium services to guarantee space allocations, suggesting shippers' sense of urgency is fading. Additionally, Lars Jensen, CEO of Vespucci Maritime, said he believes that the recent spike was largely driven by "*short-term fears of capacity shortages due to the rotation disruptions from rerouting vessels away from the Suez Canal*." This is further evidenced by the lack of rollovers, which are typically during the Lunar New Year's rush, suggesting that capacity may be available after all.

Update on the Red Sea Crisis

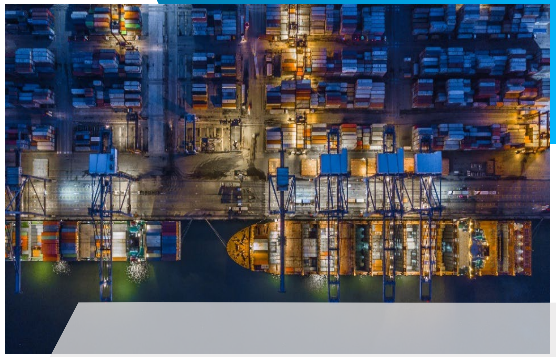
- Despite U.S. and UK strikes on strategic Houthi infrastructure in Yemen, the rebels continue to carry out targeted attacks on merchant vessels transiting the Suez Canal, with no sign that the conflict will de-escalate any time soon
  - Meanwhile, China, who maintains close ties with Iran, says it is working with all parties to de-escalate the tensions in the Red Sea that have upended global trade
- All major container shipping lines have suspended services via the Red Sea, with an estimated 90% of the containerized fleet currently taking the longer route around the southern tip of Africa until safe passage can be guaranteed
  - However, according to The Guardian, Chinese and Russian vessels have been "*promised safe passage*" through the Red Sea by the Houthi rebels

Location of Containerships with 10,000+ TEU capacity

as of January 18, 2024

Source: FreightWaves

- Late vessel arrivals in Asia - due to the longer transits around the Cape of Good Hope - have left some cargos stranded at origin, especially on the Asia-Europe tradelane
- Carriers are reporting all voyages from Asia to Europe are full until February 10 as shippers scramble to bring orders forward to mitigate the impact of the longer transit times, with some carriers indicating they are fully booked through the end of February
- The predicted shipping container shortages - due to the delayed backhaul voyages - have started to impact shipments from China, India, Austria and Germany
  - We are hearing reports that, in some cases, container release has been restricted to large volume VIP customers or shippers who are willing to pay hefty premiums
  - However, carriers and container leasing companies have ordered more than 750,000 TEUs in the last two months, according to Container xChange, and the Lunar New Year lull will give carriers an opportunity to reposition stocks
- We have received word that some carriers on the Asia – Europe trade are not honoring Named Accounts and Contracted Rates, forcing shippers to book on the significantly higher spot market
  - In addition, carriers have stopped offering long-term contract deals "*until the Red Sea situation settles*," saying the uncertainty surrounding the disruption makes it impossible to assess the factors that determine fixed contract rate levels
- Shippers are complaining that carriers "are spending most of their time implementing surcharges and rate hikes, instead of announcing arrival updates" or announcing temporary network changes, according to a recent article by The Loadstar
- One UK-based NVOCC said, "*the information flow from some carriers is pretty poor at the best of times, but with the Suez Canal diversions it has sunk to new levels… We are getting very different arrival times from different carriers that have loaded on the same vessel, and nobody seems to have a clue what the plans are – one line is telling me one thing and another says something quite different… then there are several others so out of date that you wouldn't even know that there was a problem in the Red Sea!*"



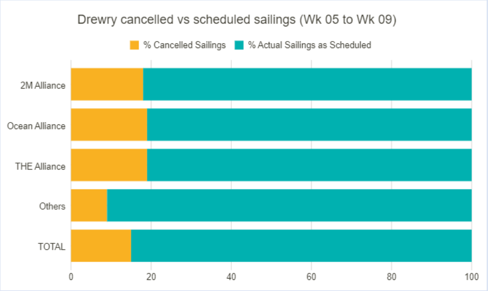
Ocean Freight (Cont'd)

Major Disruptions

- Rolling dockworker strikes - over massive pay cuts, eroded safety measures - continue to impact operations at **DP World Australia** terminals in Sydney, Brisbane, Fremantle and Melbourne
  - Carriers are reporting significant delays, omitted port calls, and increasing freight rates due to the incredibly slow vessel turnarounds
  - Tony Burke, Australia's Minister for Employment and Workplace Relations, condemned DP World, saying "*At the moment, you have a stalemate between an overseas-controlled entity not budging, the union wanting significant pay increases, and a government refusing to play mediator – all the while Australian consumers and businesses have to deal with inefficient supply chains and increased costs*"
    - He went on to say, "*Australians are sick to death of having highly profitable companies say everything is the fault of them having to pay their workforce the same as their competitors,*" arguing that if DP World "*had invested as much into the negotiations as they have into their media campaign, they might already have an agreement*"
    - The Minister also launched a personal attack on a senior manager of DP World Australia who threatened "*to shut down every single major port in Australia*"
- Canada is again facing the prospect of a dockworker strike, this time at the **Port of Montreal**, which will likely occur in the coming days as they have already fulfilled the 30-day cooling off period and are only required now to provide a 72-hour strike notice
- Roadblocks by protesting farmers and truckers across Europe, angered by government' and the World Economic Forum's environmental and pricing policies and subsidy cuts, are creating disruptions and delaying delivery of goods, affecting supply chains and threatening the availability of essential goods

Blank Sailings

Carriers have cancelled 99 sailings across the major East-West trades between Weeks 5 - 9, representing a 15% cancellation rate. Of the cancelled sailings, 56% will be on the Transpacific, 34% on Asia – North Europe and Mediterranean, and 10% on the Transatlantic trades.



Source: Drewry

Announcements

- The **Federal Maritime Commission** warns carriers to ensure any rate increases levied in response to the Red Sea crisis are compliant with FMC regulations
  - The regulator also reminded shippers that filing a lawsuit in a court of law is the exclusive remedy for any alleged breach of contract (e.g., carriers imposing rates, charges, or rules other than those in effect at the time cargo is received if the service contract incorporates all or a portion of a carrier's published tariff)
- The **Federal Maritime Commission** (FMC) to hold a **public hearing** (with live streaming) on the impacts of the Red Sea crisis on global supply chains, **February 7**
  - Stakeholders are encouraged to share how their operations have been disrupted by the attack, steps taken to mitigate supply chain disruption, and the resulting effects
  - The hearing will also allow the FMC to gather information and identify new issues subject to FMC statutes, such as implementing contingency fees and surcharges
- The **Panama Canal** has upped the number of daily vessels transiting the canal from 20 to 24
  - Unlike other vessels, containerships have mostly avoided the queues – currently at 39 for booked vessels and 18 for non-booked vessels - due to the canal's pre-booking system, with the number of daily containership transits averaging of 7.4 in November and December, down from the historical average of 7.7
  - While some carriers are pivoting back to Panama on a vessel-by-vessel basis, the majority are still opting for the Cape of Good Hope, especially for the return leg, delaying U.S. exports to Asia

Port Rotation Changes

- **ZIM** announces new weekly Asia – Pacific Northwest (**ZPX**) service
  - Cai Mep • Yantian • Kaohsiung • Xiamen • Ningbo • Shanghai • Vancouver • Pusan
- **Maersk** to utilize a land bridge to bypass the Panama Canal on its Oceania – Americas (**OC1**) service; drops calls to Cartagena
  - The modified service will create two separate loops, one in the Pacific and one in the Atlantic, connected by a rail link across Panama
  - Transit times across the land bridge will range from 36 - 48 hours; however, many analysts warn current capacity levels at the railroad are not sufficient to handle the additional volumes
- **THE Alliance** (Hapag Lloyd, ONE, and Yang Ming) has temporarily suspended their Asia – Middle East (**AR1**) service
- Shippers should anticipate more rotation/service changes in the coming weeks

Trucking

CAPACITY DEMAND RATES

Market Expectations, Space, Volume, and Rates

Overall U.S. truckload demand rose 3.9% in Week 3, after surging nearly 22% in Week 2, with the ratio of loads to trucks rising to its highest level since May 2022. Taking a look at YoY figures, volumes were 4.3% higher than the same week in 2023.

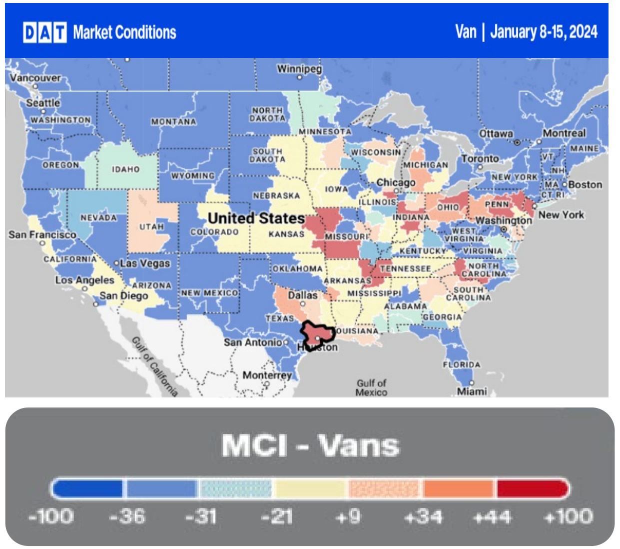
Load activity was mixed across segments, with dry van and refrigerated segments posting strong gains, up 8.3% and 17.6%, respectively, reversing their typical January slump, while flatbed loads dropped 1%, following strong gains the first two weeks of the year. Comparing YoY figures, total volume was up 4.3% compared to the same week in 2023, with dry van loads up 10%, refrigerated up 39%, and flatbed down 7%.

National tender rejection rates rose 5% as the unusually strong Artic front dropped ice and snow across the country, creating nationwide disruptions. While this trend does not indicate a tightening in the market, it is noteworthy as it marks the third time since October 2022 that rejection rates eclipsed the 5% threshold, according to a recent article by FreightWaves.

While truckload capacity remains over-supplied, carriers are continuing to exit the market, with Q4 witnessing the largest net decrease of FMCSA-registered carriers ever recorded in American history. However, there remain roughly 100,000 more carriers than before the pandemic.

On the pricing side, average nationwide spot rates jumped in Week 3, with extreme cold and severe winter condition the likely cause. Rates were up for all equipment types, with refrigerated posting the largest increase, reversing their typical January slump.

Spot Load Activity – Week 3



Source: DAT Freight & Analytics

Major Disruptions

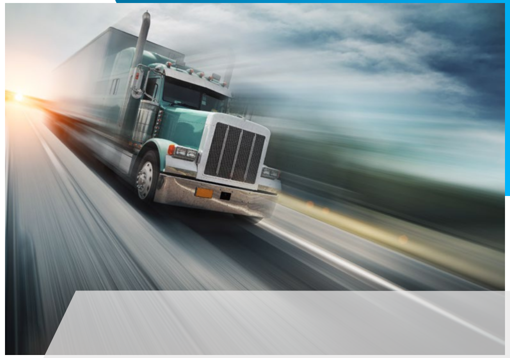
- Drivers at the ports of **LA/LB** have reported problems securing appointment slots for container pickups/drop offs, which is particularly frustrating since there little to no landside congestion
- California backs off electric vehicle (EV) mandate - for now – saying it "*will not take enforcement action*" for registering and reporting diesel powered drayage trucks
  - However, the delay, which allows time for the EPA to grant a key waiver granting the state authority to ban diesel engines, still prohibits trucking companies from adding new diesel trucks to their fleets, rendering the postponement virtually useless
  - The serious lack of charging stations and delays by manufacturers to rollout compliant engines is already adding to delays, which will be further exacerbated as carriers ramp up EV capacity

Cargo Theft

- Concern is mounting over rising cargo theft, which surged in Q3 to an annual estimated loss eclipsing $31 million
  - Thieves have predominantly targeted shipments of food & beverage household goods
  - While the epidemic is nationwide, California, Texas, and Illinois have emerged as hotspots
- The Transportation Intermediaries Association (TIA) warns Congress of rampant fraud in trucking, causing $800 million in lost freight
  - *"There's a surge of malicious actors engaging in illegal activity, registering with FMCSA as carriers and perpetrating fraud, theft and holding freight hostage in situations without any legal consequences… Unfortunately, FMCSA is failing to enforce the law or investigate the tens of thousands of fraud complaints lodged with it,"* warned TIA's Jeffrey Tucker

Announcements

- Congress introduces legislation to increase minimum liability insurance requirements for interstate carriers from $750,000 to a whopping $5 million
  - If passed, the additional cost will likely be passed on to shippers and, ultimately, consumers
- **UPS** to slash 12K jobs in 2024 amid soft demand



Rail

Market Expectations, Space, Volume, and Rates

Total U.S. rail volumes plummeted 13.2% in Week 3 compared to the same week in 2023. According to data published by the Association of American Railroads, total carloads plummeted 22.4% for the week, while intermodal units fell 4.5% compared to last year.

Looking at year to date figures, total combined volumes for the first three weeks of 2024 declined 5.3% from the same period last year, with carloads down 10.8% and intermodal units up 0.2%.

All of the 10 commodity groups tracked posted weekly decreases compared to the same period in 2023. The most notable decreases included non-metallic minerals (-39.1%), coal (-30.6%), motor vehicles and parts (-27.2%), grain (-25.0%), and farm products excl. grain and fuel (-19.8%).

On the positive side, all rail operations are operating normally, with increased train speeds and reduce dwell times, according to the ITS Rail Ramp Freight Index. However, ITS warns that there is a strong potential that containerized imports could be diverted from the East/Gulf Coasts to the West Coast to avoid the Suez Canal, increasing the likelihood of congestion at rail ramps across the country. *"On the U.S. East Coast, there is the strong potential that containers could be diverted to unscheduled ports throughout the US Gulf/East Coast to get vessels back into position due to increased transit times,"* the report said. Additionally, as more freight is routed to the West Coast to avoid the Panama Canal, significant volumes will be transport via rail to East and Gulf Coast ports, causing congestion throughout the rail network and likely leading to equipment shortages.

Container Dwell Times

Rail Terminal	Average Dwell
Charleston	3 days
Los Angeles / Long Beach	7 days
New York / New Jersey	3 days
Norfolk	3 days
Oakland	4 days
Savannah	3 days
Seattle / Tacoma	5 days

Announcements

- New York becomes the 11th state to require 2-person freight train crews
  - The others include Arizona, Ohio, California, Colorado, Kansas, Minnesota, Nevada, Washington, West Virginia, and Wisconsin
  - Meanwhile, the **Federal Railroad Administration's** proposed rulemaking to regulate train crew sizes is still pending
- Rail labor unions **call on STB**, **FRA** to step up oversight of Class I's to improve industry safety, claiming the "*railroad industry is on the precipice of a self-made disaster*" due to "*increasingly dangerous trends of locomotive and equipment failures caused by the freight railroads' cost-cutting business model known as precision scheduled railroading*," urging the regulators to:
  - implement a uniform training, qualifications, and certification program for all Class I's
  - enforce a standard to ensure an adequate workforce that has the skills necessary to fulfill the demands of the rail industry in the safest and most reliable fashion possible
  - Carry out stronger enforcement of safety regulations/standards by conducting more safety audits and random focused inspections
  - eliminate loopholes under existing federal regulations which the railroads exploit to maximize profits rather than ensure safe and reliable services
- Another week, another train derailment – this time at **Union Pacific's** Pocatello rail yard in Idaho
  - Thankfully, the 15 cars that derailed remained upright, none of the contents spilled, and no injuries were reported
- Nearly a year after the massive train derailment in East Palestine, OH, **Norfolk Southern** joins the federal safety program, C3RS
  - Transportation Secretary Pete Buttigieg called on all the Class I's to join the program after the devastating derailment, but so far Norfolk Southern is the only one to fulfill its promise to join the program which encourages employees to report any "close call" incidents without fear of retaliation

In Other News

Red Sea Reroutings Mask Container Shipping's Capacity Problem
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The Red Sea crisis, driving extended voyage times around Africa, is creating simulated cargo demand and masking the growing imbalance of supply versus demand in the container liner industry …

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Container News

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House T & I Committee Reviews Freight Rail Hazards
Eno Center for Transportation

The U.S. House Transportation and Infrastructure subcommittee on Railroads, Pipelines, and Hazardous Materials met to discuss the oversight of railroad grade crossing elimination and safety issues. The subcommittee called on a panel of four witnesses to provide insights on …

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