

THE PORTAL

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ALASKA: Celebrating the 50th Anniversary of the 49th State



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TERRY R. HEAD
IAM President

“Hooked” on Alaska

If it weren't for the moving industry, I might never had the chance to travel to Alaska and enjoy all that our northernmost State has to offer. I'll bet many of you who attended the 2000 Association's 38th Annual Meeting in Anchorage could say the same.

Our focus on Alaska for this issue of **The Portal** magazine is in recognition of the 50th anniversary of its admittance to the United States of America as the 49th State.

I am old enough to remember that momentous day in early 1959. It was a pretty big deal for the entire country, because not since 1912 had another State (Arizona) been welcomed to the Union. Also in 1959, Hawaii followed closely on the heels of Alaska when it was admitted as our 50th State.

In fact, Alaska becoming the newest State was a big deal for me as a grade school student, too. I can still recall having to do a lengthy report on Alaska for my 5th grade teacher, Mrs. Goldsmith. I was intrigued to learn that the US flag would need to be updated to accommodate an additional star; thus, in completing my assignment, I learned a lot as well about our flag's origin and the meaning of the “Stars and Bars.” It must have been a pretty good report, as I was invited to read it in front of the class (although I wasn't quite sure whether that was an honor or punishment).

Alaska is unique among US States. Its history, size, geography, and topography set it apart. Its remoteness and sheer vastness, as well as what it has to offer in rich natural resources and opportunities for outdoor recreation, greatly impressed and stuck with me as a child. I promised myself, “One day I'll get there....”

So as you can imagine, in 1997 I found it no chore when I was tasked to travel to Alaska to do some on-site research and determine whether Alaska and the City of Anchorage was a suitable venue for a future annual meeting of the Association. Interestingly, not long before I joined the IAM (then HHGFAA) as President, some political persuasion had been exerted by one of Alaska's US Senators to have us bring our annual gathering to his fine state.

Needless to say, if you're going to travel all that way to Alaska, you simply must take advantage of the opportunity to explore the surrounding areas, as well as enjoy some boating and fishing while there, especially if those activities are your passion.

On one occasion, our General Manager, Bel Carrington, and I were invited to go fishing at a remote Native Alaskan village in Old Harbor on Kodiak Island. Old Harbor, established in the 1770s, was the first Russian settlement on the North American continent. The only way to get there is by boat or plane.

That experience will stay with me forever, and it's why I am hooked on Alaska and the whole Alaskan experience. Although there was no fancy hotel or lodge, our trip was most memorable. We appreciated the sincere kindness and interest of the villagers as they joined us for dinner every evening and were eager to learn about our day out on the water. Bel was treated with great respect and awe, as many of the village children had never seen a person as tall as Bel, nor had they ever met an African-American.

This village had prospered for many years because of its attractiveness as a commercial fishing venue until the unforgettable day in 1989 when the oil tanker *Exxon Valdez* struck Bligh Reef in Prince William Sound, spilling more than 11 million gallons of crude oil onto the Alaska coast and causing an estimated \$15 billion in damages. So this year marks another, more somber, milestone: It has been two decades since the *Exxon Valdez* incident occurred, a 20-year anniversary of which Alaska, and all who love her, are mindful but do not celebrate. Nonetheless, that tragic event serves as a reminder of the fragility of Earth's environment, and the need for responsible stewardship of the planet we all share.

I hope you will enjoy reviewing this issue and perhaps learn something you didn't know about Alaska, and become better acquainted with the IAM members who live and work in some of the most challenging moving conditions in the United States, if not the world.

The 49th State: A Crash Course

Alaska is the largest state of the United States by area; it is situated in the northwest extremity of the North American continent, with Canada to the east, the Arctic Ocean to the north, and the Pacific Ocean to the west and south, with Russia further west across the Bering Strait. Approximately half of Alaska's 683,478 residents reside within the Anchorage metropolitan area. As of 2007, Alaska remained the least densely populated state.

The area that became Alaska was purchased from the Russian Empire after Western Union discontinued construction of its first electric telegraph line which ran from California, up the coast of North America, across the Bering Strait, continuing to Moscow and into the European telegraph network. Despite \$3 million in US investment for the Russian-American telegraph expedition, work ceased upon the completion of the competing Transatlantic telegraph cable. The US realized the potential of continuing the line to Moscow and sent Secretary of State William H. Seward to negotiate with the Russian Ambassador to fund the remaining phases of the telegraph line. Russia did not see the potential in funding, so Alaska was offered in exchange for the value of the Russian-American telegraph. The Russians feared that if they did not sell Russian North America, it would be taken from them by the westward expansion of the United States and Canada. They tried to play one potential purchaser off against the other to start a bidding war, but were largely unsuccessful.

The US Senate approved the purchase of Alaska from the Russian Empire on March 30, 1867, for \$7.2 million at 2 cents per acre, about 5 cents per hectare. The land went through several administrative changes before becoming an organized territory on May 11, 1912 and the 49th state of the US on Jan. 3, 1959. The name "Alaska" was already introduced in the Russian colonial time, when it was used only for the peninsula and is derived from the Aleut *alaxsxaq*, meaning "the mainland" or more literally, "the object toward which the action of the sea is directed." It is also known as Alyeska, the "great land," an Aleut word derived from the same root.

Geography

Alaska has more coastline than all the other U.S. states combined. It is the only non-contiguous U.S. state on continental North America; about 500 miles (800 km) of British Columbia (Canada) separate Alaska from Washington state. Alaska is thus an exclave of the United States. It is technically part of the continental U.S., but is often not included in colloquial use; Alaska is not part of the contiguous US, often called "the Lower 48." The capital city, Juneau, is situated on the mainland of the North American continent but, is not connected by road to the rest of the North American highway system.

The state is bordered by the Yukon Territory and British Columbia, Canada, to the east, the Gulf of Alaska and the Pacific Ocean to the south, the Bering Sea, Bering Strait, and Chukchi Sea to the west and the Arctic Ocean to the north. Alaska's territorial waters touch Russia's territorial waters in the Bering Strait, as the Russian and Alaskan islands are only 3 miles (4.8 km) apart. As it extends into the eastern hemisphere, it is technically both the western-most and eastern-most state in the United States, as well as also being the northern-most.

Alaska is the largest state in the United States in land area at 586,412 square miles (1,518,800 km²), much larger than Texas, the next largest state. Geologists have identified Alaska as part of

Wrangellia, a large region consisting of multiple states and Canadian provinces in the Pacific Northwest which is actively undergoing continent building. Alaska is larger than all but 18 sovereign countries.

Counting territorial waters, Alaska is larger than the combined area of the next three largest states: Texas, California, and Montana. It is also larger than the combined area of the 22 smallest US states.

Alaska comprises five regions:

- **South Central Alaska** is the southern coastal region and contains most of the state's population. Anchorage and many growing towns, including Wasilla, lie within this area. Petroleum indus-

Alaska was admitted to the Union as the 49th US State on Jan. 3, 1959, preceded by the 48th State, Arizona, and succeeded by the 50th State, Hawaii.

trial plants, transportation, tourism, and two military bases form the core of the economy here.

- **The Alaska Panhandle**, also known as **Southeast Alaska**, is home to many of Alaska's larger towns including the state capital Juneau, tidewater glaciers, the many islands and channels of the Alexander Archipelago and extensive forests. Tourism, fishing, forestry and state government anchor the economy.
- **Southwest Alaska** is largely coastal, bordered by both the Pacific Ocean and the Bering Sea. It is sparsely populated, and unconnected to the road system, but very important to the fishing industry. Half of all fish caught in the US. come from the Bering Sea, and Bristol Bay has the world's largest sockeye salmon fishery. The region includes Katmai and Kodiak Island and the Alaska Maritime National Wildlife Refuge. It comprises western Cook Inlet, Bristol Bay and its watersheds, the Alaska Peninsula and the Aleutian Islands. It is known for wet and stormy weather, tundra landscapes, and large populations of salmon, brown bear, caribou, birds, and marine mammals. Southwestern Alaska is almost treeless, due to the almost constant high winds.
- **The Alaska Interior** is home to Fairbanks. The geography is marked by large rivers, as well as Arctic tundra and shorelines. The Alaska Interior is also home to North America's highest peak, Mount McKinley (also known as Denali).
- **The Alaskan Bush** is the remote, less crowded part of the state, encompassing 380 native villages and small towns such as Nome, Bethel, and, most famously, Barrow, the northernmost town in the United States, as well as the northernmost town on the contiguous North American continent.



IT'S A FACT ...

Benny Benson designed the Alaska state flag when he was just 13 years old.

The northeast corner of Alaska is dominated by the Arctic National Wildlife Refuge, which covers 19,049,236 acres (77,090 km²). Much of the northwest is covered by the larger National Petroleum Reserve–Alaska, which covers around 23,000,000 acres (93,100 km²). The Arctic is Alaska’s most remote wilderness. A location in the National Petroleum Reserve–Alaska is 120 miles (190 km) from any town or village, the geographic point most remote from permanent habitation on the US mainland. The Rat Islands region in the Western Aleutians is more than 200 miles (320 km) from the tiny settlements of Attu and Adak, and may be the loneliest place in the United States.

With its myriad islands, Alaska has nearly 34,000 miles (54,720 km) of tidal shoreline. The Aleutian Islands chain extends west from the southern tip of the Alaska Peninsula. Many active volcanoes are found here. Unimak Island, for example, is home to Mount Shishaldin, an occasionally smoldering volcano that rises to 10,000 feet (3,000 m) above the North Pacific. It is the most perfect volcanic cone on Earth, even more symmetrical than Japan’s Mount Fuji. The chain of volcanoes extends to Mount Spurr, west of Anchorage on the mainland. Alaska has the most volcanoes of any of the 50 US states.

One of the world’s largest tides occurs in Turnagain Arm, just south of Anchorage — tidal differences can be more than 35 feet (10.7 m). Alaska has more than 3 million lakes. Marshlands and wetland permafrost cover 188,320 square miles (487,747 km²) (mostly in northern, western and southwest flatlands). Frozen water, in the form of glacier ice, covers some 16,000 square miles (41,440 km²) of land and 1,200 square miles (3,110 km²) of tidal zone. The Bering Glacier complex near the southeastern border with Yukon, Canada, covers 2,250 square miles (5,827 km²) alone. With over 100,000 of them, Alaska has half of the world’s glaciers.

The International Dateline jogs west of 180° to keep the whole state, and thus the entire North American continent, within the same legal day.

About 65% of Alaska is owned and managed by the US Government as public lands, including numerous national forests, national parks, and national wildlife refuges. Of these, the Bureau of Land Management manages 87 million acres (350,000 km²), or 23.8% of the state. The Arctic National Wildlife Refuge, managed by the United States Fish and Wildlife Service, is the world’s largest wildlife refuge, comprising 16 million acres (65,000 km²).



The Seal of the State of Alaska

Dillingham and Bethel average around 100 inches (2,540 mm) of precipitation.

The climate of the interior of Alaska is subarctic. Some of the highest and lowest temperatures in Alaska occur around the area near Fairbanks. The summers may have temperatures reaching into the 90s(F) (the low to mid 30s °C), while in the winter, the temperature can fall below -60 °F (-52 °C). Precipitation is sparse in the Interior, often less than 10 inches (250 mm) a year, but what precipitation falls in the winter tends to stay the entire winter.

The climate in the extreme north of Alaska is Arctic, with long, very cold winters and short, cool summers. Even in July, the average low temperature in Barrow is 34 °F (1°C). Precipitation is light in this part of Alaska, with many places averaging less than 10 inches (250 mm) per year, mostly in the form of snow that stays on the ground almost the entire year.

History

The first European contact with Alaska occurred in the year 1741, when Vitus Bering led an expedition for the Russian Navy aboard the St. Peter. After his crew returned to Russia bearing sea otter pelts judged to be the finest fur in the world, small associations of fur traders began to sail from the shores of Siberia toward the Aleutian Islands. The first permanent European settlement was founded in 1784, and the Russian-American Company carried out an expanded colonization program during the early to mid-1800s. New Archangel on Kodiak Island was Alaska’s first capital, but for a century under both Russia and the United States. Sitka was the capital. The Russians never fully colonized Alaska, and the colony was never very profitable. William H. Seward, the US Secretary of State, negotiated the Alaskan purchase in 1867 for \$7.2 million. Alaska was loosely governed by the military for years, and was unofficially a territory of the United States from 1884 on.

In the 1890s, gold rushes in Alaska and the nearby Yukon Territory brought thousands of miners and settlers to Alaska. Alaska was granted official territorial status in 1912. At this time the capital was moved to Juneau.

During World War II, the Aleutian

Of the remaining land area, the State of Alaska owns 101 million acres (410,000 km²); another 44 million acres (180,000 km²) are owned by 12 regional and dozens of local Native corporations created under the Alaska Native Claims Settlement Act. Thus, indirectly, the 84,000 Eskimo, Aleut and American Indian inhabitants of Alaska own one-ninth of the state.

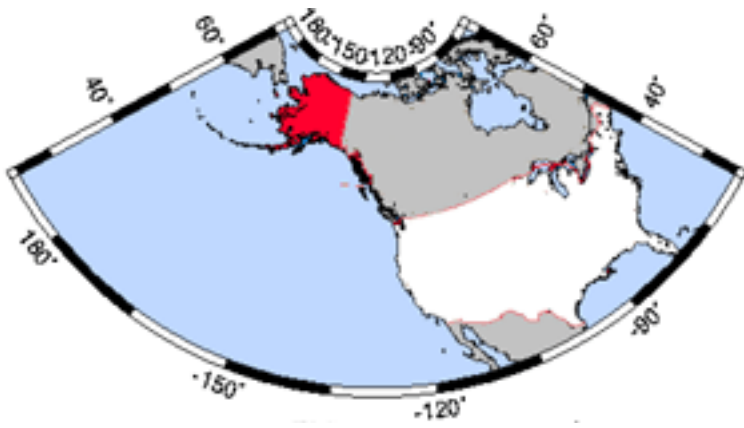
Alaska is administratively divided into “boroughs,” as opposed to “counties” or “parishes.” The function is the same, but whereas some states use a three-tiered system of decentralization — state/county/township — most of Alaska uses only two tiers: state and borough. Owing to the low population density, most of the land is located in the Unorganized Borough, which, as the name implies, has no intermediate borough government of its own, but is administered directly by the state government. Currently (2000 census) 57.71% of Alaska’s area has this status, with 13.05% of the population.

Climate

The climate in Juneau and the southeast panhandle is a mid-latitude oceanic climate in the southern sections and a subarctic oceanic climate in the northern parts. On an annual basis, the panhandle is both the wettest and warmest part of Alaska with milder temperatures in the winter and high precipitation throughout the year. Juneau averages over 50 inches (1,270 mm) of precipitation a year, while other areas receive over 275 inches (6,990 mm). This is also the only region in Alaska in which the average daytime high temperature is above freezing during the winter months.

The climate of Anchorage and south central Alaska is mild by Alaskan standards due to the region’s proximity to the seacoast. While the area gets less rain than southeast Alaska, it gets more snow, and days tend to be clearer. On average, Anchorage receives 16 inches (406 mm) of precipitation a year, with about 75 inches (1,905 mm) of snow, although there are areas in the south central that receive far more snow. It is a subarctic climate due to its brief, cool summers.

The climate of Western Alaska is determined in large part by the Bering Sea and the Gulf of Alaska. It is a subarctic oceanic climate in the southwest and a continental subarctic climate farther north. The temperature is somewhat moderate considering how far north the area is. This area has a tremendous amount of variety in precipitation. The northern side of the Seward Peninsula is technically a desert with less than 10 inches (250 mm) of precipitation annually, while some locations between



Islands Campaign focused on the three outer Aleutian islands—Attu, Agattu and Kiska—that were invaded by Japanese troops and occupied between June 1942 and August 1943. Unalaska/Dutch Harbor became a significant base for the US Army Air Corps and Navy submariners.

The US Lend-Lease program involved flying American warplanes through Canada to Fairbanks and thence Nome; Russian pilots took possession of these aircraft, ferrying them to fight the German invasion of Russia. The construction of military bases contributed to the population growth of some Alaskan cities. Statehood was approved in 1958. Alaska was officially proclaimed a state on Jan. 3, 1959.

In 1964, the massive “Good Friday Earthquake” killed 131 people and destroyed several villages, many by the resultant tsunamis. It was the second most powerful earthquake in the recorded history of the world, with a moment magnitude of 9.2. It was 100 times more powerful than the 1989 San Francisco earthquake. Luckily, the epicenter was in an unpopulated area or thousands more would have been killed.

The 1968 discovery of oil at Prudhoe Bay and the 1977 completion of the Trans-Alaska Pipeline led to an oil boom. In 1989, the *Exxon Valdez* hit a reef in the Prince William Sound, spilling over 11 million US gallons of crude oil over 1,100 miles (1,600 km) of coastline. Today, the battle between philosophies of development and conservation is seen in the contentious debate over oil drilling in the Arctic National Wildlife Refuge.

Demographics

The United States Census Bureau in 2008 estimated Alaska’s population at 686,293, which represents an increase of 59,361, or 9.5%, since the last census in 2000. This takes into account a decrease due to net migration of 5,469 people out of the state. In 2000 Alaska ranked 48th out of 50 states by population. Alaska is the least densely populated state, and one of the most sparsely populated areas in the world, at 1.0 people per square mile (0.42/km²), with the next state, Wyoming, at 5.1 per square mile (1.97/km²). It is the largest US state by area, and the 6th wealthiest (per capita income).

Race and ancestry

According to the 2000 US Census, 69.3% of single-race Alaska residents were caucasian and 15.6% were Native American or Alaska Native, the largest proportion of any state. Multiracial/Mixed-Race people are the third largest group of people in the state, totaling 6.9% of the population. The largest self-reported ancestry groups in the state are German (16.6%), Alaska Native or American Indian (15.6%), Irish (10.8%), British (9.6%), American (5.7%), and Norwegian (4.2%).

The vast sparsely populated regions of northern and western

Alaska are primarily inhabited by Alaska Natives, who are also numerous in the southeast. Anchorage, Fairbanks, and other parts of south-central and southeast Alaska have many whites of northern and western European ancestry. The Wrangell-Petersburg area has many residents of Scandinavian ancestry and the Aleutians contain a large Filipino population. Most of the state’s black population lives in Anchorage, although Fairbanks also has a sizable black population.

Languages

According to the 2000 US Census, 85.7% of Alaska residents aged 5 and older speak English at home. The next most common languages are Spanish (2.88%), Yupik (2.87%), Filipino (1.54%), and Iñupiaq (1.06%). A total of 5.2% of Alaskans speak one of the state’s 22 indigenous languages, known locally as Native American languages.

Economy

The 2007 gross state product was \$44.9 billion, 45th in the nation. Its Per capita personal income for 2007 was \$40,042, ranking 15th in the nation. The oil and gas industry dominates the Alaskan economy, with more than 80% of the state’s revenues derived from petroleum extraction. Alaska’s main export product (excluding oil and natural gas) is seafood, primarily salmon, cod, Pollock and crab. Agriculture represents only a fraction of the Alaskan economy. Agricultural production is primarily for consumption within the state and includes nursery stock, dairy products, vegetables, and livestock. Manufacturing is limited, with most foods and general goods imported from elsewhere. Employment is mainly in government and industries such as natural resource extraction, shipping, and transportation. Military bases are a significant component of the economy in both Fairbanks and Anchorage. Federal subsidies are also important, allowing the state to keep taxes low. Its industrial outputs are crude petroleum, natural gas, coal, gold, precious metals, zinc and other mining, seafood processing, timber and wood products. There is also a growing service and tourism sector. Tourists have contributed to the economy by supporting local lodging.

Energy

Alaska has vast energy resources. Major oil and gas reserves are found in the Alaska North Slope (ANS) and Cook Inlet basins. According to the Energy Information Administration, Alaska ranks second in the nation in crude oil production. Prudhoe Bay on Alaska’s North Slope is the highest yielding oil field in the United States and on North America, typically producing about 400,000 barrels per day. The Trans-Alaska Pipeline can pump up to 2.1 million barrels of crude oil per day, more than any other crude oil pipeline in the United States. Additionally, substantial coal deposits are found in Alaska’s bituminous, sub-bituminous, and lignite coal basins. The United

Alaska in a Nutshell

- **State Motto:** North to the Future
- **Nicknames:** “The Last Frontier,” “Land of the Midnight Sun,” and “Seward’s Icebox”
- **State bird:** Willow ptarmigan
- **State fish:** King salmon
- **State flower:** Wild/native Forget-me-not
- **State land mammal:** Moose
- **State marine mammal:** Bowhead whale
- **State tree:** Sitka spruce



IT'S A FACT ...

The Trans-Alaska Pipeline transports oil, Alaska's most important export, from the North Slope to Valdez. Pertinent are the heat pipes in the column mounts.

States Geological Survey estimates that there are 85.4 trillion cubic feet (2,420 km³) of undiscovered, technically recoverable gas from natural gas hydrates on the Alaskan North Slope. Alaska also offers some of the highest hydroelectric power potential in the country from its numerous rivers. Large swaths of the Alaskan coastline offer wind and geothermal energy potential as well.

Alaska oil production peaked in 1988 and has declined 65% thereafter

Alaska's economy depends heavily on increasingly expensive diesel fuel for heating, transportation, electric power and light. Though wind and hydroelectric power are abundant and underutilized, proposals for state-wide energy systems (e.g., with special low-cost electric interties) were judged uneconomical (at the time of the report, 2001) due to low (less than 50 cents per gallon) fuel prices, long distances and low population. The cost of a gallon of gas in urban Alaska today is usually 30 to 60 cents higher than the national average; prices in rural areas are generally significantly higher but vary widely depending on transportation costs, seasonal usage peaks, nearby petroleum development infrastructure and many other factors.

Alaska accounts for 20% of domestically produced United States oil production. Prudhoe Bay (North America's largest oil field) alone accounts for 8% of the United States domestic oil production.

Permanent Fund

The Alaska Permanent Fund is a legislatively controlled appropriation established in 1976 to manage a surplus in state petroleum revenues from the recently constructed Trans-Alaska Pipeline System. From its initial principal of \$734,000, the fund has grown to \$40 billion as a result of oil royalties and capital investment programs. Starting in 1982, dividends from the fund's annual growth have been paid out each year to eligible Alaskans, ranging from \$331.29 in 1984 to \$3,269.00 in 2008 (which included a one-time \$1,200 "Resource Rebate"). Every year, the state legislature takes out 8 percent from the earnings, puts 3% back into the principal for inflation proofing, and the remaining 5% is distributed to all qualifying Alaskans. To qualify for the Alaska State Permanent Fund one must have lived in the state for a minimum of 12 months, and maintain constant residency.

Cost of living

The cost of goods in Alaska has long been higher than in the contiguous 48 states. This has changed for the most part in Anchorage and to a lesser extent in Fairbanks, where the cost of

living has dropped somewhat in the past 5 years. Federal government employees, particularly United States Postal Service (USPS) workers and active-duty military members, receive a Cost of Living Allowance usually set at 25% of base pay because, while the cost of living has gone down, it is still one of the highest in the country.

The introduction of big-box stores in Anchorage, Fairbanks, and Juneau also did much to lower prices. However, rural Alaska suffers from extremely high prices for food and consumer goods, compared to the rest of the country due to the relatively limited transportation infrastructure. Many rural residents come into these cities and purchase food and goods in bulk from warehouse clubs like Costco and Sam's Club. Some have embraced the free shipping offers of some online retailers to purchase items much more cheaply than they could in their own communities, if they are available at all.

Agriculture

Due to the northern climate and steep terrain, relatively little farming occurs in Alaska. Most farms are in either the Matanuska Valley, about 40 miles (64 km) northeast of Anchorage, or on the Kenai Peninsula, about 60 miles (97 km) southwest of Anchorage. The short 100-day growing season limits the crops that can be grown, but the long sunny summer days make for productive growing seasons. The primary crops are potatoes, carrots, lettuce, corn, and cabbage. Farmers exhibit produce at the Alaska State Fair. "Alaska Grown" is used as an agricultural slogan.

Alaska has an abundance of seafood, with the primary fisheries in the Bering Sea and the North Pacific, and seafood is one of the few food items that is often cheaper within the state than outside it. Many Alaskans fish the rivers during Salmon season to gather significant quantities of their household diet while fishing for subsistence, sport, or both.

Hunting for subsistence, primarily caribou, moose, and sheep is still common in the state, particularly in remote Bush communities. An example of a traditional native food is Akutaq, the Eskimo ice cream, which can consist of reindeer fat, seal oil, dried fish meat and local berries.

Most food in Alaska is transported into the state from "outside", and shipping costs make food in the cities relatively expensive. In rural areas, subsistence hunting and gathering is an essential activity because imported food is prohibitively expensive. The cost of importing food to villages begins at \$0.07/lb and rises rapidly to \$0.50/lb or more. The cost of delivering a 7-pound gallon of milk is about \$3.50 in many villages where per capita income can be \$20,000 or less. Fuel for snow machines and boats that consume a couple gallons per hour can exceed \$8.

Taxing Matters

- To finance state government operations, Alaska depends primarily on petroleum revenues and federal subsidies. This allows it to have the lowest individual tax burden in the United States, and be one of only five states with no state sales tax, one of seven states that do not levy an individual income tax, and one of two states that has neither.
- Fairbanks has one of the highest property taxes in the state.
- In 2008 the Tax Foundation ranked Alaska as having the 4th most "business-friendly" tax policy, behind Wyoming, Nevada, and South Dakota.

Roads

Alaska has few road connections compared to the rest of the US. The state's road system covers a relatively small area of the state, linking the central population centers and the Alaska Highway, the principal route out of the state through Canada. The state capital, Juneau, is not accessible by road, only a car ferry, which has spurred several debates over the decades about moving the capital to a city on the road system, or building a road connection from Haines. The western part of Alaska has no road system connecting the communities with the rest of Alaska.

One unique feature of the Alaska Highway system is the Anton Anderson Memorial Tunnel, an active Alaska Railroad tunnel recently upgraded to provide a paved roadway link with the isolated community of Whittier on Prince William Sound to the Seward Highway about 50 miles (80 km) southeast of Anchorage. At 2.5 miles (4.0 km) the tunnel was the longest road tunnel in North America until 2007. The tunnel is the longest combination road and rail tunnel in North America.

Rail

Built around 1915, the Alaska Railroad (ARR) played a key role in the development of Alaska through the 20th century. It links north Pacific shipping through providing critical infrastructure with tracks that run from Seward to Interior Alaska via South Central Alaska, passing through Anchorage, Eklutna, Wasilla, Talkeetna, Denali, and Fairbanks, with spurs to Whittier, Palmer and North Pole. The cities, towns, villages, and region served by ARR tracks are known statewide as "The Rail Belt." In recent years, the ever-improving paved highway system began to eclipse the railroad's importance in Alaska's economy.

The railroad, though famed for its summertime tour passenger service, played a vital role in Alaska's development, moving freight into Alaska while transporting natural resources southward (i.e., coal from the Usibelli coal mine near Healy to Seward and gravel from the Matanuska Valley to Anchorage.)

The Alaska Railroad was one of the last railroads in North America to use cabooses in regular service and still uses them on some gravel trains. It continues to offer one of the last flag stop routes in the country. A stretch of about 60 miles (100 km) of track along an area north of Talkeetna remains inaccessible by road; the railroad provides the only transportation to rural homes and cabins in the area; until construction of the Parks Highway in the 1970s, the railroad provided the only land access to most of the region along its entire route.

In northern Southeast Alaska, the White Pass and Yukon Railroad also partly runs through the State from Skagway northwards into Canada (British Columbia and Yukon Territory), crossing the border at White Pass Summit. This line is now mainly used by tourists, often arriving by cruise liner at Skagway.

Marine transport

Most cities, towns and villages in the state do not have road or highway access; the only modes of access involve travel by air, river, or the sea.

Alaska's well-developed state-owned ferry system (known as the Alaska Marine Highway) serves the cities of Southeast, the Gulf Coast and the Alaska Peninsula. The system also operates a ferry service from Bellingham, Washington and Prince Rupert, British Columbia in Canada via the Inside Passage to Skagway. The Inter-Island Ferry Authority also serves as an important marine link for many communities in the Prince of Wales Island region of Southeast and works in concert with the Alaska Marine Highway.

In recent years, large cruise ships began creating a summertime

Politics

In presidential elections, the state's electoral college votes have been won by the Republican nominee in every election since statehood, except for 1964. No state has voted for a Democratic presidential candidate fewer times. Alaska supported Democratic nominee Lyndon B. Johnson in the landslide year of 1964, although the 1960 and 1968 elections were close.

Because of its population relative to other US states, Alaska has only one member in the US House of Representatives, Don Young (R). In 2008, long-time Republican Senator Ted Stevens was defeated by Democratic Anchorage Mayor Mark Begich.

Also in 2008, the state's governor, Sarah Palin, was the Republican nominee for Vice President of the United States.

tourism market, mainly connecting the Pacific Northwest to Southeast Alaska and, to a lesser degree, towns along the north gulf coast. Several times each summer, the population of Ketchikan sharply rises for a few hours when two ships dock to debark more than a thousand passengers each while four other ships lie at anchor nearby, waiting their turn at the dock.

Air transport

Cities not served by road or sea can be reached only by air or by hiking/dogsled, accounting for Alaska's extremely well-developed bush air services—an Alaskan novelty. Anchorage itself, and to a lesser extent Fairbanks, are serviced by many major airlines. Air travel is the cheapest and most efficient form of transportation in and out of the state. Anchorage recently completed extensive remodeling and construction at Ted Stevens Anchorage International Airport to help accommodate the upsurge in tourism (in 2000-2001, the latest year for which data is available, 2.4 million total arrivals to Alaska were counted, 1.7 million via air travel; 1.4 million were visitors).

Regular flights to most villages and towns within the state that are commercially viable are challenging to provide, so they are heavily subsidized by the federal government through the Essential Air Service program. Alaska Airlines is the only major airline offering in-state travel with jet service (sometimes in combination cargo and passenger Boeing 737-400s) from Anchorage and Fairbanks to regional hubs like Bethel, Nome, Kotzebue, Dillingham, Kodiak, and other larger communities as well as to major Southeast and Alaska Peninsula communities. The bulk of remaining commercial flight offerings come from small regional commuter airlines such as Era Aviation, PenAir, and Frontier Flying Service. The smallest towns and villages must rely on scheduled or chartered bush flying services using general aviation aircraft such as the Cessna Caravan, the most popular aircraft in use in the state. Much of this service can be

attributed to the Alaska bypass mail program, which subsidizes bulk mail delivery to Alaskan rural communities. The program requires 70% of that subsidy to go to carriers who offer passenger service to the communities. Perhaps the most quintessentially Alaskan plane is the bush seaplane. The world's busiest seaplane base is Lake Hood, located next to Ted Stevens Anchorage International Airport, where flights bound for remote villages without an airstrip carry passengers, cargo, and many items from stores and warehouse clubs. Alaska has the highest number of pilots per capita of any US state: out of the estimated 663,661 residents, 8,550 are pilots, or about one in 78.

Other transport

Another Alaskan transportation method is the dogsled. In modern times (that is, any time after the mid-late 1920s), dog mushing is more of a sport than a true means of transportation. Various races are held around the state, but the best known is the Iditarod Trail Sled Dog Race, a 1150-mile (1850 km) trail from Anchorage to Nome (although the mileage varies from year to year, the official distance is set at 1049 miles). The race commemorates the famous 1925 serum run to Nome in which mushers and dogs like Togo and Balto took much-needed medicine to the diphtheria-stricken community of Nome when all other means of transportation had failed. Mushers from all over the world come to Anchorage each March to compete for cash, prizes, and prestige. The "Serum Run" is another sled dog race that more accurately follows the route of the famous 1925 relay, leaving from the community of Nenana (southwest of Fairbanks) to Nome.

President Dwight Eisenhower admitted in his autobiography that he pushed to have Alaska admitted into the union as a state, partially because he wanted an American win in the 1959 World Sled Dog Championships, held in Finland. The previous W.S.D.C. titles had been won by the Soviet Union.

In areas not served by road or rail, primary transportation in summer is by all-terrain vehicle and in winter by snowmobile or "snow machine," as it is commonly referred to in Alaska.

SOURCE: Wikipedia

IT'S A FACT ...

Some of Alaska's popular annual events are the Iditarod Trail Sled Dog Race that starts in Anchorage and ends in Nome, World Ice Art Championships in Fairbanks, the Alaska Hummingbird Festival in Ketchikan, the Sitka Whale Fest, and the Stikine River Garnet Fest in Wrangell. The Stikine River features the largest springtime concentration of American bald eagles in the world.

A New State Capital?

By John Ritter, USA TODAY

It's a safe bet no lawmakers in the Lower 48 have commutes to their capitals like Alaska state Representatives.

The Alaska Representatives make a 600-mile, two-day January road trip through sparsely populated wilds, including a piece of Canada's Yukon. It's bitter cold, the highway is icy, survival gear is a must, and they never drive through remote villages without topping off the gas tank. "At 40-below, if you had a flat tire and had to idle for an hour, you just don't want any problems," they advise.

Because no roads go in or out of Juneau, the capital, journeys to the Capitol end with a four-hour ferry ride. Legislators who choose to fly to Juneau complain about exasperating delays, even overnight diversions to Seattle, because of Juneau's chronically socked-in airport. Fog-prone and ringed by mountains, the city has one of the USA's trickiest airports to fly into.

Average Alaskans are more isolated from the seat of their government than any other Americans. Little wonder that campaigns to move the capital have roiled state politics almost since the day Alaska joined the union in 1959. Alaskans have voted no fewer than eight times on measures to relocate, or pay to relocate, their capital.

Talk of a move pierces the frigid air again this winter, but not for the usual reasons. Juneau's mayor is pushing a plan to build a new Capitol to replace what everyone agrees is an outdated, cramped, arguably unsafe and decidedly unstately relic from Alaska's territorial era.

The city bought a 4.5-acre hilltop site and gave it to the state, then spent \$250,000 on a national design competition. Bothello will announce a winner Wednesday and a goal of dedicating a new \$100 million Capitol on the golden anniversary of statehood, Jan. 3, 2009.

Weighing the cost

Many Alaskans are asking if the state is to spend \$100 million, shouldn't the capital be moved closer to where most of the population lives, the "rail belt" between Anchorage and Fairbanks?

The last state capital to move was in 1910, when Oklahomans shifted theirs from Guthrie to Oklahoma City. At the time, Juneau was a booming gold-rush town and Alaska's commercial hub. Anchorage and the Alaska interior didn't grow until after World War II. Today, at least three-fourths of the state's 700,000 residents live in or near Anchorage.

After statehood, voters rejected moving the capital in 1960 and 1962. They approved it in 1974 but in 1978 turned down the \$966 million price tag. In 1982, a \$2.2 billion plan for a new capital near Anchorage in Willow, then a town of fewer than 200, failed. Cost worries killed yet another bid in 1994.

An idea backed by Alaska's elder statesman, two-time governor Walter Hickel, to move legislative sessions to Matanuska-Susitna but keep the rest of government in Juneau, failed 2-1 at the polls in 2002.



Juneau, with Mount Juneau in the background

Capital Move Would Devastate Juneau Economy

A report says moving the state capital from Juneau would devastate the economy in the area. Jim Calvin, lead researcher for the Juneau-based McDowell Group, says if the capital moved Juneau would lose between a quarter and a third of its economy.

The report was paid for by the Alaska Committee, a group dedicated to keeping Alaska's capital in Juneau. McDowell Group researchers used state data on the work force and location of state government jobs.

Researchers also documented capital creep, the slow siphoning of state jobs from Juneau to Anchorage. From May 2006 to August 2008, Juneau had a net loss of 87 state jobs, with 76 of them moving to Anchorage.

SOURCE: Associated Press



2 Decades After Oil Spill, Exxon Still Owes \$92 Million

March 24, 2009, was the 20th anniversary of the massive *Exxon Valdez* oil spill, but the federal and state governments have yet to collect millions of dollars that the oil company agreed to pay.

A final \$92 million claim for harm to wildlife, habitat and subsistence users filed in 2006 has gone unanswered by the Exxon Corporation, now ExxonMobil.

Early in the morning on March 24, 1989, the oil tanker *Exxon Valdez* struck Bligh Reef in Prince William Sound spilling more than 11 million gallons of crude oil onto the Alaska coast, causing an estimated \$15 billion in damages.

IAM MEMBER PROFILES

Totem Ocean Trailer Express, Inc. (TOTE)

By Christina Hallock, Communications Specialist, TOTE

Totem Ocean Trailer Express, Inc. (TOTE), a privately-owned shipping company serving the Alaska market since 1975, operates a fleet of Roll-on/Roll-off (Ro/Ro) cargo ships and offers fast twice-weekly service between the ports of Tacoma, Wash., and Anchorage, Ak. TOTE has served Alaska in times of prosperity and times of economic downturn. This unwavering commitment to serve Alaska has been at the heart of TOTE's decision to invest in new ships, terminals, equipment, and technology over the past three decades.

The company's fleet of Ro/Ro vessels differ from containerships in that cargo is not lifted by crane, but quickly driven onto and off the vessels via "hustlers" which push or pull trailers or flatbeds on board, stow them, then lock them down using the patented Roloc Box. The efficiency of Ro/Ro vessels allows just about any type of freight to be driven aboard, whether it is oversized heavy equipment, or trailer loads of household goods, retail merchandise, groceries, or construction materials.

TOTE's newest innovative Orca Class vessels entered Alaska service in 2003 and were built for the rigors of Alaska, as well as for speed. There are de-icing systems installed to prevent ice build-up on the ramps and decks. A specially-designed "turtleback" on the bow of each vessel protects freight stowed on the top deck. To protect against wear and tear to the hull while maneuvering through the ice in Cook Inlet, Alaska, reinforced ice bands were installed.

While designing its 840-foot Orca Class vessels, TOTE surveyed and then responded to the needs of its customers. To meet the needs

of project cargo shippers, the ships were built with more than 80% of the deck space covered, including an overhead minimum clearance of 19 feet on the main deck. In the past, over-dimensional project freight had to be manufactured to smaller specifications, allowing it to be easily transported. TOTE's large Ro/Ro vessels alleviate most former project cargo size constraints. These vessels have the capacity to carry over 600 highway cargo trailers and 250 vehicles.

Another unique feature to TOTE's vessels—the first two members of the Orca Class

design—includes their state-of-the-art environmental features. The ships have redundant propulsion and navigation systems, fresh water ballast systems, inverted double-hulled fuel tanks, and run reduced emission diesel electric engines. The ships have won numerous awards in recognition of their outstanding environmental design.

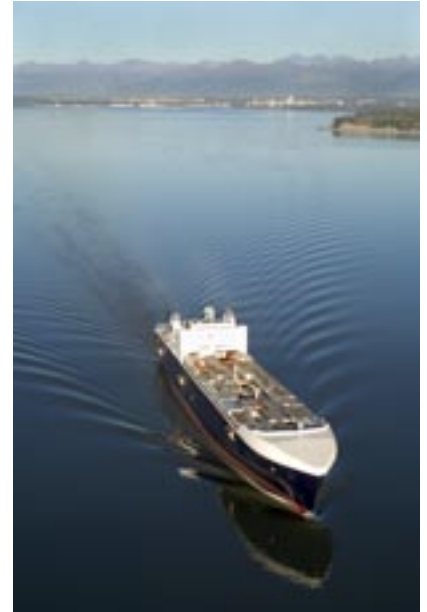
In addition to shipping freight and cargo in both enclosed and flatbed highway trailers, TOTE is certified for the movement of newly-manufactured and used vehicles, boats, travel trailers, machinery, and other vehicles from receipt of cargo to delivery under the International Organization for Standardization (ISO) 9001:2008 standard. Practices and procedures are in place to ensure TOTE not only meets customer requirements, but strives to improve its reliable, competitive and responsive transportation performance standards.

The company's own Inland Transportation Services Division, coupled with its diverse fleet of dry, flatbed, insulated and refrigerated trailers, lowboys, and stepdecks, allows the direct delivery of all types of commodities, regardless of weather conditions. TOTE also allows its shippers to use their own equipment. To keep things organized and moving quickly, TOTE utilizes the most modern, computerized cargo management system to track the cargo every step of the way.

Headquartered in Federal Way, Wash., TOTE has offices and cargo terminals in Tacoma and Anchorage and also has office locations in Fairbanks and through the Lower 48, allowing TOTE to strategically and efficiently route cargo from anywhere in North America to job sites in Alaska.

In support of TOTE's dedication to serving and sustaining Alaska for future generations, TOTE completed the ISO 14001:200 certification process for environmental management standards in March 2007. By achieving this certification, TOTE demonstrates its commitment to environmental excellence and quality at all of its land-based activities and facilities, with the focus being on reducing both electrical energy consumption and non-hazardous waste.

Most recently, in April 2009, TOTE was certified to Occupa-





IT'S A FACT ...

Alaska's most populous city is Anchorage, home to 278,700 people in 2006, 225,744 of whom live in the urbanized area. The richest location in Alaska by per capita income is Halibut Cove (\$89,895). Sitka, Juneau, and Anchorage are the three largest cities in the United States by area.

tional Health and Safety Advisory Services (OHSAS) 18001:2007, which will be implemented in coordination with the ISO 14001:2004 program as a health, safety and environmental (HSE) program. The goal is to have zero injuries, zero workplace illness, and zero trucking incidents.

TOTE strongly believes in giving back to the communities in which its employees live and do business. Many non-profit organizations receive free shipping of goods and materials such as the Food Bank of Alaska, the Boy Scouts of America, the Salvation Army, Alaskans for Litter Prevention & Recycling, the Anchorage Museum of History and Art, and The Imaginarium. Without this service, many of these non-profits would be unable to provide the level of service they do for the advancement of environmental consciousness, charity, education, and the arts.

TOTE and its employees contribute many volunteer hours and funding to such organizations as the United Way of King and Pierce Counties, the United Way of Alaska, the American Cancer Society, the Multiple Sclerosis Society, Rebuilding Together South Sound, and Providence Children's Hospital.

TOTE champions the arts through contributions to organizations like the Seattle Art Museum, Training Better Artists, Alaska Junior Theater, and the ArtsFund.

TOTE also shows its dedication to the advancement of education by funding the University of Alaska Anchorage, Fairbanks, and the Southeast; Independent Colleges of Washington, and such programs as Alaskans for Alaskan Jobs in Transportation and the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

TOTE's goal is not simply to achieve customer satisfaction, but to exceed customer expectations, while constantly improving its community service and environmental stewardship. We have been bridging the world to Alaska for more than 33 years!

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The Road to Statehood: A Timeline

- 1900** Civil Code for Alaska divides state into three judicial districts, with judges at Sitka, Eagle, and St. Michael; moves capital to Juneau. White Pass railroad completed. U.S. Congress passes act to establish Washington-Cable (WAMCATS) that later becomes the Alaska Communications System (ACS).
- 1902** President Theodore Roosevelt establishes Tongass National Forest; E.T. Barnette and local miners name their settlement Fairbanks.
- 1906** Alaska authorized to send voteless delegate to Congress. Governor's Office moved from Sitka to Juneau.
- 1912** Territorial status for Alaska provides for Legislature; Alaska Native Brotherhood organizes in Southeast; Mount Katmai explodes, forming Valley of Ten Thousand Smokes.
- 1913** First Alaska Territorial Legislature convenes. First law passed grants women voting rights.
- 1914** Surveying begins for Alaska Railroad; City of Anchorage born as construction campsite.
- 1915** Alaska Native Sisterhood holds first convention in Sitka.
- 1916** First bill for Alaska statehood introduced in Congress. Alaskans vote in favor of prohibition by a 2 to 1 margin.
- 1918** Congress creates Alaska Agricultural College and School of Mines as a land grant college.
- 1920** Anchorage organizes city government.
- 1922** Alaska Agricultural College and School of Mines opens. Alaska Native voting rights established through a court case.
- 1923** President Warren G. Harding comes to Alaska to drive the last spike in Alaska Railroad.
- 1924** Congress extends citizenship to all Native Americans and Alaska Native peoples in the United States; Tlingit William Paul, Sr. is first Native elected to Alaska Legislature. Start of airmail delivery to Alaska.
- 1928** Court case resolves right of Native children to attend public school.
- 1929** U.S. Navy begins 5-year survey to map parts of Alaska. Alaska Native Brotherhood convention at Haines resolves to pursue land claims settlement in Southeast Alaska.
- 1936** The Indian Reorganization Act of 1935 amended to include Alaska. Nell Scott of Seldovia becomes the first woman elected to the Territorial Legislature.
- 1940** Fort Richardson established; construction begins on Elmendorf Air Force Base.
- 1942** Japan bombs Dutch Harbor; invades Aleutians.
- 1945** Governor Gruening signs the Anti-Discrimination Act, the first such legislation passed in the United States and its possessions since post-Civil War.
- 1946** Boarding school for Native high school students opens at Mt. Edgecombe.
- 1947** The Alaska Command established; first unified command of the US. staffed by Army, Air Force, and Navy officers. First Alaska Native land claims suit, filed by Tlingit and Haida people, introduced in U.S. Court of Claims.
- 1948** Alaskans vote to abolish fish traps by a 10 to 1 margin.
- 1953** Oil well drilled near Eureka on Glenn Highway marks the beginning of Alaska's modern oil history; first plywood operations begin at Juneau; first big Alaskan pulp mill opens at Ketchikan. First Alaskan television broadcast by KENI, Anchorage.
- 1955** Alaskans elect delegates to constitutional convention.
- 1955** Constitutional Convention opens at University of Alaska.
- 1956** Territorial voters adopt the Alaska Constitution; send two senators and one representative to Washington under the Tennessee Plan.
- 1958** Statehood measure passes; President Eisenhower signs statehood bill.
- 1959** Alaska becomes the 49th State in the Union on Jan. 3.

Denali Group, Inc.

By Jim Thompson / Vice President, Denali Group, Inc.

Denali Group, Inc. is recognized as a leader in relocation expertise and customer service. Our family-owned, Alaskan business has been in the transportation industry for longer than Alaska has been a state. We've proven ourselves in a uniquely challenging environment, earning the trust and respect of our transportation partners around the world. Denali Group provides a complete relocation package including origin and destination services, port consolidation and ocean freight to and from Alaska.

Founded in Fairbanks, Alaska, in 1954, Denali originated as the joint venture of two Alaskan transportation industry pioneers: Sig Wold and Leo Schlotfeldt. At a time when little or no infrastructure existed in the harsh and unforgiving environment of Alaska, these men committed their resourcefulness and innovation to providing the reliable transportation of goods—to, from and within The Last Frontier.

The result of their commitment is today's Denali Group—widely recognized as the shipping and transportation leader in Alaska. Today, Walt Schlotfeldt, owner and CEO, continues the business mission begun by his parents: "Employ the best people, give them the tools to do quality work, and ensure that Denali provides their customers with superior service."

The Denali Group is proud to employ over 100 full-time relocation professionals operating in three cities: Anchorage, Fairbanks, and Seattle. While participating in continuous training programs, Denali Group employees are committed to maintaining quality workmanship in a safe and drug-free environment. We provide ongoing crew and staff training, beginning with our customized and regularly updated video demonstrations in customer service and superior packing techniques. We celebrate one of the highest Quality scores of any Alaskan company in the industry.

Relocations in Alaska always prove to be challenging, but not impossible. One of the unique challenges in Alaska is servicing areas



with no road access. Vice President Jack Crockett recently recalled Denali's relocation of a retired military member to a remote location that had no road access. "The shipment, along with two four-wheel ATVs with pull-along trailers, was loaded onto a rail box-car in Anchorage," he said. "We stopped the train 90 miles out of Anchorage where the entire shipment was unloaded along side the rail tracks and staged for transportation via four-wheeler. While the train continued on to Fairbanks, our crew began transporting the household goods five miles down a dirt trail to the member's residence. It took our crew approximately 30 trips to relocate the 5,000-pound shipment. After completing the delivery, the crew set up camp next to the railroad and waited for the train to return the next day to take them and their equipment back to Anchorage."

Owner and CEO Walt Schlotfeldt often tells of the challenges of growing up in Fairbanks in the 1950s and 1960s. "While we are today faced with unique environmental and geographical challenges," he said, "we have developed practices to minimize their impact on our operations. Because of these unique conditions, our operating costs are higher in Alaska than in the Lower 48 states." In addition, statistics provided by the Alaska Department of Labor and Workforce Development, and the US Department of Labor show that Alaska's 2006 mean wage was 12% higher than for the United States as a whole and its median wage was more than 21% higher.

We are proud to be "Alaskan Owned and Alaskan Known," serving Alaskans for over 55 years!



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Allied Alaska (Coleman American)

In early 2008, **Coleman American Moving Services** in partnership with AAA Moving and Storage became the general agent for Allied Van Lines in Alaska. The Allied Alaska division was formed and set up to manage Allied's traffic to and from Alaska.

Allied Alaska began its operations in September 1983 in Anchorage, under the name AAA Moving and Storage, Inc. The company was launched in a 2,000-square foot warehouse, with two trucks and three employees.

In 1985, with Anchorage rapidly growing, an opportunity became available to expand the company's Alaska presence to Fairbanks, and a second service center was established. In 1987 a third service center was opened in Kodiak. To meet the demand for more moving services, AAA opened its fourth office in Juneau. This expansion and the company's continued growth in its existing markets catapulted it into one of the biggest moving companies in Alaska.

In 1995 the International Forwarding division was established in Lakewood, Wash. The Record Storage/Archive division was established in Anchorage and Juneau when the company became the official archivist for the State of Alaska in the capital District in 1996.

The Washington Service Center and Port Operation was opened in 2000 in Lakewood, Wash. Then, 2002 brought the development of a CONUS linehaul operation from the Washington service center.

In 2009 it added new service centers in Ketchikan and Sitka, bringing the total number of offices in Alaska to six. With this expansion Allied Alaska is the only mover with company service centers throughout the state of Alaska.

Today Allied Alaska, employs over 100 personnel in Alaska and over 50 personnel in Washington. Allied Alaska operates a fleet of over 100 pieces of equipment and manages over 125,000 square feet of warehouse.

With over 25 years of service under its belt, Allied Alaska has grown from a small local mover to one of Alaska's largest and most respected movers, with six service centers in Alaska, one in Washing-



ton, and with van line and marine carriers connections that allow them to do business all over the world.

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Sourdough Express: A Rich History, and Fond Memories

By Karen Conover

Alaskans are a friendly bunch, so it's not unusual for us to learn what seems like a lot about our clients.

Sometimes, we learn how they like their coffee, or the name of their dog; on occasion we get their life story. Clients often talk about the heirlooms we move for them, and it seems there is a story found in the move of every family.

What people move in Alaska has changed over the years. At one point, they moved just the bare supplies they needed to survive. Today, the creature comforts of Alaska come in many shapes and sizes.

On a recent move, we met something pretty rare: a family in total agreement. With a knowing smile, every single member acknowledged that Mom's lime green La-Z-Boy rocker-recliner was the ugliest piece of furniture any of them had ever seen. It's not that Mom's chair is worn out, they explained. "It is just plain ugly!" The redeeming thing about "Ol' Green" was that all four of the kids had been gently rocked to sleep in that chair when they were growing up. Every childhood flu, skinned knee, or hurt feeling was lessened somehow, by rocking in the arms of their folks in that ugly recliner. The irony wasn't lost on any of them that the chair now qualified as a family heirloom. There had even been some serious family debates over who would get Ol' Green when it was finally passed from the parents to the kids. We took as much care moving Ol' Green as we would a precious heirloom ... regardless of how it looked.

It's clear that our belongings bring us comfort. Our stuff represents a link to our past, and a symbol of our present.

In remote Alaska, without moving and transportation companies, our moving sales would probably all look like estate sales.

The US Census Bureau reported a decline in home relocations in the last year, but even in a tough economy *12 million American families moved from their homes.*

Alaska is a big place, and Sourdough Transfer maintains operating facilities in both the coastal city of Anchorage and 365 miles north in Fairbanks (situated the interior of Alaska). If a seven-hour drive between offices seems like a lot, remember that we live in a place where you can drive for more than 30 hours and still be in the same area code.

Sourdough Express is a fourth-generation family organization.



Karen Conover's great grandfather, with a moosehead in the back.

This rarity makes Sourdough one of the oldest and most distinguished transportation companies in Alaska.

Outsiders often marvel that Alaska has metropolitan cities with paved roads and Wal-Marts, but take a look at a map and you will see that most of our state is lined by remote villages. Sometimes, just getting supplies to someone's door can be next to impossible.

The story of Sourdough Express is a testament to ingenuity and perseverance. For a real perspective on this company, we have to take a look back...

It was August 1896 when Skookum Jim Mason found rich place deposits of gold on Rabbit Creek in the Yukon, thus beginning the Alaska Gold Rush. By 1898, prospectors were surging to the state. That's when "Sourdough Bob" Ellis met their needs by starting Sourdough Hauling in Dawson City. Bob's main focus was hauling prospectors' gear through brutal terrain. This was done by dog sled in the winter, and horse-drawn wagons in the summer.

By 1902 the Goldstream Valley near Fairbanks beckoned prospectors. Sourdough Bob followed this Gold Rush, continuing to haul freight for miners. It was 1923 when my grandfather, Ed Hering, purchased the company from Sourdough Bob, and the company has been in our family ever since.

In 1927, Sourdough Express hauled eight barrels of gasoline to Fairbanks from Valdez, marking the beginning of the Richardson Trail, which is known today as the Richardson Highway. Someone else must have thought that it was a good idea, because the Trans-Alaska Pipeline now takes crude oil along that same route.

By the mid-1950s, Alaska's resident population was increasing, and Sourdough Express entered the household goods business. In 1959, Alaska was granted statehood, and Sourdough was there, using its new ICC permits to haul fuel oil under the name of Sourdough Heating. From this point forward, if Alaskans needed it, Sourdough was hauling it. If you saw a Sourdough truck on the road, it could be hauling home heating fuel, coal, petroleum products, oversized equipment, household goods, and much more. Sourdough also met additional needs of Alaskans by having its crew complete furnace repairs, clean heating systems, and install new furnaces.



One old truck, transporting coal.

Such a diverse lineup of services might be a little easier to manage if temperatures didn't plummet to 40 degrees below zero. In Alaska, starting your trucks can prove a challenge — let alone driving them on what passes for roads, or driving a van of household goods through ice fog so thick you can't see your hood ornament.

In remote Alaskan villages like Galena, or Huslia, where hotels do not exist, the Sourdough moving crews bring their own food, sleep on the floor of the school gym, and use the village school kitchen to cook their meals while providing moving services to our customers. In these areas where we can't use our own equipment, we rent a pickup truck from a local resident, and charter cargo planes to move household items out.

During the winter months, extra care must be taken when loading a shipment. When you leave the front door or garage door open to long in the freezing temperatures, you risk freezing the pipes in the home.

For about two and a half months in the summer season, barge services run on the Yukon River to many remote villages. This means

most of the moves must happen during this time. In the fall when the river drops, all commodities, crews, and packing materials are flown into these locations.

Alaskans are very resourceful. One year, Sourdough was moving items to a school in Fort Yukon, a remote village in Alaska. Since it was September, the river was low, so the barge wasn't operating. To complete the job, Sourdough parked their trucks at the Yukon River landing. A group of villagers in their flat-bottom riverboats came and we loaded the furniture and crews in their boats to make the delivery to their new school.

To Alaskans, enduring challenges is part of living in the Great North. We pull together to get our services done. Sourdough's crews will tell you that Alaskans are wonderful to work with.

Since the Klondike rush, our customers have relied on Sourdough to assist them with their transportation needs. On occasion some have even been trusted us to get "Ol' Green" home safely.

Sourdough Express, Inc.

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Karen Conover, vice president of sales and marketing at Sourdough Express in Fairbanka, Ak., is an AMMB Representative for Region 6: North America.

Customs Seeks to Verify 10+2 Timeliness

US Customs and Border Protection is looking at alternative ways of calculating the timeliness of security information that importers are obligated to file before their cargo is loaded aboard ship.

Richard DiNucci, director of the Secure Freight Initiative, said recently that Customs is finding ways to credit importers who have made a good-faith effort to submit their importer security filing (10+2) data 24 hours before their container is loaded, even if the data Customs receives from the carrier indicates the filing was late.

Under the 10+2 rule, importers will be penalized for late filing after Jan. 1, 2010. DiNucci said that shippers have raised the issue at recent conferences. He explained that the shipper's timeliness may come into question because the ISF data is based on a loading time the carrier gives. The carrier, on the other hand, may file its manifest early.

For example, a carrier may tell the shipper that a container will be loaded at noon on Thursday, but may file its manifest at noon on Tuesday, when it knows what cargo is at the pier ready for loading. If the shipper files its ISF data at noon on Wednesday, it is in compliance with the 10+2 rule, but it appears to be late, based on the time the carrier manifest was filed.

"We want to make sure we're equitably measuring that so we aren't penalizing folks when they were timely based on the information they had," DiNucci said. Based on new analysis of vessel loading times, the compliance rate for timeliness had gone up from 20% to 45%.

DiNucci said that Customs is considering gauging the vessel's departure time as a cross-check against the ISF filing time. He said other information could be gleaned from the manifest filing, or the vessel stow plan, one of the elements the carrier has to file under the ISF rule. However, DiNucci warned that shippers should not misinterpret what Customs is doing. The 10+2 rule is not being changed, and importers are still required to file their security data 24 hours in advance of loading.

USCG Measures Aimed at Thwarting Pirates

The Coast Guard issued an anti-piracy security order for US-flag ships that is aimed at protecting vessels and crews against Somali pirates while operating in the Gulf of Aden and the Indian Ocean.

Maritime Security Directive 104-6 combines requirements for advance planning, strengthening onboard physical security, and measures to avoid and defend against pirate attacks. The directive, which is being distributed only to operators as sensitive security information, is the product of intense discussions in Washington among the Coast Guard and other federal agencies, US operators and insurance interests since the *Maersk Alabama* was attacked on April 8.

The Coast Guard said that ships should establish anti-piracy plans before entering high-risk areas that include the hardening of rigging and operating the vessel in a way to prevent attacks or boarding. Ships are to keep a vigilant watch, sail in established lanes, but operate with increased speed and unpredictable maneuvers, and cooperate with naval forces in the area.

Ships that operate in areas of known piracy must have the directive's new security protocols in place by May 25, the Coast Guard said.

SOURCE: Journal of Commerce

Arming Against Pirates Urged

The US government should change laws aimed at international arms trafficking to give commercial ships the ability to arm themselves against pirate attacks in the Indian Ocean, the owner of the *Liberty Sun* told a Senate hearing recently.

Phillip J. Shapiro, president of Liberty Maritime Corp., said Congress gave US-flag vessels the right to carry arms for self-defense in the early 19th century, but 20th century State Department regulations are so restrictive that the law is virtually useless.

The bulk carrier *Liberty Sun* fended off an attack by Somali pirates on April 15.

“Today’s legal framework actually prevents owners from arming their vessels for self-defense,” Shapiro said. “Additionally, shipowners risk being second-guessed in US courts for self-defensive measures that were common in 1817.”

Shapiro said the International Traffic in Arms regulations effectively limit a US ship’s arms to small-caliber weapons, but the vessel must get permission from each port of call to have them aboard. The process is so complex that it’s all but impossible to carry arms. Until vessels can provide their own defense, Shapiro told the panel, US ships should have naval escorts, or government security teams stationed aboard during the transit of high-risk areas.

Shapiro, along with government officials and two officers from the *Maersk Alabama*, Capt. Richard Phillips and Michael Perry, chief engineer, testified before the Senate Commerce subcommittee for maritime affairs.

Phillips said that in some cases ship’s officers could be armed, or that a company could hire private security guards. He emphasized that the guards would have to be certified for the job and understand they were under the ship captain’s command. He stressed that there is no single solution to the problem.

Perry told the committee that ships should be fortified with extra layers of protection, including three layers of armored doors leading to a safe room. The *Maersk Alabama* did not have a safe room for the crew. According to news reports, they hid in the engine room for 12 hours.

Phillips said that recently, Somali pirates had changed their tactics to night attacks, when ships are most vulnerable.

Sen. John Thune (R-S.D), ranking Republican on the committee, asked Shapiro how the company had been affected by increases in war-risk insurance premiums. Shapiro said premiums had increased since the attack on the *Maersk Alabama*.

When asked later how much premiums had gone up, Shapiro declined to give a figure. He attributed the higher insurance costs to the wider geographic zone in the Indian Ocean where war-risk premiums applied.

Shapiro told the committee that some operators had stayed out of harm’s way by steering clear of the Indian Ocean. His vessels had to transit the area because they were delivering food aid to Africa. Later he said that Liberty Marine had four ships carrying food aid. He estimated that on any day, there are five or six US-flag ships in the area.

SOURCE: Journal of Commerce

DHS to Test Cameras At Canadian Border

The US Department of Homeland Security (DHS) will expand the use of security cameras on the northern border with Canada to reduce the chances terrorists, illegal aliens, or contraband will slip over the northern border into the United States undetected. This summer, DHS will position 44 cameras in Detroit along Lake St. Clair, which separates the city from Canada, and 20 cameras in Buffalo along the Niagara River. There are now about 20 cameras along the entire 4,000-mile border between Canada and the continental United States. The new deployment is part of the Secure Border Initiative run inside of DHS by Customs and Border Protection. The \$20 million program marks the department’s first major effort to see whether the northern border, which has large swaths of woods, hills and lakes, can benefit from the extensive camera network along the 1,900-mile US-Mexican border. According to a Government Accountability Office (GAO) report released in November, DHS told the GAO that the threat of terrorism from Canada is higher than from Mexico.

SOURCE: MarketWatch.com

Lawmakers Probe Defense Acquisition Workforce Issues

By Katherine McIntire Peters

A US House Armed Services Committee panel recently wrapped up a series of hearings on Defense acquisition issues aimed at reining in the cost overruns, schedule delays and performance problems associated with many of its major procurements.

Too often, Congress and the military services have given short shrift to the people whose skills are vital to purchasing the complex weapons and services needed to support military operations, said Rep. Vic Snyder, chairman of the House Armed Services Oversight and Investigations Subcommittee.

Recent problems in military contracting stem largely from personnel cuts in the acquisition workforce made throughout the 1990s when the services significantly reduced staff after the end of the Cold War. But the Sept. 11, 2001, terrorist attacks ushered in a new era of spending at Defense. Contracts let through the department nearly tripled from \$138 billion in 2001 to \$396 billion in 2008, said Shay Assad, acting deputy undersecretary of Defense for acquisition and technology. During that same period the number of military and civilian personnel working in acquisition remained relatively flat.

“Congress may bear some responsibility for the current state of affairs because during the post-Cold War drawdown era, Congress mandated a series of reductions in the acquisition workforce, only to be followed by an era of increasing demands and dramatic growth in the department’s procurement budget,” Snyder said.

Earlier, **Defense Secretary Robert Gates announced plans to increase the size of the acquisition workforce by 20,000 positions through 2015** in an effort to return to the 1998 staffing level of 147,000.

“The objective is straightforward: To ensure DoD has the right acquisition capability and capacity to produce the best value for the American taxpayer and for the soldiers, sailors, airmen and marines who depend on the weapons, products and services we buy,” Assad

said.

According to the department’s plan, it will convert approximately 11,000 contractor support positions to full-time government employees. “This will create a better balance between our government workforce and contractor support personnel and ensure that critical and inherently governmental functions are performed by government employees,” said Assad.

Each of the military services has inventoried its existing acquisition workforce to identify gaps in the ability of its contracting workforce and is developing plans to increase staffing as needed. But John Needham, director of acquisition and sourcing management at

The DoD plan will convert approximately 11,000 contractor support positions to full-time government employees.

the Government Accountability Office, said the department and the services lack critical information about the nature of some of the acquisition work now being performed by contractor personnel.

“In addition to lacking information on contractor personnel, DoD lacks complete information on the skill sets of its in-house personnel,” Needham said.

“Shaping the right size and mix of the workforce is challenging,” said Lt. Gen. Ross Thompson III, principal military deputy to the Army’s assistant secretary for acquisition, logistics and technology.

This is especially true for contracting operations that must take place on the battlefield, Thompson said. To increase the stature of contracting and highlight its importance to military operations, the Army sought and received authorization from Congress last fall to add five general officer acquisition positions, with the requirement that the selectees have significant contracting experience.

In 2008 Congress also gave the military services expedited hiring authority to fill acquisition positions quickly and circumvent the time-consuming conventional federal hiring process.

The expedited hiring authority is scheduled to expire in 2012.

GAO: Protests Not a Problem

Fewer companies are protesting contract awards made by the Defense Department over the last five years. Between 2004 and 2008, the Government Accountability Office found the number of protests hovered between 458 and 611, while DoD spending increased to \$365 billion from \$292 billion.

In a report to Congress issued April 14, **GAO says over the last 5 years DoD has faced fewer bid protests than it did historically.**

The audit agency says between 1989 and 1997 a minimum of 917 vendors protested DoD awards. In 2008, GAO says the number of protests rose by almost 24% over the year before. But GAO credits that increase, in part, to the change in its jurisdiction that Congress approved. GAO now can hear protests of task orders worth more than \$10 million.

SOURCE: *FederalTimes.com*

Military Recruiting Budget Will Be Cut

Citing the Pentagon’s recent success in meeting its manpower needs, the Obama administration is proposing to cut the Defense Department’s budget for recruiting by nearly \$800 million, or 11 percent, for 2010. The proposed budget would reverse years of increased spending aimed at bolstering military forces strained by six years of combat in Iraq and nearly eight in Afghanistan. From 2004 to 2008, annual funding for recruiting and retention programs more than doubled, from \$3.4 billion to \$7.7 billion. Amid a deep recession that has made the military a more appealing option for job seekers, all the armed services have consistently met or exceeded their recruiting and retention goals in recent months.

SOURCE: *Washington Post*

TSA Carriers Desperate to Increase Rates, Beat Back 'Panic Mentality'

The carrier members of the Transpacific Stabilization Agreement (TSA) announced new efforts to establish a floor on rates and stabilize freight revenues. The group agreed to establish minimum rates of \$1,350 for West Coast and \$2,500 for East Coast all-water service for 40 ft containers, with rates for high cube containers \$100 higher than standard 40 ft rates.

Minimums for selected mini-land bridge and inland point destinations are also planned. The group also plans to expire all "spot rates" within 30 days and will make all 2009-2010 service contracts subject to full, floating bunker charges as per its new quarterly formula. Additionally, the TSA Carriers have agreed all 2009-2010 contracts will expire no later than April 30, 2010—presumably to make it easier to impose rate increases effective May 1, 2010.

In March the TSA Carriers announced a two-step plan to stabilize rates. That plan consisted of expiring reduced short term/spot rates by the end of June and increasing rates for 40-foot containers by \$500–\$600 in 2009–2010 contracts. However, the group admits these efforts failed to curtail rate volatility, forcing its carrier members to take more drastic actions. "Recent developments in the Asia-U.S. ... freight market are truly disappointing," said TSA Executive Administrator Brian Conrad. "The unnecessary panic mentality that set in during the winter months will cost this industry heavily, if the rates we have been seeing continue to slide and are locked in over a period of months in new contracts." The group also noted that independent UK-based industry analyst Drewery Shipping Contacts forecasts that **the global liner shipping sector will lose \$68 billion in the coming year if current rate trends are not reversed.**

SOURCE: SIGNALS—Distribution-Publications, Inc.

Maersk Increases Anti-Pirate Measures

Reuters reported that A.P. Moller-Maersk, whose ship *RUSS Alabama* was hijacked by pirates earlier this year, is intensifying safety measures off the Somali coast.

"We have expanded the area off the coast of Somalia where only vessels with a certain freeboard or capable of sailing certain speeds are allowed to enter," A.P. Moller-Maersk said in a statement. "Vessels should spend as little time in the area as possible, and while in the area sail at maximum speed."

The company urged nations and the shipping industry to develop a solution to piracy, suggesting a regional maritime sea patrol to protect vessels from piracy attacks,

Port of Anchorage Gets \$10 Million for Next Phase of Development

The Department of Transportation's Maritime Administration announced the receipt of \$10 million from the Department of Defense, Office of Economic Adjustment, to continue Port of Anchorage, Ak., infrastructure improvements.

The funding will allow the Port to complete the next phase of its \$700 million renovation and expansion, which will add an additional 18 acres of new real estate to the Port.

The Port of Anchorage is undergoing a \$700 million major renovation and expansion to support both increasing Department of Defense use of the port, as well as its growing commercial use.

The port serves more than 80% of Alaska's population, with 90% of consumer goods flowing through it, and it is the major gateway for equipment supporting the state's energy industry.

The port is also major "load out port" for deployment of the Stryker Brigade currently stationed at Fort Richardson.

As part of the overall expansion and improvement of the port, dual-use facilities are being created, which will provide additional capacity for military staging areas during deployments, as well as commercial activities when not in use by the military.

SOURCE: MARAD

Full Steam Ahead for ILS

International Logistic Services, Inc., (ILS) the largest international household goods airfreight forwarder in the world, has now launched an Ocean Freight Division to likewise specialize in the surface movement of personal effects and household goods. ILS will operate as an NVOCC and freight forwarder and is licensed by the Federal Maritime Commission. Steven Leff, a 20-year transportation and moving industry veteran and the former vice president of 7M Transport, Inc., has joined ILS to head up the new operation. Leff is putting together a team of seasoned professionals based in Louisville, Ky., to provide flawless ocean freight services, the company said.

Jean-Paul Noens, the president and founder of ILS, based at the corporate headquarters at JFK Airport in New York, said that airfreight has always been the company's specialty but ILS has made providing ocean freight services a major corporate focus.

For more information, access www.ilogistics.com

US Adm. James Stavridis Is New Military Commander of NATO

A Navy officer who advocates a combination of military and diplomatic power to secure strategic goals has been formally appointed as NATO's top military commander. Adm. James G. Stavridis, who heads the US Southern Command, succeeds Army Gen. Bantz J. Craddock. Stavridis has a reputation as an outspoken backer of "smart power"—the combination of military power and the ability to persuade through diplomacy, aid, ideas and trade.

SOURCE: The Los Angeles Times

Study: Deregulation Detrimental To Harbor Truckers

The deregulation of the US trucking industry by the 1980 ICC Termination Act continues to impact how the 7,000 truckers who deliver and pick up containers daily at the ports of New York and New Jersey earn their livelihood.

It has resulted in lower trucker earnings, driver shortages, higher truck emissions and mounting inefficiencies, says a new study by David Bensman, professor of labor studies and employment relations at the Rutgers School of Management and Labor Relations, and Yael Bromberg, a student at Rutgers School of Law-Newark.

The study based its conclusions on a survey of 299 truck drivers selected at random at the ports of Newark, Elizabeth, and Bayonne.

Since the 1980 law, most of the trucking firms conducting business to and from the nation's ports have ceased operations. They have been replaced by small companies that assign most of their shipping orders to independent contractors who are paid by the load, Bensman observed.

The researchers found that the truckers' earnings are low. Independent contractors—nearly 75% of the drivers who own and maintain their own equipment and make moves assigned by a single trucking company—net \$28,000 annually, and are without health insurance and pension benefits.

Most of the rest are employees of trucking companies, which generally employ 10 or fewer drivers plus 10 to 20 independent contractors, and net \$35,000. Some receive health benefits but few receive pension contributions.

“That translates to a shade under \$10 per hour for independent contractors and \$12 an hour for employee-drivers,” Bensman said. He added that neither group could make deliveries for additional companies.

“The industry has succeeded in shifting much of its costs to the public, which has to pay for excessive diesel emissions, for the health care costs of port truckers and their families, for traffic congestion and accidents, and for the general inefficiency of the freight delivery system,” Bensman said.

Fixing the broken system of port trucking would bring billions of dollars of benefits to the economy of the New York-New Jersey region, the study concludes.

SOURCE: Traffic World

ALASKA: BITS & PIECES

Alaska has more acres of public land owned by the federal government than any other state.



Alaska ranks 5th nationally in craft breweries per capita.



Alaska is a Republican-leaning state with strong libertarian tendencies. There has been an independence movement favoring session from the United States, with the Alaska Independence Party called one of “the most significant state-level third parties operating in the 20th century.”



Truck Tonnage Plummet

Just as it looked as though trucking was beginning to recover from the recession, tonnage dropped steeply in March.

The American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index fell 4.5% in March, marking the first month-to-month decrease of 2009. The index fell 12.2% compared with March a year ago.

The decline was steep enough to erase gains of the previous two months bringing the index to 101.4, its lowest level since March 2002.

“Many fleets were telling us during March that freight was getting a little better. The problem is that freight should be significantly better in March, which is why the seasonally adjusted index fell,” said ATA Chief Economist Bob Costello. “While the industry is desperate for some positive news, it is unfortunate that March's data suggests the industry has not hit bottom just yet.”

SOURCE: Journal of Commerce

Infrastructure Grants Announced

As part of the Obama administration's efforts to boost employment and improve the nation's aging infrastructure, US Department of Transportation Secretary Ray LaHood announced recently the availability of \$1.5 billion of government funding for capital investment in surface transportation projects. **Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants will be awarded on a competitive basis to projects that have a significant impact on the nation, a region or metropolitan area and can create jobs and benefit economically distressed areas.** Primary selection criteria include contributing to the medium-to-long-term economic competitiveness of the US, improving the condition of existing transportation facilities and systems, improving the quality of living and working environments through livable communities, improving energy efficiency and reducing greenhouse gas emissions and improving the safety of US transportation facilities. These grants can range from \$20 million up to \$300 million to support high impact transportation projects.

SOURCE: JOC.com

Trucking Giant YRC Wants Federal Dollars

It has been reported that YRC Worldwide Inc plans to apply for \$1 billion in federal bailout money. The company wants the funds to help cover the cost of its estimated \$2 billion pension obligation over the next four years, stated YRC chief executive William Zollars. YRC has shed jobs, shuttered facilities and restructured its trucking network to try to turn its business around amid the US. recession. In January, its unionized workers agreed to a 10% pay cut in return for a 15% stake in the company.

SOURCE: KansasCity.com

Europol: Cargo Theft Increasing

The European Policy Agency says Europe's highways are little better for trucks than the Somali coast is for cargo ships—both are high-risk areas for hijackings. **A new Europol report says organized crime groups see trucking as “easy pickings” involving low risk and high returns.**

The report cites a 2007 study estimating direct losses from the theft of trucks and cargo on European highways at €8.2 billion (\$11 billion) over the first 5 years of this decade. It says that's just a fraction of the true cost of hijackings, and doesn't include indirect losses like replacing stolen items or reshipping.

The report released recently said 17% of truck drivers in Europe say they have been attacked at least once, and nearly one-third of those had been hit multiple times.

SOURCE: The Associated Press

Is Living in Alaska Right for You?

Maybe ... maybe not. Visit www.alaska.net/

Frequently Asked Questions about Living in Alaska
www.elisetomlinson.com/faq-alaska.html

IATA Selects ODIN for RFID Bag Tagging

O DIN has been chosen by the International Air Transport Association (IATA) as an affiliated organization. ODIN will provide vendor-neutral testing and guidance supporting RFID airline baggage tagging standardization across the industry. The first phase of the IATA/ODIN partnership will feature a comprehensive scientific RFID baggage tagging benchmark designed to set a standard for the industry to speed adoption, help airlines reduce cost and improve traveler experience.

“RFID baggage tagging represents one of the most compelling opportunities for airlines to realize cost savings during a time of rising operational expenses and for airports and municipalities to increase revenue and attract more flights,” said Patrick J. Sweeney II of ODIN technologies. “RFID has already proven to reduce costs and handling errors and recent improvements in tag technology should improve those results further. Through IATA’s leadership the implementation of global standards will help unlock value in this important operational challenge.” He said the program eventually will eliminate “literally millions of feet of printed bag tags every year.”

IATA’s baggage tag program objectives require a focus on two quality components: consistency and performance across the global UHF RFID spectrum. These are critical because airlines must be able to rely on the tags to perform as expected since operations will be optimized around expected performance levels. ODIN’s benchmark will focus on identifying the best performing commercially available baggage tags and defining key quality standards and metrics for future RFID enabled baggage tags. It will also set the foundation for pre-packaged solutions based on those performance standards.

“**Mishandled baggage costs the industry \$3.8 billion every year,**” said an IATA spokesman. “RFID alone can reduce mishandlings by 20% and it is a critical element of our Baggage Improvement Program. We are counting on ODIN technologies to support this initiative with methods, software and best practices that can enhance the consistency and performance of RFID baggage tags across the globe.”

H1N1 Less Deadly Than Other Flus

The A(H1N1) virus behind the swine flu outbreak pales in comparison with fearsome pathogens that kill millions of people worldwide each year, experts said. Seasonal flu strikes 57,000 to 96,000 people weekly worldwide, leaving in its wake 4,800 to 9,600 dead, according to the World Health Organization. In comparison, the A(H1N1) virus has infected 1,085 people and killed 26 worldwide in the past 10 days, the WHO said.

One epidemiologist pointed out that this infection is behaving like a seasonal flu—a typical, conventional influenza outbreak, rather than like the influenza pandemic of 1918.

The number of cases and deaths attributed to A(H1N1) remains low compared to those registered every year as a result of seasonal flu, the physician added.

According to the WHO, nearly 90% of deaths from infectious disease are caused by six infections—tuberculosis, pneumonia, diarrhea, measles, malaria and AIDS—which are most prevalent in less developed countries.

Swine Flu Could Still Get Worse

Even as the swine flu’s global progression slows, experts say, the world must brace for a second wave of infection that, previous pandemics have shown, could be far more virulent. All three of the major flu pandemics of the 20th century—including the Spanish Flu of 1918, which left at least 40 million dead—started with a milder outbreaks in the northern hemisphere’s late spring, they point out.

Pandemics typically begin with a “herald wave”—heralding something else coming along,” said John Oxford, a top virologist at Saint Bartholomew’s and the Royal London Hospital. He added that in 1918 there was a summer outbreak that was fairly mild but should have been a warning for the big wave that came in the fall and winter.

The new strain of virus emerged in Mexico, where it has infected nearly 800 people and killed 26, according to government figures.

Worldwide, the swine flu has spread to 21 countries on four continents, according to the World Health Organization (WHO).

Meanwhile, WHO chief Margaret Chan warned that the flu could return “with a vengeance.”

The years 1889, 1918, 1957, and 1968 all saw a circulating new flu strain in the spring and early summer of the year, just at the end of the influenza season across the northern hemisphere, according to George Gehner, a historian at Wichita State University and expert on swine flu.

A “second wave” is highly likely, but there is no guarantee that it would be more lethal, both Oxford and Gehner said. And even it did prove more virulent, the world is far better equipped today than a century ago to handle a killer flu.

“We will have totally failed in our preparation for this if we get a 1918 scenario,” said Oxford. “We’ve got antiviral drugs and the knowledge base about transmission, and also soon vaccines, I suspect.”

Nevertheless, many corporations around the United States and the world have canceled meetings and put restrictions on travel to Mexico and, in some cases, to other parts of the world.

At Toyota Motor Sales, U.S.A. Inc., Torrance, Calif., a task force that included travel, legal, and risk-management experts convened after the outbreak. As a result, travel was prohibited to Mexico unless the employee had approval from a company officer. In addition, the task force recommended that travel to other international destinations be limited.

The National Business Travel Association recently surveyed 113 travel managers on the H1N1 flu’s impact on business travel. Some 61% of respondents said their travelers are canceling trips to Mexico.

In other travel news related to the flu outbreak, all major cruise lines with Mexican ports of call rerouted their ships recently after the US Centers for Disease Control and Prevention called for US travelers to avoid all nonessential travel to Mexico, and several of the lines have temporarily readjusted their itineraries.

The WHO does not recommend restricting travel. “Limiting travel and imposing travel restrictions would have very little effect on stopping the virus from spreading, but would be highly disruptive to the global community,” WHO advised.

Up In the Air

Airline delays cost \$8.5 billion a year in passengers' lost productivity, according to George Mason University's Center for Air Transportation Systems Research. About one-fourth of passengers experience delays each year, because of fewer empty seats and overscheduling of flights.



Immigrants often move directly to suburbs upon arriving in the United States, according to the US Census Bureau. Some 40% bypass cities, which had traditionally been the first place immigrants go.



Search airlines by quality of service. At Insidetrip.com, you can search for a flight and find out its rating based on the number of stops, legroom, connection time, etc. You can deselect any component of the rating and recalculate the TripQuality score to see which flights offer the factors that are most important to you. For example, if you don't care how many stops the flight makes, you would deselect "number of stops."



You can expect better seating in coach class on Delta airplanes by next year. The new passenger seats will be staggered instead of lined up in rows. The seat backs will be thinner, so legroom will increase by two inches. Armrests are designed so that passengers do not bump elbows. Seat backs are fixed so that passengers don't recline into those sitting behind them—instead, the cushions slide down and forward. And each seat has a curved shoulder, designed to make sleeping more comfortable.



Some airports are trying to cure boredom during long layovers. Charles de Gaulle Airport in France has PlayStation 3 and some PlayStation 2 terminals for use while you are waiting for your flight. XpresSpa, with locations in 14 airports mainly in the US, offers foot massages, facials, and other services. In Los Angeles, \$25 buys you three hours in the relax Lounge, which has free Wi-Fi and snacks. At Vancouver International, \$25 Canadian buys three hours at the Plaza Premium Lounge, including buffet meals and free Wi-Fi.



Phone bookings now cost up to \$25 more than Internet bookings. Checking one bag costs \$15 on most airlines for domestic flights. A pet traveling with you in the cabin costs up to \$175 and may count as a carry-on bag.



As of June 1, 2009, US citizens reentering the US must have valid passports or other documents denoting citizenship and identity approved by the Department of Homeland Security. For more information, call the US Department of State, 877-487-2778, or visit <http://travel.state.gov/passport>.



Many airlines have dropped fuel surcharges but kept overall ticket prices the same. US carriers have largely eliminated the fuel surcharges that they added to tickets. Fuel surcharges remain on many international routes and on many flights to Hawaii, so shop around before buying any ticket.

THE KWINTESSENTIAL BUSINESS ETIQUETTE GUIDE

Behave Correctly in Other Countries

www.kwintessential.co.uk/resources/country-profiles.html

If you do business internationally you know that cultural etiquette is at least as important as price, inventory, and other factors in business deals. Every culture has different beliefs, ideals, and ways of doing things. You need to be aware of them if you're going to work closely with people from that culture. Kwintessential Country Profiles (www.kwintessential.co.uk/resources/country-profiles.html) is a site that's been around for years, and it has great advice about how to handle cultural differences.

Just scroll down the page and click on a country, and you'll get an overview of that country, plus detailed information about etiquette topics involving meetings, forms of address, customs, greetings, gift giving, table manners, religion, dress, negotiating, business cards, and much more.

There is also a page with useful phrases for some of the world's main languages.

This item was copied from the newsletter Really Useful Sites for International Trade Professionals, a free, biweekly e-mail publication of FITA—The Federation of International Trade Associations.

Update on the Economy

Which letter of the alphabet will our economic recovery most resemble? Will it look like a V, U, L, or W? Let's look at each scenario.

- A *V-shaped recovery* would suggest a sharp drop followed by a quick recovery. The July 1990 to March 1991 recession is an example of this.
- A *U-shaped recovery* would suggest a drop followed by a slow but steady recovery. The July 1981 to November 1982 recession fits this description.
- An *L-shaped recovery* would suggest a drop followed by a long period of subpar growth. Japan's experience since its 1989 stock market high is the poster child for this unfortunate predicament.
- And then there's the *W-shaped recovery*. This occurs when you have back-to-back recessions. The US experienced this in 1980 to 1982 when we had two recessions that were separated by just 12 months.

Veteran money manager Jeremy Grantham thinks we might be in for what he calls a "*VL*" recovery. He envisions a situation "in which the stimulus causes a fairly quick but superficial recovery, followed by a second decline, followed in turn by a long, drawn-out period of sub-normal growth as the basic underlying economic and financial problems are corrected."

The good news is that the collapse of the US financial system, which seemed like a possibility (albeit a small one) a few months ago, now seems to be highly unlikely. The recent recovery of the banking stocks and the stock market as a whole suggests investors are no longer planning for a doomsday scenario. Now we have to wait and see which "letter of the alphabet" recovery unfolds and what that means for the financial markets.

US Manufacturing: Not Dead Yet

Many see the long-term decline in US manufacturing jobs as a sign of the demise of American manufacturing, a decline that has been expedited by offshoring. However, to paraphrase Mark Twain, the reports of US manufacturing's demise are greatly exaggerated, according to the Material Handling Industry of America. It's true that some manufacturing jobs have moved overseas, especially to China, to take advantage of lower labor costs. But the number of Chinese manufacturing jobs hasn't risen over the last 15 years, MHIA says. In fact, both the United States and China have fewer manufacturing employees today than they did in 1990. The number employed in China's manufacturing sector has declined steadily, after peaking in the mid-1990s. And **the percentage of workers employed in manufacturing is actually higher in the US than it is in China.**

This doesn't mean that the US manufacturing industry is in good shape. We are in a recession, domestic and foreign demand are weak, and the big three auto manufacturers are in trouble. But to focus on declining manufacturing employment doesn't tell the whole story, both in the US and around the world. **Improvements in productivity, in part, due to material handling and automation solutions, have allowed manufacturers to produce goods more efficiently and with fewer workers.** This increased productivity is also part of the US manufacturing story. In fact, multinational investment in the US continues in many industries including pharmaceuticals, electronics,

and even autos (especially in the Southeast).

Twelve out of the 62 industrial markets tracked by according to Torto Wheaton Research (TWR), an independent research firm owned by CB Richard Ellis, experienced declines in manufacturing space availability and this group of markets is expected to have positive rent growth in the next two years, as national rents fall. While most industrial real estate is in the warehousing/distribution sector, warehousing and distribution facilities house not only consumer goods, but also the inputs and outputs of manufacturing production.

A study by Archstone Consulting indicates that **manufacturers may be contemplating a migration back to the US** as new job and cost reduction opportunities emerge. In addition, **the latest location under the spotlight of multinational manufacturing firms is Northern Africa, according to TWR.**

"Northern Africa is attractive not just for lower labor costs, but also for growing populations and the fact that they do not have piles of foreign debt, these nations are attracting companies like Renault and Airbus," according to Luciana Suran of TWR. Led by Morocco and Tunisia, the region is attracting serious investment (\$30 billion plus over the past 5 years) to build everything from auto and aerospace factories to call centers for multinational corporations.

Renault is building an assembly plant in Tangier that will be one of its biggest anywhere. The factory expects to employ 6,000 workers, and Moroccan officials say it could attract suppliers that would provide 35,000 more jobs. Airbus plans to open a \$76 million factory in Tunisia in 2010 that will employ 1,500 workers. The industry's suppliers employ more than 10,000 in the Maghreb, making fuselage panels, high-pressure pipes, and other items.

SOURCE: *Packaging Digest*

Rational Responses to Irrational Attacks

Differences of opinion are inevitable with employees and customers, but occasionally we find ourselves, on the receiving end of verbal attacks that are unprovoked and unnecessary.

As tempting as it may be to respond in kind, a rational, calm response is the better option. Psychologist Nando Pelusi, PhD, offers these strategies:

- *Ask the person what he/she is upset about.* This shows that you want to communicate, not argue.
- *Concede one kernel of truth*, if there is one, but deny the generalization. Example: If someone calls you a screw-up, admit to one specific error but say that it does not represent everything you do.
- *Take a stab at what you think the person is feeling:* Say, "You sound angry right now. I'm sorry you feel that way."
- *Resist the urge to win.* Instead, listen and ask questions, which will ultimately help the other person independently arrive at a workable solution.

SOURCE: *BottomLine Secrets*

Avoid Freezer Burn: Don't Lose Top Performers

By Adrienne Fox

The last thing a company should do in an economic crisis is freeze hiring, says John Sullivan, PhD, a consultant and educator in Pacifica, Calif. Rather, lay off dead weight with poor performance ratings and hire the star players now available.

“You don't want to keep people at all costs,” he argues. **“Now is the best time we've seen in a really long time to go after star players who have lost their jobs.”** And if that means telling Sally she loses her job to make room for Tiger Woods—then so be it. You can help Sally find a new place, but you're not going to tell shareholders, ‘Yes, I had a chance to hire Tiger Woods, but we couldn't because of this hiring freeze.’ That's crazy!”

Sullivan also says hiring freezes can hurt retention of top performers. These employees may jump ship when hiring freezes are announced.

“Even in this economy, where it doesn't seem that people have anywhere else to go, top performers do,” says Sullivan.

Companies may encounter other downsides to hiring freezes.

“Unless a program is well-planned and designed, the program can cause issues inside and outside the organization,” cautions Ellen Raim, principal in the Corragio Group, an HR consulting firm in Portland, Ore. Some examples:

- Managers try to bypass the process.
- Projects suffer because of the loss of key talent cannot be replaced.
- External PR issues and longer-lasting recruiting issues persist because of external buzz about the health of the company.
- Internal public relations issues crop up if hiring is allowed in some groups but not others or if “exception” hiring is allowed despite a general freeze.
- Too much internal energy and resources get put toward designing a staffing process to manage a freeze.
- Fear and concern from employees surface about how to complete the necessary work without the needed staff.

Before the Chill

If after considering the negative impacts of implementing a hiring freeze you decide to do it anyway, Ellen Raim, principal, Corragio Group, suggests that you ask yourself these questions first:

- What problem is this intended to solve - is this the right solution for the problem at hand?
- How will you maintain productivity levels if people in key jobs leave?
- How long do you expect this to last?
- What groups will be affected?
- What hiring “work in process” will you allow? For instance, if offers to candidates are outstanding, can these people be hired?
- Will there be an exception process?
- What will you communicate externally?
- What will you communicate internally?
- What milestones will signify an end for the program?
- Will the groups most affected by the freeze be treated any differently when the freeze is lifted?

SOURCE: HR Magazine

INTERNATIONAL SOCIAL SECURITY

Worldwide Social Security Systems

www.ssa.gov/international/links.html

Are you considering opening a business in another country? Are you analyzing costs and work rules? A major factor to consider when researching countries for direct investment is the way the social security systems function. The place to start your research is the US Social Security Administration's Web site International Programs pages. Here you will find links to most of the social security administrations of the world.

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www.jurisint.org/en/con/index.html

Going global is risky. You need legal protection. Where do you start? Juris International offers model contracts for a many different international commercial transactions. Have a look and get the template you need!

These items were copied from the newsletter Really Useful Sites for International Trade Professionals, a free, biweekly e-mail publication of FITA—The Federation of International Trade Associations.

Germany Still Most Liked Nation

Over the past year, global attitudes toward Russia and China changed for the worse while positive ratings for the US are rising for the first time since 2005, according to a recent survey. As in previous years, Germany fared best in the poll, with every country viewing it positively, and 61% of people rating it favorably, up from 55% a year ago. Britain also moved up 7 points, with 58% of people rating it as having a positive influence.

Negative views about Russia jumped by 8 points to 42% among the 13,000 people questioned in 21 countries. But 39% of people had a negative view of China's role in global affairs.

The survey, conducted by the international pollster GlobeScan and published by the BBC World Service, was taken after the 2008 US elections. It showed that attitudes toward the US are gradually becoming more favorable, although 43% of those asked still have a negative view of Washington's impact on world affairs. The US, for the first time since 2005, surpassed Russia in positive ratings, with an average of 40% compared with 35% last year.

The poll, in which GlobeScan cooperated with the Program on International Policy Attitudes (Pipa) at the University of Maryland, was carried out in the 10 weeks leading up to February 1.

In the same survey a year ago, in the same countries, people leaned more toward saying China and Russia were having a positive influence on the world, poll analysts said.

"Our poll results suggest that China has much to learn about winning hearts and minds in the world," said GlobeScan chairman Doug Miller. "It seems that a successful Olympic Games has not been enough to offset other concerns that people have." The poll also suggests that substantially more people now have a negative view of Russia's influence, which was judged negative by 42% and positive by just 30%.

"As for Russia, the more it acts like the old Soviet Union, the less people outside its borders seem to like it," Miller said.

As was the case last year, Iran, Israel, Pakistan and North Korea were rated most negatively, the BBC said.

But the US is still rated negatively by 43% of those polled. However, this is an improvement from 47% 2008.

"Though ... most people around the world are hopeful that Barack Obama will improve US relations with the world, it is clear that his election alone is not enough to turn the tide," said Steven Kull, director of Pipa. "People are still looking to see if there are significant changes in US policies."

SOURCE: DPA/Expatica

Brits Are Angriest Europeans: Poll

Britons get angry more often than any of their European counterparts, while the Danes are the most relaxed, a new poll showed. According to the recently published survey, the average Briton admits to being angry four times a day, while adults in Denmark say they get angry just once every 10 days.

Italians are peeved 3.5 times per day, the French get angry three times a day, and Germans are annoyed 2.4 times a day, the survey said. Britons were most likely to be angered by queue jumpers, Italians were most annoyed by poor driving, and the French were likely to be riled by bad food and service in restaurants.

Swedes and Norwegians, by contrast, were most likely to be angered by people mocking their countries.

Six thousand adults in Austria, Britain, Denmark, France, Germany, Greece, Italy, Norway, Portugal, Spain and Sweden were questioned for the survey, which was carried out by 72 Point for broadcaster GOLD.

SOURCE: Associated Foreign Press / Expatica

The Economic Downturn and Business Continuity Management

By Lee Glendon

In the current economic downturn the loss of a day's business is felt even more acutely than in normal economic conditions and it is this that has driven business continuity up the management agenda.

Traditional business continuity plans have mainly focused on dealing with operational disruptions resulting from a loss of site access, non-availability of critical information, the failure of IT and telecom systems and, for any number of reasons, the non-availability of staff.

These hazards certainly have not gone away in the current climate; however, newer disruptions have gained prominence. Customer and supply chain failure and the loss of access to lines of credit is now becoming an important area for businesses to focus on.

It is hard to predict every possible scenario that could impact a business, for example, who would have thought that the foot and mouth crisis in the UK a few years ago would have an impact on mobile phone networks. In the event, the nature of the problem meant that farmers' fields were in quarantined areas and the exact location for many mobile phone masts, so access and maintenance were restricted.

With risk management, the risk assessors will mainly focus on higher probability events rather than big impact events with low probability, so few organizations will take precautions against an event like the current credit crunch. However, organizations should look to combine both risk management and business continuity management and focus on potential threats that will have a big impact even if the probability is low. A good example of this was the recent action taken by Euroclear, which proactively extended the organizations business continuity management framework into its banking business and were able to manage the collapse of Lehman Brothers and protect their financial position as the systemic banking failure unfolded.

In a serious economic downturn, some specific business continuity challenges need to be considered:

- **Customers and suppliers will go out of business.** It is vital to understand the dependencies of any business on critical suppliers and understand alternative options. In an age of business process outsourcing it is important to remember that the service may be outsourced but responsibility for business continuity still rests with the client organization. Partnerships will be tested as organizations agonize over whether and how to ask for help from customers and suppliers.
- **Costs can and will be cut.** Organizations will consider options to reduce staff, the number of locations and capital investment.

"Best practice" may come under pressure during the recession in favor of "getting by." Business continuity management is not about spending a percentage of the business budget to assure the continuity of operations—it is about understanding the new vulnerability of the business in taking these cost cutting decisions and making sure the plans and investment are in place to deal with the impact of a major disruption.

- **Most organizations have invested significant time and money in developing a sound reputation**, so should a crisis develop, dealing with this competently and with confidence is important. For all the problems in the recession, it does provide an op-

In the current economic downturn the loss of a day's business is felt even more acutely than in normal economic conditions and it is this that has driven business continuity up the management agenda.

portunity to promote a well-run business. Organizations should consider all of the situations where negative stories could emerge and prepare messages in advance to reflect possible damaging situations and will need to communicate with all stakeholders in a controlled manner. Equally important is that the organization's senior spokespeople should be trained to deal with the intrusive modern media.

Contrasts are often being made between the application of business continuity management thinking in smaller versus larger organizations. Research consistently shows that two-thirds of smaller businesses do not have a plan and this figure is probably much higher among micro-sized firms. Smaller businesses do not have access to the capital reserves and broader portfolios of larger organizations and new businesses do not have the ability to leverage a well-established reputation to fight the economic downturn. However, there is no reason why small businesses cannot formalize thinking around what is important to preserve within the business when a major disruption hits.

Working out what keeps a business running and who and what it relies upon is the first stage of developing that crucial realistic and workable plan that could help any business survive what could be the world's biggest economic downturn.

Lee Glendon is campaigns manager at The Business Continuity Institute, which has produced a jargon-free Survival Guide to help organizations think about business resiliency and provide actionable ideas to support business activities during current difficult economic times. The Survival Guide is available to download from www.thebci.org

Normalizing Cuba Ties: EU Should Go First, Says Official

The European Union should swiftly normalize ties with Cuba before the US does so, EU Development Commissioner Louis Michel urged recently.

“I think that if the European Union does not consolidate the normalization of relations with Cuba, the Americans will do so before us,” Michel said ahead of a meeting in Brussels with Cuban Foreign Minister Bruno Rodriguez along with the Czech EU presidency and EU Foreign Affairs Chief Javier Solana.

US President Barack Obama has scrapped restrictions on travel and remittances to the island for Cubans living in the United States. Afterward, he said the ball was now in Cuba’s court, saying he was waiting in particular for the release of political prisoners.

For its part the EU, under pressure from Spain, has lifted its sanctions against Cuba that had already been suspended since 2005.

EU foreign ministers will discuss relations with Cuba during a meeting in Luxembourg on June 15, with particular attention on human rights issues, in a bid to come up with a new European policy towards Havana.

Michel said a recent trip he made to Cuba had been “extremely positive,” assuring that human rights were raised during his talks there.

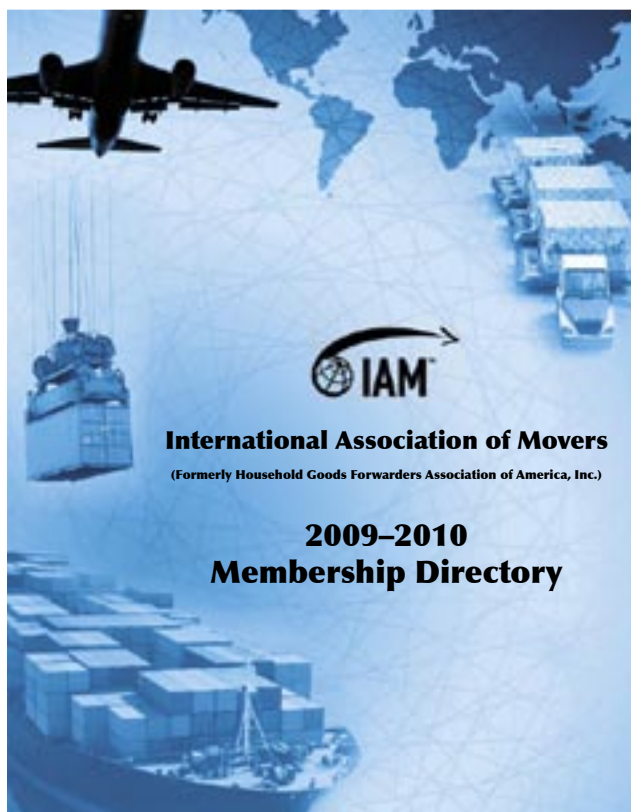
“I got the impression everywhere that Cubans have a real wish to completely normalize their relations with the European Union which, in their eyes, has become an increasingly important partner,” he added. Former Cuban leader Fidel Castro has urged Obama to end the decades-old US economic blockade of Cuba.

SOURCE: AFP/Expatica

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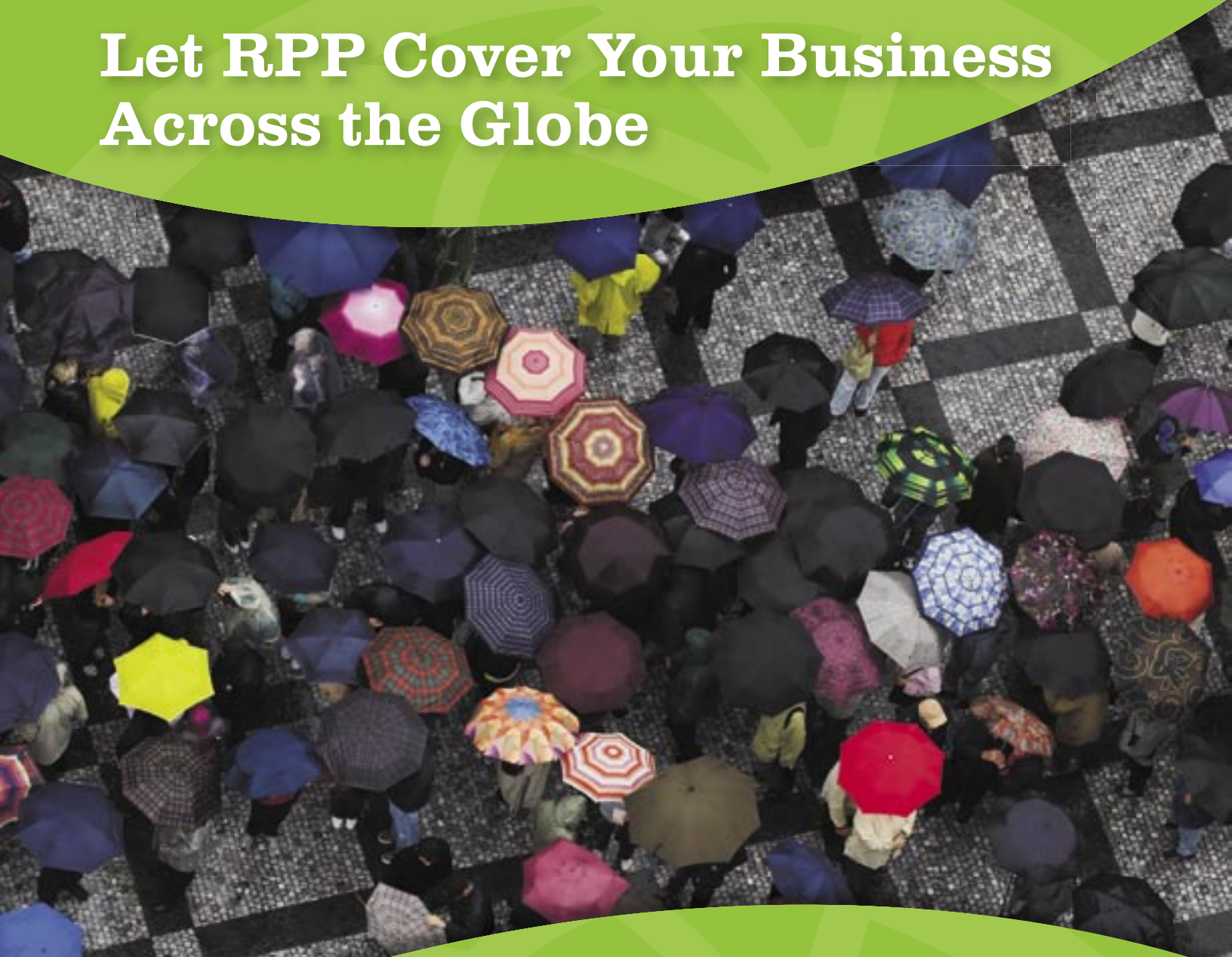
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National Forwarding Co., Inc. (in memory of
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All American Moving Group, LLC
Approved Forwarders, Inc.

Arven Freight Forwarding, Inc.
*Cartwright International Van Lines
DeWitt Companies
Gateways International, Inc.
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Blonde International Services, Inc.
Dell Forwarding, Inc.
Logistics International, Inc.
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In Kind or Other

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Cheryl Baker)
Jackie and George Agner (in memory of
Chuck Fuller)
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Economic Crisis Could Cause More Cyber Crime

The global financial crisis threatens to spark a rise in cyber crime as computer experts lose their jobs and resort to illegal ways to earn a living, said a senior official of Microsoft.

“Today these [cyber] attacks are not about vandalism any more, today it’s about cash,” said Roger Halbheer, Microsoft’s chief security advisor for Europe, the Middle East and Africa. “Cyber crime ... will definitely grow in the future.”

He said the crisis had meant people with good knowledge of the industry were being laid off. “They then have time and they don’t have money,” he said.

Criminals, he said, often create worms like Conficker “so they have a network of computers they control and then they try to sell their services to scammers and phishers or whatever. ...”

A task force assembled by Microsoft has been working to stamp out Conficker, also referred to as DownAdUp, and the software colossus has placed a bounty of \$250,000 (189,000 euros) on the heads of those responsible for the threat.

The worm, a self-replicating program, takes advantage of networks or computers that have not kept up to date with security patches for Windows. It can infect machines from the Internet or by hiding on USB memory sticks carrying data from one computer to another.

Keeping Workers Busy

The Internet holds seemingly endless opportunities for wasting time both on and off the job. The challenge for human resource professionals: Finding ways to limit how much time employees waste while they’re on the clock.

Alleviating workplace stress might help, according to a study in the fall 2008 *Journal of Managerial Issues*.

Researchers surveyed 162 graduate business students about their Internet use patterns at work and found they are more likely to cyberloaf when they perceive “role ambiguity or conflict on the job.” The problem can be reduced by clarifying job expectations and duties through job analysis, job design, training programs, and performance appraisal systems, the researchers concluded.

They also acknowledged that employees are less likely to waste time surfing the ‘Net if they are busy. But they cautioned against increasing workload, “because having too much work is likely to be highly stressful.”

Businesses Quit Slashing IT Budgets

After reducing their budgets sharply for months, many businesses across the United States have stopped slashing information-technology spending, a shift that could stem revenue declines at tech companies, including Hewlett-Packard Co. and Cisco Systems Inc.

Spending on computer hardware, software and services used to be one of the fastest growing segments of the economy, increasing 9% in 2006 and 13% in 2007, according to Forrester Research.

But growth in corporate tech spending—the primary source of revenue for such behemoths as International Business Machines Corp., Dell Inc. and Oracle Corp.—slowed to 8% in 2008. **This can be taken as another sign that things are beginning to turn back around.**

Get a Smarter Computer Password

The most common solutions for keeping track of your computer passwords no longer provide enough protection. Are you still:

- Picking obvious passwords, such as 123456, abc123, your pet’s name, or your mother’s maiden name? Many people can guess these easily and break into your accounts.
- Using the same password for multiple accounts? This allows a person who knows your password to access more than one of your accounts.
- Taping password reminders to your computer screen or leaving them in the top drawer of your desk? The problem is that they are easily accessible to anyone who enters your home or office.

Better strategies

- **High-security passwords.** The safest passwords are nondictionary words of at least eight characters that contain a combination of numbers and lowercase and uppercase letters. This sounds like a chore, but it’s actually easy if you use this three-step system:
 1. *Use a mnemonic device to come up with your “core” password.* Use a memorable combination, such as your spouse’s initials and the month and day of your anniversary. Example: If your spouse’s initials are ST and you were married on June 3, your core password is ST0603.
 2. *Create unique passwords by using variations on your core password.* Take the name of the particular Web site you are creating a password for, and add the first letter to the front of your core password and the last letter to the end, all in lowercase. Examples: If you use the Amazon.com Web site, your password is aST0603n. If you go to www.Vanguard.com, your password is vST0603d.
 3. *Add a layer of variation to your core password.* For example, if your Vanguard password (vST0603d) doesn’t feel secure enough, go one step further. Add another number to the end of it. Take the final letter of your password and convert it to the corresponding number on a telephone number pad. Since the letter “d” corresponds to the number “3,” your new password is vST0603d3. That’s nearly impossible to crack, but fairly easy to recreate should you forget it.
- **Extra security.** Choose the right security question. Many Web sites now require you to answer a preselected personal question when you choose a password. You’re usually allowed to select the question you want to use. Avoid picking one whose answer is open to interpretation or difficult to spell. Example: I usually use a security question that asks for the city of my birth, but not one that asks for my favorite food (which could change) or my elementary school.
- **Write down your passwords and security answers.** Keep this information in a secure place, such as a safe-deposit box. If you die or are injured, your family still will have a way to access your Web site accounts.
- **Consider password-management encrypted software.** You create a database of all your passwords on your computer and secure the file with a master password. My favorite encryption software: KeePass (<http://keepass.info> — it’s free). Put your master password in your safe-deposit box.

SOURCE: *Lifehacker.com*

O'Neil Software Now In 70 Countries

Irvine, Calif.-based **O'Neil Software** now has a presence in 70 countries, with its latest addition—Grupo Mudanzas Mundiales/Guardadocumentos, one of the largest record storage companies in Costa Rica, with several warehouses in San Jose.

Grupo Mudanzas said it chose O'Neil Software because it needed to change its in-house software system and determined that O'Neil offers more value-based features designed to keep record centers running efficiently and profitably, while lightening the load on their facility staff. For example, Grupo Mudanzas Mundiales/Guardadocumentos will have the ability to adapt Spanish translations in O'Neil's RS-SQL®.

The Costa Rican company will also be installing Wireless Access Points in three of their warehouses, for barcode communications to enhance the efficiency of their Operations Department. O'Neil's RSWeb®.NET, the company said, will provide its clients with fast, flexible and real-time access to all

Do You Have Trouble Remembering?

Set up a free account at Rminder (www.rminder.com) and the service will call you to remind you about appointments and events, or you can set up reminders for friends or forgetful loved ones. A free account lets you set up to eight reminders a month, and you can send up to 15, 30, or 60 reminders with plans for \$3, \$5, and \$9 a month.

Set Up Online Meetings

With a membership to GoToMeeting.com, you can invite up to 15 people to an online meeting. The service allows you to show meeting attendees a presentation on your computer screen, demonstrate software, or train employees. Phone conferencing is included, and phone conferencing call-in numbers are provided in the invitation e-mails. A 30-day free trial is available. Pricing starts at \$49 a month or \$468 a year.

E-Notes

Clean your computer screen with a foam paintbrush to gently wipe away dust. They are available at most hardware and craft stores for \$1 or less.

Write better with **ConfusingWords.com**. Enter a word in the search box, and the site will show you how to use it properly. Helps clear up confusion about similar-sounding words, such as “affect” and “effect,” or “affluent” and “effluent.”

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A look at people and events shaping IAM member companies



Wilkins



Steinmeyer



Fletcher



Gayet



Flament

John Nicholls has been appointed managing director of the newly launched **Santa Fe Relocation Services, Dubai**. Nicholls has worked in the relocation industry for 19 years, and 10 years in the real estate industry in the United Kingdom. He is also a member of the Chartered Institute of Purchasing and Supply (MCIPS).

Nicholls is very knowledgeable about the Middle East, where he was responsible for establishing and managing supplier relationships for his previous employer in the region.

The company also named **Susan Khoo** as the deputy managing director for Santa Fe, Malaysia. Khoo is a 25-year industry veteran.



Harrow Green has promoted **Steve Wilkins** to director of international moving; the head of its Global Moving Solutions division. Steve will be responsible for growing the group's international moving business, which includes corporate moving for clients direct, private moves, and reciprocal trade with other agents around the world. Steve will oversee operations centers in the UK and Ireland.

The appointment places a dedicated senior decision-maker in charge of the group's ongoing investment in the overseas moving arena. Last year the international team moved to a new service centre and storage facility in the heart of London's Thames Gateway, five times the size of its previous operation. In addition, a new Web site (www.hg-gms.com) dedicated to overseas removals and relocation services was launched in January aimed solely at individuals seeking to relocate abroad and at corporate clients responsible for managing the global relocation of their staff.

Wilkins has been with Harrow Green for seven years.



Claudio Steinmeyer has been hired by **A-Trans Moving Co.** of Berlin, Germany. He will handle marketing strategies for cor-

porate and diplomatic accounts and provide price quotes for import and export overseas removals. He will also be responsible for developing the surface removals transport between Spain and Germany.

Prior to joining A-Trans, Steinmeyer was coordinator at the international department of Gil Stauffer in Barcelona, Spain.

Having begun his professional training in the petrochemical sector handling government affairs for Dow Chemical, he focused his career on marketing and external communication issues.

A dual German-Argentine national, Steinmeyer speaks German, English, Spanish, and Catalanian.



Interdean International Relocation has named **Robert Fletcher** director of business development and **Julien Gayet** as sales director, Interdean International Relocation Central Europe.

Fletcher is based at the company's offices in Zurich. During his 17-year career in relocation, he has worked for some of the most well-recognized global companies in the industry.

In his most recent roles, Fletcher had global sales responsibilities and led the sales and implementation activities on a global basis, traveling extensively in Europe, America, and the Far East. Much of his experience has been in a consultative selling environment, helping clients by providing a solution-based service. He brings to Interdean a proven track record in regularly securing significant contracts. This, together with his considerable expertise in all aspects of international relocation services, will further strengthen Interdean's ability to deliver relocation solutions to its clients, the company said.

Fletcher currently serves on the ERC's EMEA committee and has previously served on the Global Workforce Symposium Program Planning Committee.

Gayet, who is to be based at the compa-

ny's offices in Bratislava, will be responsible for the sales activities in Poland, the Czech Republic, Austria, Slovakia and Hungary. He will be leading a team of 15 sales staff based across these five countries, providing international moving and relocation solutions to Interdean's client base throughout Central Europe.

Following graduation from university in 2000, Gayet relocated to the Ukraine and took up his first role as sales director for AGS Worldwide Movers in Kiev. His career with AGS took him to Slovenia before he became general manager for Belgrade and Serbia.

Gayet left AGS in 2006 to work as general manager for GKN Freight Services in France. He also earned the EIM (Essentials in International Moving) diploma from the FIDI Academy in Cape Town.

Interdean also announced the appointment of **Pierre Flament** as corporate account manager, based at the company's offices in Prague. He will play a key role within the sales team and will take charge of extending Interdean's portfolio of services and reinforcing the company's position on existing accounts.

A native of Northern France, Flament has lived in the Czech Republic since 2004, where he worked with AGS for three years, before joining a transport company where he headed up the business development team.



Santa Fe Relocation Services—Indonesia has appointed **Catarina Desy (Cathy) Yanti** inbound manager. Yanti's most recent position was with a large financial company, where she spent two years. During her tenure there, she became increasingly involved in marketing the company and interfacing with key clients, giving her a strong background in customer service.

Yanti will be responsible for providing all destination rates and managing the Inbound Department team.



Megan Wu has been promoted to relocation services manager at **Santa Fe Relocation Services—Shanghai**. Wu joined the company in 2005 as a relocation services consultant. In 2007, she was promoted to account manager and was responsible for managing several major accounts and coordinating destination programs as their single point of contact. Wu was again promoted to senior account manager in 2008, and in that role was responsible for managing the company's account management team of over 10 staff.

Wu has lived and worked in Shanghai for 11 years. A graduate of the Shanghai Institute of Foreign Trade, she speaks fluent Mandarin.

In her new role, Wu will lead a team of over 30 dedicated relocation staff.



Michael Dammer has been named new director of military services at **Bekins Van Lines**. Dammer has extensive household goods industry experience, and has held many senior and front line management positions. Most recently, Dammer served as director of operations for New World Van Lines, where he was responsible for ensuring high-quality operational services to corporate accounts, military, GSA, and International clients.

Dammer also served as vice president and general manager Fry Wagner, a United Van Lines agent in St. Louis, Mo. Owing in large part to his efforts, Fry Wagoner ranked in the top 4% of United Agents in overall quality performance. Dammer has a deep understanding of household goods operations, warehousing, record storage, customer service, and more.



AGS Four Winds in Indonesia has named **Ebb Hinchliffe** branch manager. Hinchliffe worked in the manufacturing industry for 22 years in the United States, China, and the Philippines. In 1998 he joined Four Winds Philippines as country manager. There, he secured contracts with the US Embassy, the Asian Development Bank, and various other corporate clients while an additional branch was opened in Cebu. In 2000 he left the company to work as a consultant for a US petroleum company; a year later, he joined an American group as the Asia regional manager, working in Taiwan and Kuala Lumpur from 2005 to 2008.

Hinchliffe has traveled extensively throughout Asia, and is conversant in English, Japanese, Mandarin, and Spanish.



AGS also announced that it has opened a new Eastern European branch, **AGS Podgorica**, Montenegro, to handle international exports and imports to and from Montenegro. **Arthur Bastien-Thiry** will manage AGS Podgorica, supported by **Fabris Grujic**, AGS Belgrade branch manager.

Grujic, who brings thorough knowledge of the Balkan region, joined AGS in 2004 to manage AGS Kosovo and AGS Skopje, where he contributed to the development of those branches. In 2006, he assumed management of AGS Belgrade.



The **AGS Group** continues its expansion in Asia, opening a fifth branch in China, in Chengdu (pop. 4 million), located in the Sichuan province. This gives AGS a total of 22 subsidiaries in nine countries in Asia.

AGS Four Winds Chengdu lies 300 km from Chongqing, 150 km from Leshan, and 270 km from Luzhou. Shuangliu International Airport is 16 km away.

Theresa Xie is branch manager of AGS Four Winds Chengdu, which will fall under the supervision of Keith Elis, director, AGS Four Winds China.

Xie has six years' experience in the removals industry and joined the AGS Shanghai team in 2006 as deputy manager; in that role, she was involved in all aspects of the business.

EXPANSIONS

Ethiopia, nestled in the horn of Africa between Eritrea and Djibouti in the north, Somalia in the east, Kenya in the south, and Sudan in the west, is a country that has recently come alive with international trade and foreign investment.

AGS Frasers Ethiopia recently opened its doors in the city of Addis Ababa. The branch, managed by **Raphaël Joly**, is 7 km from Bole International Airport, 7 km from the container terminal, and 950 km from Djibouti port.

The core business provided by AGS Frasers Ethiopia is packing, as the provision of transportation services is reserved to be provided by Ethiopian citizens only.

Joly was formerly a VIE (International Voluntary in Enterprise) who worked in Tanzania from 2004 to 2006. From 2006 to 2008, he worked as the deputy manager of AGS's Ghana branch.



AGS also has launched **AGS Minsk**, in the capital of Belarus. Minsk (pop. 9.5 million) is the major industrial center of that country.

Managing the subsidiary is **Rodolphe Millet**, who will work with **Samuel Barrios**. Barrios oversees the region comprising AGS Kiev and Minsk, which are in close proximity.

AGS Minsk is fully operational and ready to handle international imports and exports.

Barrios, who has managed GS Kiev since 2007, has been with the AGS Group since early 2000, starting as a VIE at AGS Kosovo and Macedonia. Barrios helped to set up the branches, recruit personnel, and develop the operations. In 2004, he took over management of GS Bratislava, where he became a key member of the group.



Alain Taïeb, Chairman of **Mobilitas SA**, recently announced the purchase of **Coussaert Sprl**, a moving and storage company in Brussels, Belgium, on March 1. Coussaert Sprl is a second-generation family-owned company that has traded for over 60 years in the Belgian market, enjoying a reputation for both service and quality.

The company has offices and warehouses in downtown Brussels, with additional modern warehousing and land in the suburbs of Kampenhout. Daniel Coussaert, son of the founder, will remain with the company, and has announced his goal to maintain the professionalism and quality that his clients have enjoyed over the years.

The company has an extensive fleet of vehicles and equipment, and operates with 15 of its own crews on a daily basis. Among its clients are the European Commission, the Belgian Ministry of Foreign Affairs, and numerous corporate clients. As a long-standing member of FIDI and IAM, Coussaert Sprl has also developed strong relation-

ships with agents and trading partners from the removals industry worldwide.

Mobilitas, owner of the AGS Group of companies, announced that in the immediate future, Coussaert Sprl will continue to trade independently from AGS Brussels. However, a further substantial investment in construction of new warehouses is planned for 2009, and it is then envisioned that the companies will merge in 2010.

During a visit to Brussels, Taïeb welcomed all the Coussaert staff to the Mobilitas/AGS family. He said that this acquisition reflects the parent company's commitment to continued investments and controlled expansion of the Group in 2009. He added that, despite the difficult economic climate, he believes that the AGS Group remains dynamic and will be strengthened through a series of strategic acquisitions and organic growth throughout 2009.

Daniel Coussaert will remain in charge of Coussaert Sprl until the merger takes place in 2010.

◆
Move One has opened a new office in the Ainkawa suburb of Erbil, Iraq. The office focuses on commercial activities in northern Iraq, including warehousing and distribution throughout the region, and has already begun to deliver supplies related to the oil and gas industry. Move One Logistics also offers full services for refrigerated and non-refrigerated medical supplies, radioactive materials, and landmine detection and removal equipment for the region, and will assist various embassies and diplomatic missions, security contractors, NGOs and private companies with the movement of cargo between Baghdad and Erbil.

Move One Relocations also now offers full services from the Erbil office, including complete corporate relocation packages. At this time, Move One imports and exports personal effect shipments and offers a full range of destination services.

Move One's Iraq country manager, **Robert Hass**, said, "The expansion into Erbil has given our clients the opportunity to expand their operations within Iraq. Kurdistan continues to offer a stable business environment, and it is this that has allowed us to quickly develop the services that Move One offers in the region."

New LACMA Officers

At the 2009 LACMA Convention & General Assembly held in Port of Spain, Trinidad & Tobago, the assembly elected the following LACMA Board of Directors for the period of 2009-2010.

PRESIDENT

Mr. Luis Silva
Unipack, S.A.
Santiago, Chile



VICE PRESIDENT

Mrs. Laura Ganon
Transportes Fink Ltda.
Rio de Janeiro, Brazil

SECRETARY

Mrs. Andrea Bacigalupi
Servimex, SACI
Asuncion, Paraguay

TREASURER

Mr. Walter Laffitte
Canal Movers & Logistics Corp.
Panama, Panama

ASSOCIATE DIRECTOR

Mr. Klaus Moericke
Transportes Fluiters Internacional
Madrid, Spain

IMMEDIATE PAST PRESIDENT

Mr. Felice Snider, Jr.
Aviomar, S.A.
Bogota, Colombia

Effective January 1, 2009, HHGFAA became the

International Association of Movers



Download the IAM logo and the Users Guide for the rules and instructions for its use on letterhead, advertising, and other marketing tools at

www.IAMovers.org/logo.html

Trans-Link: Serving Clients 'Shelf to Shelf'

Thailand-based **Trans-Link** recently was named by Mitsubishi Fuso Truck (Thailand) and Mercedes-Benz (Thailand) as sole provider of "shelf to shelf" relocation management solutions for their inventory and warehouse integration, including physical checking, counting, inventory listing, packing, moving and delivery.

The relocation plan was scheduled in two phases during March from Mitsubishi Fuso's warehouse in Pathumthani Province to two different destinations: Mercedes-Benz's warehouses in Samutprakan Province and Ladkrabang Industrial Estate.

The items moved were estimated at 280 cu.m., or 22 container truckloads. The relocations were carried out a day ahead of schedule.



Arpin Partners with Save the Children

Arpin customers now can help make a difference in the life of a child affected by poverty. Arpin Group, Inc. announced this month that it will support Save the Children's work until at least 2011.

For every customer satisfaction survey completed at the end of an international move, Arpin will make a donation to the worldwide children's charity. Arpin employees will also have an opportunity to support Save the Children by participating in Arpin's "casual clothing day" program.

"Since we have an international focus for our moving business at Arpin Group, we wanted to team up with a charity that serves a global cause," said David Arpin, President and CEO of Arpin Group, Inc. "Our past customer survey programs have been very successful in raising money for charity while providing our customers with an added incentive for completing their post-move evaluations."

The charity's emergency, recovery and development programs address both the immediate and long-term needs of children struggling to overcome poverty, which is often made worse by war and disaster.

Save the Children USA today serves 41 million children and 25 million others, including parents, community members, local organizations and government agencies. More information about Save the Children may be found at <http://savethechildren.org/>.

Lane Train and Station

When was the last time you heard a train go through your fair grounds? This is no ordinary choo-choo train—it's the **Asian Tigers** "Lane Train," which can be spotted at all major children's events around Jakarta, most recently at the JIS Family Fun Fair. Tickets were available at the "Lane Station," and lucky fair-goers even got to share a ride with the friendly tiger onboard.





RELO 2009 Convenes in Bangkok

RELO 2009—the Relocation & Living Overseas Conference—was held in March in Bangkok, Thailand. Thirty-two companies, including such diverse organizations as Bangkok-based Agility Trans-Link Relocation & Moving, Ford Motor Company, Nike Inc. and Pepsico International, were represented, along with 10 exhibitors. Sessions covered two topics: “International Moving and Customs Procedures” and “How to Apply for Work Permits for Corporate Events.”

Crown Sponsors Latin America Talent Management Summit

As this issue of *The Portal* went to press, **Crown Relocations** was scheduled to sponsor and take part in the second annual Talent Management Summit organized by the International Quality & Productivity Centre (IQPC) in Santiago, Chile, May 26-28.

Crown is one of 14 globally successful companies represented at the summit to explore subjects such as talent development, attraction and retention, and risk minimization. The 2008 conference was extremely well received.

Crown Director of Sales Raphael Bättig was scheduled to conduct a workshop on “Retention and Retraction of International Talents.” Some 40 to 60 human resources professionals will attend briefings on the reasons for, and management of, expatriation; repatriation; retaining and developing talent; and the importance of adapting socially and culturally, through the eyes of a relocater.

HONORS AND AWARDS

Santa Fe Relocation Services reports that its New Delhi, India, Office is now FAIM certified and a member of FIDI.

The company also reports that its Singapore, Beijing, and Shanghai branches have become the first relocation services companies in their respective locations to be awarded the ISO27001:2005 certification.

In addition, in April Santa Fe was named the top-performing business unit within the East Asiatic Company. The company had also been honored with the award in 1998 and 2005. Santa Fe CEO Lars Lykke Iversen received the award at a special dinner in Hong Kong.

Brandon Burrows: Moving People with His Music

Despite a family lineage that includes four generations of movers, 14-year-old crooner Brandon Burrows has his heart set on moving people in a different way: through music. The great-grandson of Woody DeWitt, an IAM founding member, recently released his aptly titled debut album, *On The Move*, which includes sweaty funk workouts, inspiring ballads, pop confections and the songbook of legends.

Possessing a soulful, heavenly voice and the maturity of an old soul, Burrows co-wrote “Chase Your Dreams” for the 17-track collection produced by Amber and Rob Whitlock. The Sketchin’ Records release features unique interpretations of songs penned by iconic singer-songwriters Stevie Wonder, John Lennon, Paul McCartney, Jimi Hendrix, Cat Stevens, Bob Marley, Ray Charles, and Kenny Loggins. An original composition, the album’s title track was serviced to radio last month for airplay. *On The Move* is an aggressive deep-pocketed, horn-blasted groove that goes for it straight out of the gate while Burrows exercises the full-range of his vocal muscle.



Initially Burrows, whose father, John Burrows, is the president of DeWitt Moving & Storage, teamed with Amber Whitlock for vocal lessons a couple years ago. Impressed with his talent and passion, she began grooming him for a career in music. Last year, she brought in her husband, Rob Whitlock, to produce *On The Move*. The recording sessions took place in New York City, where some of the finest session musicians in town—who have worked with stars ranging from Stevie Wonder to Madonna—lent their edge to sharpen the project, along with vocalists Amber Whitlock, Jim Gilstrap, and “American Idol” vocal coach Dorian Holley.

Citing singers such as Wonder, Ray Charles, Michael Jackson, and Michael Buble as influences, it was natural for Burrows to record songs for *On The Move* made famous by Wonder, The Jackson 5, Charles (“Hallelujah”), Jimi Hendrix, John Lennon and Paul McCartney, Bob Marley, and Kenny Loggins. Additional tracks already flagged for radio spins include a sweltering version of Stevens’ “Wild World,” a gorgeous duet with Amber Whitlock on “True Colors,” which was originally recorded by Cyndi Lauper, and “Chase Your Dreams,” a motivational anthem Burrows wrote with the Whitlocks.

“I’m fortunate to have a hand in my own musical development, which is something most young musicians can’t say,” said Burrows, who included several of his sketches and paintings in the CD artwork. “I’m grateful for the opportunity to learn from the seasoned musicians that surrounded me throughout the recording process... Hopefully this is just the first of many albums.”

Born in Guam, Burrows moved with his family to California when he was 4. His gift for singing was discovered early and he spent summers at Rock Star camp, where he delivered award-winning performances and recordings. He has sung the National Anthem at sold-out San Diego Padres and Surf Dawgs games. Burrows is active in the planning of his concerts and the development of his fan base.

For more information, visit www.brandonburrows.com and www.sketchinrecords.com

Asian Tigers Hosts 'Welcome to Indonesia' Event

On March 25, the **Asian Tigers Lane Moving & Storage** team organized a Welcome Cocktail for its inbound clients at The American Club Jakarta.

With guests from various companies, such as Alcatel Lucent, Chevron, Nestle, Shell, Unilever, and many more, the event proved to be an enjoyable time for all. Highlights included a feast of delicious Indonesian treats, watching exotic Balinese dancers, and meeting new friends and acquaintances.



IAM President Addresses 2009 FIDI Conference



IAM President Terry Head recently was invited to address the FIDI Conference in Rome, Italy. This was first such gathering under FIDI's new Managing Director, Boris Populoh (left), who until January 2009 was IAM's director of education and programs. Shown above with Populoh and Head is Hashmat Kazmim, president and CEO of Global Packers & Movers in Pakistan. (NOTE: The slides from Head's presentation can be found in the "Industry Alerts" section on the IAM Web site: www.IAMovers.org.)

MILESTONES



DASA General Manager Craig Reilly (left) and Managing Partner Phil Reilly (above)

DASA International Movers Marks 30 Years

A moving company that can trace its roots back some 30 years, in a country that has had independence for just 38 years is a somewhat rare entity in the Arabian Gulf region, but this is the case for **DASA International Movers in Dubai**, United Arab Emirates.

Having launched DASA in 1979, Managing Partner **Phil Reilly** has guided the company toward becoming one of the foremost international movers, with a global reach. DASA is a member of FIDI, IAM, AMSA, LACMA, and ERC, and serves as a relocation agent, shipping agent, international freight consultant, fine arts handling agent, and exhibition ground handling agent.

DASA's own in-house relocation capability includes excellent facilities in Dubai, supported by a group of professionals headed by General Manager **Craig Reilly**. The company predicts that the next 30 years will see continued growth.

Alaska on Screen

The psychological thriller “Insomnia,” starring Al Pacino and Robin Williams, was shot in Canada, but was set in Alaska. The 2007 horror feature “30 Days of Night” is set in Barrow, Ak., but was filmed in New Zealand. Most films and television shows set in Alaska are not filmed there; for example, “Northern Exposure,” set in the fictional town of Cicely, Ak., was actually filmed in Roslyn, Wash.

The 1983 Disney movie “Never Cry Wolf” was at least partially shot in Alaska. The 1991 film “White Fang,” starring Ethan Hawke, was filmed in and around Haines, Ak. The 1999 John Sayles film “Limbo,” starring David Strathairn, Mary Elizabeth Mastrantonio, and Kris Kristofferson, was filmed in Juneau. The 2007 film directed by Sean Penn, “Into The Wild” was partially filmed and set in Alaska. The film, which is based on the novel of the same name, follows the adventures of Christopher McCandless, who died in the Alaskan wilderness in 1992.

IN MEMORIAM

Joe Goetzke

Joseph A. Goetzke, the Chief of the Personnel Claims and Recovery Division at the US Army Claims Service, passed away on May 14 in Baltimore, Md. Mr. Goetzke, a retired judge advocate, served at the Army Claims Service from 1988 to 2009.

Mr. Goetzke was born in 1949, at the US Naval Air Station at Sangley Point, Cavite, in the Republic of the Philippines. He attended the University of Scranton, where he graduated with a B.S. in 1971. He began his service in the Army as an Armor Officer in 1971 and served as Service Test Project Officer, US Army Armor and Engineer Board, Fort Knox, Ky., between 1971 and 1975.

From 1975 to 1978, he attended the University of Maryland School of Law and performed on-the-job training at the Office of the Staff Judge Advocate, Fort Meade, Md. Following his graduation from law school in 1978, Mr. Goetzke entered the Army Judge Advocate General's Corps (JAGC). His first JAGC assignment was at White Sands Missile Range, N.M. He attended the Judge Advocate Officer Graduate Course at The Judge Advocate General's School in Charlottesville, Va., from 1981 to 1982. Afterward, he went to Germany and was stationed with VII Corps at the Ludwigsburg Branch Office until 1985. He then served as the Command Judge Advocate, US Army Safety Center, until 1988.

In 1988, Mr. Goetzke came to the US Army Claims Service at Fort Meade, Md. His first assignment at the Army Claims Service was as Chief, Special Claims Branch, Personnel Claims Division, a position he held until 1991. Between 1991 and 1994, he served as the Chief, CONUS Torts Branch, Tort Claims Division. He retired as a Lieutenant Colonel in 1994.

After his military retirement, Mr. Goetzke entered the federal civil service as an attorney in the Personnel Claims and Recovery Division, US Army Claims Service. He was subsequently promoted to be Chief of the Recovery Branch and later became the Deputy of the Personnel Claims and Recovery Division; he became the division's first civilian chief in 2005.

Mr. Goetzke's military awards include the Legion of Merit, the Army Meritorious Service Medal with two oak leaf clusters, the Army Commendation Medal, the Army Achievement Medal, the Superior Civilian Service Award and the Commander's Award for Civilian Service. Mr. Goetzke is survived by his wife of 36 years, Mrs. Jane Goetzke, and his son John, all of Catonsville, Md.

IAM President Terry Head said, "Joe Goetzke will be missed by many. Joe was not just a man—he was a 'just man,' always open and fair in his dealings with the industry."

IN MEMORIAM

Patrick "Mart" Cronin

Patrick "Mart" Cronin, known to IAM members through his work at Asiatic Pacific, a San Francisco-based household goods forwarding company (later known as AFI), passed away on April 25 in Petaluma, Calif.

Mr. Cronin was born on Jan. 14, 1917, the second child born to Irish immigrants Denis and Rose Cronin. He was drafted into the Army for service in WWII and after Officer's Candidate School was assigned to the Pacific Theatre. He returned to Washington, D.C., where he met and married Betty Hamilton, a Navy WAVE. Mr. Cronin's Army career included tours in the Philippines, Okinawa, Spain, Korea, and various places in the United States. It was during an assignment at Fort Mason in San Francisco that Mr. and Mrs. Cronin purchased their first home in San Rafael, where they returned when he retired from the Army in September of 1963 and had lived ever since.

After retiring from the Army in 1963, Mr. Cronin accepted employment with Asiatic Pacific, a household goods forwarding company in San Francisco, which later became known as AFI, from which he eventually retired.

He is survived by his wife, Betty Cronin of San Rafael, 10 children, and 14 grandchildren. In lieu of flowers, the family requests that donations be made to the Alzheimer's Association of Northern California, or to Hospice of Petaluma, Calif.

IN MEMORIAM

Jonathan Tovy

Sam Bassin, vice president, relocations at HK Worldwide Moving & Storage in Chicago, Ill., recently reported that his friend and business partner, **Jonathan Tovy**, passed away on April 11 after a year-long battle with a blood disease.

Mr. Tovy, who was 43, is survived by his wife, Sylvie, three children, and his parents.

NDTA Hosts Black Tie Gala

On May 16, IAM staff and associates participated in the National Transportation Week and Armed Forces Day Black Tie Dinner, sponsored by the **National Defense Transportation Association** (NDTA -DC), of which IAM is a longtime supporter. The event was held at the Women in Military Service for America Museum at Arlington National Cemetery to commemorate those who have served in the US armed forces and to honor a number of special individuals from the “Wounded Warriors” program at Walter Reed Army Medical Center. (Photos on this page by Sean Caulfield, of Lockheed-Martin, a new IAM member.)



WELCOME NEW MEMBERS



Randall Groger
AirLand Forwarders,
Inc.
IAM Chairman

NEW ASSOCIATE MEMBERS

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Funding for US Port Modernization

Despite a tremendous amount of attention regarding the infusion of federal funds into the infrastructure of the country to help stimulate the economy, it is only now that any of this money has begun to make its way into projects. Under the stimulus bill, the American Recovery and Reinvestment Act (ARRA), almost \$800 billion was made available to be spent on federal projects to bring jobs to Americans and improvements to US infrastructure needs. However, a comparatively small \$720 million amount of the bill's budget, has actually been spent. Of this money, the US Customs and Border Protection (CBP) announced recently that it will dedicate funds directed its ways to modernize the country's ports of entry—hoping to enhance the expeditious movement of goods and improve security.

Among the top priorities of CBP will be a specific targeting of northern border ports of entry. Of the 43 land ports of entry, the older northern border area ports are especially dated—many of these facilities in fact were built in the 1930s and 1940s and are in urgent need of modernization to address new security threats. Among the specific In total, the ARRA also appropriated almost \$1 billion to the CBP to modernize these ports, including \$100 million for the acquisition of high-tech imaging equipment. It is hoped that the imaging equipment will prove to be a more efficient and less intrusive inspection of goods moving through the US ports. CBP Acting Commissioner Jayson Ahern stated that it was the intent of the agency to improve the existing facilities while concurrently attempting to take advantage of advances in inspection and monitoring technology.

US Trade Deficit Shrinks

One of the impacts of the global recession is the reduction of the United States trade deficit to the lowest level in almost ten years. With domestic markets mirroring that facing the world, the US Department of Commerce reported that the trade deficit stood below the \$26 billion level. For all of 2009, exports have actually experienced a modest gain (1.6%) while imports have dropped by 5.1% causing the overall trade deficit to realize a reduction of 28.3%.

The Department of Commerce also pointed to a report prepared by the Government Accountability Office that indicates there is a major challenge to the US export capability that is created by the low percentage of American businesses that are actually engaged in exporting their goods overseas. According to the GAO, less than 1% of US firms are considered to be exporters. This contrasts sharply from previous studies in which as recently at 2006 almost 29% of all US exports were as a result of the activity of small- to medium-sized businesses. It is these small businesses who are being looked to as the backbone of the economic recovery efforts but who are currently unable to find international markets for their goods.

Immigration: A Report on Unauthorized Immigrants in US

Recently, the Pew Hispanic Center, a project of the Pew Research Center, released a report entitled *A Portrait of Unauthorized Immigrants in the United States*. This report continues the work of the Center to understand more clearly the realities and growth of unauthorized immigration in the United States. Last year, the Center reported that an estimated 11.9 million unauthorized immigrants lived in the United States, and concluded that the undocumented immigrant population grew rapidly from 1990 to 2006. But the report also estimated that the pace of this growth has halted and asserted that there were approximately 8.3 million undocumented immigrants in the US labor force in March 2008.

There are some interesting elements in the report that may offer some surprises. For example, among the significant findings of the Center are:

- Unauthorized immigrants living in the United States are more geographically dispersed than in the past and are more likely than either US born residents or legal immigrants to live in a household with a spouse and children.
- A growing share of the children of unauthorized immigrant parents—73%—were born in the United States.
- The children of unauthorized immigrants, both those who are unauthorized immigrants themselves and those who are US citizens, make up 6.8% of the students enrolled in the nation's elementary and secondary schools.
- About three-quarters (76%) of the nation's unauthorized immigrant population are Hispanics; the majority of undocumented immigrants (59%) are from Mexico, numbering 7 million.
- Unauthorized immigrants are spread more broadly than in the past into states where relatively few had settled two decades ago. California still houses the largest number of undocumented immigrants—2.7 million, or almost double the number in 1990—it is home to a markedly smaller proportion of them. California's 42% share in 1990 declined to 22% in 2008.
- About half of undocumented adults live with their own children under 18. Nearly half of unauthorized immigrant households

(47%) consist of a couple with children. That is a greater share than for households of US-born residents (21%) or legal immigrants (35%).

- Most children of unauthorized immigrants—73% in 2008—are US citizens by birth. The number of US-born children in mixed-status families (unauthorized immigrant parents and citizen children) has expanded rapidly in recent years, to 4 million in 2008 from 2.7 million in 2003. By contrast, the number of children who are unauthorized immigrants themselves (1.5 million in 2008) hardly changed in the 5-year period and may have declined slightly since 2005.
- Children of unauthorized immigrants are a growing share of students in kindergarten through grade 12. Some 6.8% of K–12 students have at least one parent who was undocumented in 2008. In five states, about 10% or more of students are children of undocumented-immigrant parents. Most of these children, having been born in the United States, are US citizens.
- The nation's labor force of 154 million people includes an estimated 8.3 million unauthorized immigrants. The 5.4% unauthorized-immigrant share of the labor force in 2008 rose rapidly from 4.3% in 2003, and has leveled off since 2007.
- An analysis of college attendance finds that among unauthorized immigrants ages 18 to 24 who have graduated from high school, half (49%) are in college or have attended college. The comparable figure for US-born residents is 71%.
- The 2007 median household income of unauthorized immigrants was \$36,000, well below the \$50,000 median household income for US-born residents. In contrast to other immigrants, undocumented immigrants do not attain markedly higher incomes the longer they live in the United States.
- A third of the children of unauthorized immigrants and a fifth of adult unauthorized immigrants lives in poverty. This is nearly double the poverty rate for children of US-born parents (18%) or for US-born adults (10%).
- More than half of adult unauthorized immigrants (59%) had no health insurance during all of 2007. Among their children, nearly half of those who are unauthorized immigrants (45%) were uninsured and 25% of those who were born in the United States were uninsured.

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 November/December Issue November 12, 2009
 January/February 2009 Issue.....January 22, 2010
 March/April Issue March 12, 2010
 May/June IssueMay 15, 2010

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Industry Calendar

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National Defense Transportation Association
Nashville, Tennessee

October 7-9, 2009

ERC Global Workforce Symposium
Chicago, Illinois

October 10-13, 2009

IAM (HHGFAA) 47th Annual Meeting
Orlando, Florida

November 19-21, 2009

FEDEMAC 50th Anniversary
Brussels, Belgium

March 8-10, 2010

SDDC-HQ Symposium
Atlanta, Georgia

April 11-15, 2010

FIDI Global Alliance
Melbourne, Australia

September 29-October 2, 2010

IAM (HHGFAA) 48th Annual Meeting
San Diego, California

September 12-15, 2011

IAM (HHGFAA) 49th Annual Meeting
Denver, Colorado

October 10-13, 2012

IAM (HHGFAA) 50th Anniversary Meeting
National Harbor, Maryland
(Washington, DC)

EDITOR'S NOTE: Visit www.iamovers.org/calendar.html for an expanded list of meetings and events of interest to IAM members.