Freight Corridors: Changes and Challenges
Southeast Transportation Network is “Unique”

- Inland, Coastal, and International flows
- Diversity of ports and access to manufacturing, distribution, transshipment services
- Mix of size ranges and operational formats
- Latent Capacity in system compared to other regions
Total Freight Transportation in MS - 2008

### Tons
- 218.5 (43%)
- 112.3 (22%)
- 174.6 (35%)

### Value
- 45,809.1 (49%)
- 41,787.5 (45%)
- 5,768.0 (6%)

Source: Freight Analysis Framework
What markets to support?

• Destination
  – Domestic, International

• Commodity
  – Forest products, agriculture, manufacturing

• Attract them here?
  – Auto plants, auto parts
What does Globalization mean for the State?

- FDI – 2.6% of Workforce
- Exports - 5.1% of Mississippi's total private-sector employment
  - 1,247 Total Exporters of Record
  - 931 Exporters were SME’s
    - 75% of companies
    - 34% of value
- Mississippi's ports - 3% of State GDP
Mississippi State Exporter
Destinations, (Value) (source: Wisertrade)
Mississippi Needs Infrastructure to Connect Its Markets
What is a Corridor?

• Different terms: Trade or traffic lane or route
• May have few or many access points
• Includes:
  ➢ Point to point flows
  ➢ Through
  ➢ Local movements
• Can be multimodal
• Will be multijurisdictional
• Mixed users on corridor
• Connectivity and access are critical to a corridor
The Problem - Linking Trade and Transportation

- Funding has not kept pace with need
- Flexibility to develop and maintain freight Corridors will be necessary to sustain international investment
- Conflicting national policies limiting the State’s economic competiveness
- Congestion costs Mississippi firms in lost productivity, increased emissions, and fuel usage
Who Are the Players?

Private
- Shippers – International
- Shippers – Domestic
- Carriers – Intermodal
- Carriers – Drayage, Regional

Public
- State
- Local
- Federal
- National
Institutional Challenges Abound

• Civic pride and legacy obligations
• Ownership issues (private, public terminals)
• Economic development needs
• Communicate value
• Competitive industries
• Land Use planning
• Long time frames
• Partnerships with long commitments (funding)
Strategies Recommended By LATTS

- Utilization of Existing Infrastructure
- Add Physical Infrastructure
- Increase Operating Throughput
- Corridor Approach for Investing
- Develop Agile Freight Operations
- Improve Clearance at Gateways
- Attention to Connectors
- Encourage Technology
- Integration of Information
- ITS Applications
- Increase Public Awareness
- Improve Institutional Relationships
- Improve Freight Profile
- Partnerships
Corridors will be more important in the future

- Panama Canal Expansion
- Intermodal/inland ports developments
- Emphasis on Economic Growth Poles/Clusters
- Emergence of National Logistics Hubs
- Changing Urban and Rural demographics
- Carbon footprint and Sustainability
- Transparency and Security
- Incremental opportunities exist
Joe Hollingsworth, Jr.

1. The South becomes even more competitive in the world economy
2. South shifts from manufacturing to service sector which improves manufacturing
3. Migration continues as the South becomes “land of opportunity”
4. South develops knowledge based economy
5. South leads way in education reform
6. Contiguous counties around major metropolitan areas will be the action in the south
7. South becomes practically the only location for automotive plants
“Freight in the Southeast”
Feb 9-11, 2011 – Charlotte, NC

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Final Thoughts?

• Mississippi benefits
  - From previous investment in public and private freight infrastructure
  - These facilities connect the State with world markets, generating jobs
• The State – growth is with external markets
• The lack of systems approach-
  - May result in congestion and unreliability
  - Will add costs to doing business in Mississippi
Thank you

Bruce Lambert
Executive Director
Institute for Trade and Transportation Studies
540-455-9882
bruce@ittsresearch.org

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