

Henry Ford II was First Detroit Port Authority Chief

by Gerald Scott
News Dept.

John Jamian testified before a state maritime industry panel assembled at Oakland University last month and his live testimony sure offered an insightful history of the Detroit/Wayne County Port Authority, which he runs.

Jamian is executive director of the Port Authority and it's no surprise that the organization has its larger history in the Detroit auto industry – the city and county's modern maritime and port organization dates back to the late-1970s and Henry Ford II, then chairman of Ford Motor Co.

According to Jamian, port authorities were legislatively enabled by the State of Michigan through Public Act 639 of 1978, since called PA 639.

A combination of cities and/or counties can enable a port authority in Michigan, which resulted in the City of Detroit and Wayne County incorporating the Detroit/Wayne County Port Authority in 1979.

Henry Ford II was actually the DWCPA's first board chair-

man and director and sought to lead an agency that would foster development and growth at the Port of Detroit.

Throughout its history, the DWCPA has been a conduit between private port terminal operators and their constituent units of government, on policy and funding issues that impact the Port of Detroit.

Said Jamian, "Also, I come before you as a former U.S. Dept. of Transportation's Maritime Administration's deputy administrator and also acting administrator – I know that's a mouthful, but the privilege of that position was that I got to see the entire United States, all the major ports – all the seaports in the United States for that matter – and around the world.

"From that standpoint, I got to see the greatness of our transportation system and I also got to see the underbelly of the transportation system.

"I come from the Port of Detroit and Detroit has such a fascinating history, as a native son from Detroit. Antoine de la Mothe Cadillac founded Detroit in 1701 because the King

of France basically gave him charter to come to the new colonies . . . to find new outposts to create trade with Europe.

"He basically paddled down the Detroit River, past the current Detroit, went down to Gibraltar, decided he didn't like it and canoed back upstream and stopped at what is now the current Port Authority at Bates Street, Jefferson, Griswold area of Jefferson."

With that history, Detroit was established in the 1700s and 1800s as a fur trading outpost.

"I'd be remiss if I didn't remind everybody that Detroit, as a great American city, was founded as a port city. And here we are today speaking to you about port business," Jamian said.

"We're talking about economic impact and what it means to the state of Michigan and the actual city of Detroit."

He noted that port authorities throughout the United States have become vital engines for economic development, regionalism, transportation growth and job cre-

ation. Port authorities are generally viewed as hybrid government/business organizations.

"We were set up in 1978 by none other than Henry Ford II, who served as our first chairman. The Port Authority before that was a commission," Jamian said, adding that the advantage of being an authority is that it has much more leverage in signing contracts, fundraising from federal grants and other activities that enhance maritime and port interests in its area of jurisdiction.

The Port Authority is busier these days than you might first imagine.

"Additionally, the Detroit/Wayne County Port Authority serves the following project areas," he added. "Port security, green port projects, port development, alternative energy projects, EPA brownfield programs, tourism, the Greater Detroit Foreign Zone – which I might add that we're the second largest in the nation right now – and also NOAA, the National Oceanic Atmospheric/Great Lakes Restoration Program.



PHOTO: GERALD SCOTT

Detroit/Wayne County Port Authority Director John Jamian, center, testified before a state maritime industry panel assembled at Oakland University in Rochester last month.

"We bring in steel coils, steel slabs, aluminum ingots, aluminum sows, and it's almost like pig sows . . . they are giant slabs of aluminum. We happen to hold the largest deposit of aluminum ingots and sows in the United States of America, right in our bonded warehouses in the city of Detroit," Jamian said.

"We have the capacity to store all of those materials – from Detroit, the aluminum serves the manufacturers that use aluminum products, all of that comes from the Detroit

area." Port of Detroit also receives aggregate, which is limestone, iron ore, coke, potash, fossil fuel materials such as asphalt, as well as low-sulphur coal that powers area coal-fired power plants.

So the Port of Detroit is busier and more integrated into area transportation, auto and industrial business than we might first imagine, according to Jamian.

OU students and faculty attended Jamian's testimonial to the state panel.

Redesigned Ford Escape Debuts at L.A. Auto Show

DEE-ANN DURBIN
AP Auto Writer

DEARBORN, Mich. (AP) – The Ford Escape is getting a long overdue makeover, ditching its boxy styling for a sleek look that Ford hopes will outshine competitors.

It has reason to be confident: Ford Explorer SUV sales are at a four-year high, thanks to a similar redesign last year.

Ford unveiled the 2013 Escape at the Los Angeles Auto Show last month. It goes on sale early next year.

Pricing hasn't been announced, but it will likely start around \$25,000.

The Escape's boxy profile was looking stale in a market full of newer, more aerodynamic competitors like the Chevrolet Equinox. The new Escape, which was designed in Europe, now has the elegant, tapered look of Ford's other new models, including the Fiesta subcompact and Edge crossover.

In addition to better styling, customers have been asking for more features and better fuel economy, said Mark Fields, Ford's president of the Americas. The more aerodynamic design, along with three updated engine choices, will help improve fuel economy from 28 mpg to as high as 33 mpg.

Ford will discontinue the hybrid Escape, noting that its EcoBoost gas engines get better fuel economy than the 31 mpg on the current hybrid.

The Escape has some whiz-bang features, including a lift-gate that opens when the driver makes a slight kicking motion under the bumper and a system that parallel parks the

vehicle automatically with the press of a button.

The Escape will still tow up to 3,500 pounds, or enough for a one-ton boat on its trailer.

The Escape, which went on sale 11 years ago, had its last big makeover in 2008. Even then, critics said it was too dated and not efficient enough compared with newer rivals.

Escape sales drooped and a rival, the Honda CR-V, outsold it until this year, when Japan's earthquake disrupted supplies and hurt Honda's sales. The Escape regained the lead.

Honda will push to recapture those sales with a new CR-V that will also be shown at the Los Angeles Auto Show and will go on sale by the end of this year.

Both Ford and Honda did all the right things with their redesigns, including improving fuel economy and styling and making their interiors more luxurious, said Michelle Krebs, a senior analyst with car information site Edmunds.com.

"I don't think either company will have a speck of problem selling all they can make in a decent economy," Krebs said.

While earlier versions of the Escape and CR-V were considered small SUVs, they're technically crossovers, which combine the roominess of SUVs with the nimbler handling and fuel efficiency of cars, since they're built on car platforms.

Crossover sales have been steadily rising for a decade. J.D. Power and Associates, a marketing information firm,

predicts they'll hit nearly 3 million sales per year by 2015, making crossovers the largest segment in the U.S. They'll outsell compact cars, the

nearest segment, by 400,000.

While the CR-V, Escape and Toyota RAV4 have been perennial favorites, they're facing some competition. Sales of the Equinox, which was revamped in 2009, are up 45 percent for the year to 162,000, or less than 40,000 vehicles behind the top-ranked Escape.

Several other models have chalked up sales of more than 100,000, including the Nissan Rogue and Kia Sorento.

Ford hopes the radical redesign will give the Escape the same momentum as the Explorer, which has a completely

new look and a lower, more efficient car platform. Explorer sales were up 134 percent through October. The Explorer is by far the best seller in market for midsize SUVs, besting rivals like the Jeep Grand Cherokee.

Richard Bazy, who owns two Ford dealerships in suburban Pittsburgh, says Escape has been a big seller for him, but he's not sorry to see it go. He thinks customers will love the new version.

"I think this is one of the best-looking cars we've ever produced," he said.

NAVTEQ to be Exclusive Map Supplier to Ford SYNC

DEARBORN – NAVTEQ, the leading global provider of maps, traffic and location data enabling navigation, location-based services and mobile advertising around the world, has been selected by Ford Motor Company to be their exclusive map supplier for the SYNC MyFord Touch.

The agreement positions NAVTEQ as the map data provider for the SYNC with MyFord Touch SD-card based navigation system in North America, South America, Middle East, Russia and Europe. NAVTEQ maps powers more than 24 million in-vehicle navigation systems worldwide.

MyFord Touch featuring NAVTEQ map data is scheduled to launch on multiple 2013 Ford and Lincoln vehicles in North America early next year with expanded features such as NAVTEQ Voice, Speed Limit information, Enhanced Junction View Content, 3D Landmarks, and NAVTEQ Traffic Patterns.

The North American launch will be followed by the systems launch in South America, Europe, Russia and the Middle East. The available navigation system will also be equipped with some of NAVTEQ's state of the art content specific to each respective region.

The NAVTEQ map is collected and built using a comprehensive step-by-step process. At every stage, there is a central focus on creating accurate and precise data. NAVTEQ's primary goal throughout the collection process is to capture data as it exists in the real world. Equipped with specialized tools, NAVTEQ's Digital Mapping Operations team collects and verifies street geometry and up to 260 attributes such as one-way streets, turning lanes, speed limits and information pertaining to points-of-interest.

"NAVTEQ's comprehensive automotive grade quality and the consistency of our global

specification enables consumers to get the best route through their MyFord Touch navigation system," said Jeff Mize, senior vice president, Sales & Business Development, NAVTEQ.

"Providing superior location data combined with exceptional support is an invaluable competitive advantage we provide to our customers."

In order to maintain map data of the highest automotive quality grade, NAVTEQ's mission is to keep up with changes in the real world. NAVTEQ has proven that driving the roads is a key differentiator that provides the highest quality database. NAVTEQ's geographic analysts drive millions of miles annually in order to capture and validate the road network and location-based content as it exists in the real world.

Operating from 200 offices in 54 countries throughout the world, NAVTEQ's team of

geographic analysts has the local knowledge needed to provide superior accuracy of its maps.

Because the road network and content are constantly changing, local presence is critical to change detection and verification – two essential factors in maintaining NAVTEQ's stringent automotive grade quality standards.

NAVTEQ is a leading global provider of location content in the form of maps, traffic and places data that enables navigation, location-based services and mobile advertising around the world.

NAVTEQ supplies precise, comprehensive location content to power automotive navigation systems, portable and wireless devices, Internet-based mapping applications and government and business solutions. The Chicago-based company was founded in 1985 and has approximately 5,800 employees located in 200 offices in 54 countries.

5.8L Mustang Shelby GT500 Debuts at L.A. Auto Show

LOS ANGELES – The ultimate Ford Mustang – the Shelby GT500 – raises the bar high on performance with the introduction of the new 2013 model that delivers 650 horsepower and a top speed of more than 200 mph. The car goes on sale next year.

"SVT keeps the Shelby GT500 on the cutting edge of technology and takes muscle car performance to new heights," said Jost Capito, director of Ford's Global Performance Vehicles and Motorsport Business Development.

"We encapsulated every aspect of performance in this car – whether it's 0-60, top speed, racetrack or quarter-mile times. Beyond that, the daily driver also will find this car perfectly fits his or her needs."

The 5.8-liter V8 aluminum-block engine produces 650 horsepower and 600 lb.-ft. of torque, making it the most powerful production V8 in the world. The 3,850-pound car also stays exempt from the gas-guzzler tax.

Nearly every part of the powertrain has been optimized for producing the additional horsepower, including a new supercharger, new cross-drilled block and heads, updated camshaft profiles, a new carbon fiber

driveshaft and upgraded clutch, transmission and axle.

A larger, more-efficient supercharger flowing more air through the engine is key to helping produce the massive 650 horsepower.

The entire cooling system has been significantly updated on the new 5.8-liter engine. It now includes a larger cooling fan, fan shroud with high-speed pressure-relief doors, a more efficient charge air cooler, a higher-flow intercooler pump and an intercooler heat exchanger with volume increased 36 percent.

Nearly every gear on the 2013 Ford Shelby GT500 was revised to manage the torque and use more of the power in a way that makes it more driver-friendly.

Engineers considered more than 35 gearing combinations, finally deciding on one that delivers less torque all the way through the wheels to the ground and still enables the car to achieve fuel economy targets.

A key piece of the driveline, the six-speed manual transmission, offers upgraded gears, bearings and housing so it can properly manage the torque.

The final drive ratio is now 3.31:1 for optimized overall



The 2013 Ford Shelby GT 500 will be built at the AutoAlliance International Plant in Flat Rock, home of the Mustang.

vehicle gearing to complement the massive torque. Every gear besides fourth was optimized for competing performance metrics. The clutch has increased torque and rpm capacity and uses a dual-disc design.

"It might just seem like we're putting a bigger engine into the car. But it's been a balanced approach through and through," said Jamal Hameedi, SVT chief engineer. "We've completely redone the car to be even more sophisticated in terms of handling and control than the prior model."

"We took a completely different approach with this car so drivers can choose their settings instead of a computer making the selection," Hameedi said. "Nearly every

system the driver interacts with can be tailored to his or her situation including the Bilstein electronic adjustable suspension, launch control, AdvanceTrac and steering assist levels."

Enthusiasts can upgrade their Performance Package with an additional Track Package for all-out performance.

The option comes with an external engine oil cooler, rear differential cooler and transmission cooler for further durability. The coolers play an essential role in preventing crucial components from overheating under high-speed conditions.

The 2013 Ford Shelby GT500 will be built at AutoAlliance International Plant in Flat Rock, Mich.

New Ricardo Report Challenges Current Doctrine on 'Peak Oil'

VAN BUREN TOWNSHIP – Ricardo last month announced the results of a landmark multi-client research study conducted by Ricardo Strategic Consulting in association with Kevin J. Lindemer LLC, and involved participation of some of the world's leading energy and technology companies and organizations.

The research challenged the concept that "Peak Oil" will be a supply side phenomenon and predicts that the demand for oil may well peak before 2020 and then fall back to levels significantly below 2010 demand by 2035.

"The world is nearing a paradigm shift in oil demand," said Peter Hughes, managing director of Energy Practice of Ricardo Strategic Consulting.

"The predominant role of oil in the global energy mix is facing an ever greater challenge from a number of emerging trends. Over the past few years, a near 'perfect storm' for oil demand has been forming and gathering strength, created by a preoccupation in many quarters about the availability of future supplies."

The study predicts significant changes in future demand patterns, strongly influenced by global energy security policies, the technology change that they promote, and demographics.

Evolutionary changes in automotive technology is predicted to bring revolutionary changes in fuel demand. Diesel volumes are buoyed by heavy-duty transportation use while gasoline declines due to increasing powertrain efficiencies and higher pump blends of bio-ethanol.

The study also predicts improved supply prospects for natural gas, which are likely to lead to decoupling of the oil and gas market.

"As a result, the drivers working against oil demand growth are increasing in number and intensity, with the world's consuming nations increasingly focused on their need to reduce their dependency on oil, supported by an ever stronger legislative framework," added Hughes.

"In this study, we have drawn upon our deep understanding of both the energy and automotive and transportation industries, to take a fresh and insightful look at how the future of oil demand may unfold.

"This work has provided some unique and potentially very provocative conclusions that will be of keen interest to governments, energy sector companies and investors, and to the sector's major consumers in all parts of the world."