

## Dear Readers,

This special “news flash” is to tell you about an upcoming event discussing the future of the local goods movement industry and to provide some background on the event. On Wednesday, October 6, we will consider the expansion of the Panama Canal and what impact it might have on jobs and cargo here in Southern California.

This Point/Counterpoint dialogue updates CITT’s annual Town Hall, which has been our signature event since 1999. Many people were surprised when CITT announced that our 2009 Town Hall event would be the last—just as many were skeptical in 1999 that we could get all stakeholders, including the ILWU, to collectively discuss issues facing the Ports of Los Angeles and Long Beach.

But times change. During this past year, we have designed a new format by which the University can continue to make a unique contribution to the education of the community and industry alike.

To be sure, much of what you loved about our Town Halls remains in our new format, including award winning videos. Above all, we expect the same audience of international trade and goods movement stakeholders, including longshore labor, national retailers, and the local community to come together to learn from our speakers and each other.

I urge you to make time to attend and participate in this important discussion.

Marianne Venieris  
Executive Director



## Predicting the Impact of Panama Canal Expansion New Point/Counterpoint Dialogue Oct. 6, 2010, 6–8:30 p.m. at CSULB Carpenter Center

Just as the original opening of the Panama Canal in 1914 fundamentally altered the patterns of trade and economic development around the world, some people believe the reopening of an expanded canal in 2014 will cause another fundamental shift in global goods movement.

As the Panama Canal approaches its centennial, Panamanians have committed an estimated \$5.25 billion to expand the canal by widening and deepening navigation channels and adding a larger, third set of locks at both the Atlantic and Pacific entrances. According to the Panama Canal Authority, the expansion program more than doubles the tonnage capacity over current “Panamax” vessels, from 5,000 to 12,000 TEUs.

What will this mean for the San Pedro Bay Ports of Long Beach and Los Angeles, which have greatly benefitted from exponential growth in trans-Pacific trade over the last 30 years? Will it adversely affect Southern California’s long dominance of North American cargo? Or will it have only a negligible net local impact?

From its deep waters and landside infrastructure to an expansive rail and highway network outside the gates, the ports’ advantages have built a global powerhouse and created hundreds of thousands of jobs throughout Southern California. Infrastructure investments in harbor, freight, warehouse, and distribution facilities have made the San Pedro Bay one of the

world’s preeminent cargo destinations—both to feed local consumer demand and facilitate efficient handling of discretionary cargo for the rest of the nation and even other parts of the world.

An expanded canal will offer new options for retailers and other beneficial cargo owners to ship goods through alternative ports along the Atlantic Seaboard or on the Gulf of Mexico—or at least to spread their risk by diversifying the routes they choose.

Besides possible cost calculations for all-water routes, other factors will figure into their decisions. On one hand, there is new competition from ports in Canada, Mexico and the US Pacific Northwest, which are investing billions of dollars in new infrastructure. So have East Coast port complexes and railroads.

Meanwhile, there are indications that manufacturing patterns are shifting some of the production away from China and Southeast Asia to India and Latin America, which will change cargo patterns as well. Some of these factors may still favor Southern California.

On Wednesday, October 6 from 6 to 8:30 p.m., scholars and industry experts will discuss the Panama Canal’s expansion at CSULB’s Carpenter Performing Arts Center. “Panama Canal

Expansion: The Battle for Jobs and Cargo. Who Wins? Who Loses? Who Decides?” introduces CITT’s new Point/Counterpoint dialogue format, designed to allow a comprehensive in-depth treatment of the topic in a neutral setting through an informative and lively exchange. Participants will offer educated and unique perspectives that may challenge existing assumptions about the implications for West Coast ports, jobs, and cargo volume.

This year’s speakers are Paul Bingham of Wilbur Smith Associates in Arlington, Virginia, and Dr. Mary Brooks from Dalhousie University in Halifax, Nova Scotia, Canada. Todd Thomas of Expeditors International will provide industry commentary, followed by an audience Q&A session.

For more information, visit the event website at [www.metrans.org/pointcounterpoint](http://www.metrans.org/pointcounterpoint) or call (562) 985-2872.