

John Martin, Ph.D.

John Martin is president of Martin Associates, which he founded in 1986, and has provided economic, market and planning studies to most of the nation's seaports. He also provides ongoing economic and planning consulting services to terminal operators, ocean carriers, and government agencies, as well as to the major airports in the United States. Over the past 34 years, Dr. Martin has conducted more than 500 port economic, planning and marketing studies for seaports, terminal operators and ocean carriers in the United States, Asia, Europe and South America. He has recently been involved in assessing the economic costs of terminal congestion at container terminals, the economic costs of the West Coast Port shutdown, the impact of restrictive trade policies on the marine transportation system, and the integration of ports into the logistics strategies of major importers and exporters.

For the Marine Transportation System National Advisory Council, Dr. Martin was the principal author of U.S. Economic Growth and the Marine Transportation System, which documented the economic value of the MTS and further identified the key constraints and issues facing the MTS.

As principal author of the Economic Impact of Steel Imports on the Nation's Marine Transportation System, Dr. Martin documented the economic impact of the steel imports into the United States and identified the potential cost of steel import quotas. Dr. Martin testified before the Council of Economic Advisors and the International Trade Policy Council regarding the imposition of the steel import quotas. He recently completed an analysis of the economic costs of the Section 201 Steel Import Quotas as well as the potential economic impacts of pending restrictions on imported Chinese carbon rods.

He was deeply involved in evaluating the economic impacts of the West Coast Port shutdown in September 2002. As part of this analysis, the Martin Associates economic impact models were reviewed and used by the U.S. Federal Reserve Board of Governors, the Bush Administration and the U.S. Council of Economic Advisors in assessing the timing of the enactment of Taft Hartley.

John is currently involved in developing strategic plans for a large number of key US ports which include the development of distribution center strategies as well as the economic assessment of alternative uses of waterfront land, particularly the impact of non-maritime development that encroaches upon the maritime cargo uses of the land. In addition, he is also assisting numerous port authorities, national and international terminal operators, ocean carriers and private investment groups in developing long term public private partnerships to develop marine terminal infrastructure.

John holds a Ph.D. and Masters degree in Economics from the George Washington University and BA in Economics, Cum Laude, from Millersville University. He has been providing consulting/research services to the maritime industry since 1974.