

# Mississippi Goods Movement and Trade Study

*A TRANSCONOMY CORRIDOR BASED APPROACH*

SASHTO 2011  
Louisville, KY



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ASSOCIATES

# Study Goals

- ◉ Multimodal – corridor based approach to freight planning
  - › Corridor based improvement strategies
  - › Corridor based performance metrics
- ◉ Policies, programs and research that provides leadership in advancing trade and economic development at the state level.

# Study Process

## ○ Phase 1

- › Part 1 – Describe the system from infrastructure, trade and transportation demand perspectives
- › Part 2 – Identify needs: Stakeholder input and bottleneck analysis

## ○ Phase 2

- › Develop modeling tools and forecasts
- › Performance measures, Projects and Policy

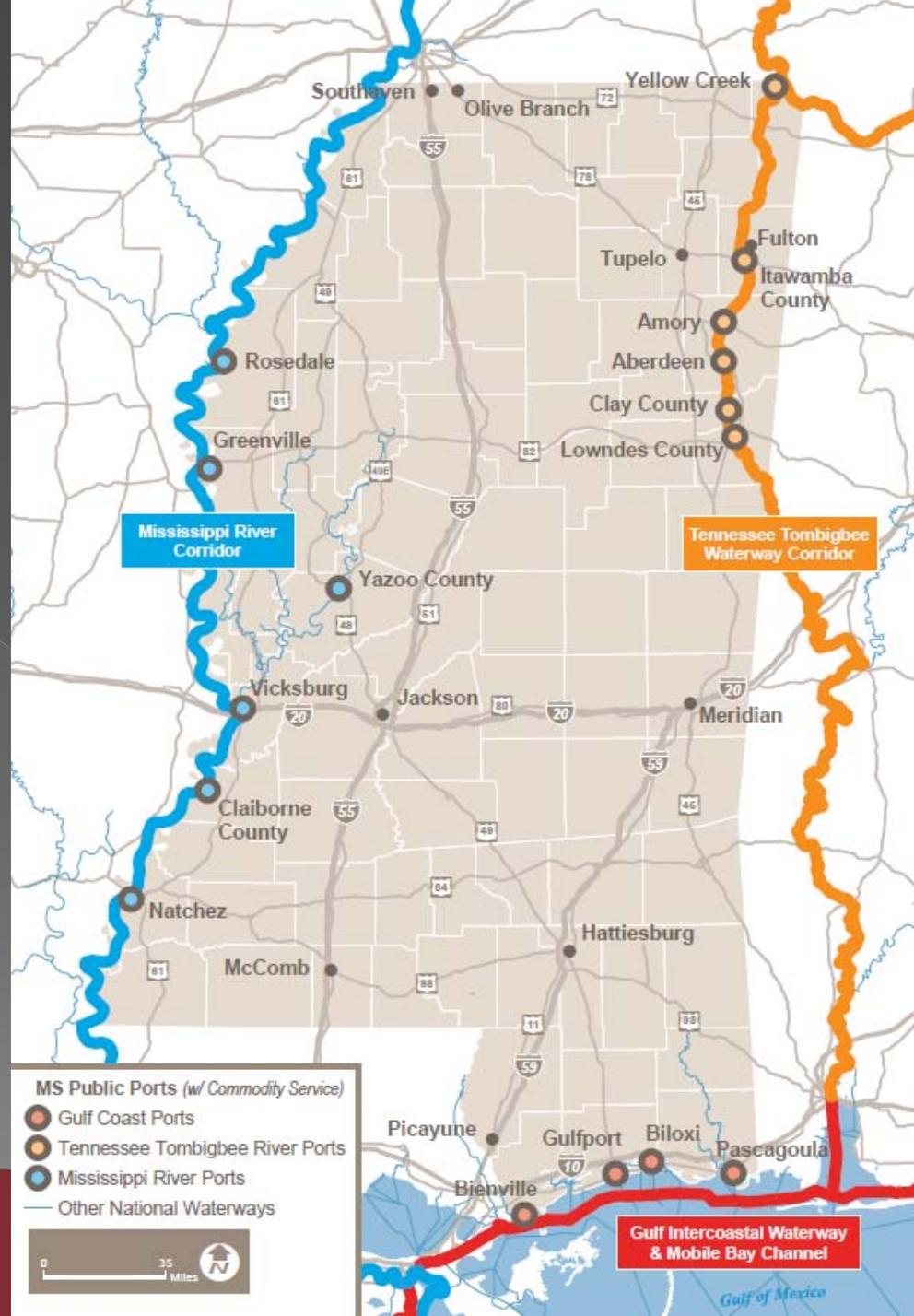
# *The TRANSCONOMY*

- Good Transportation = Strong Economic Growth
- Population + Workforce Availability = Economic Opportunity
- Freight Corridor Organizations encourage the multimodal planning and investment needed.



# Key Marine Corridors

- Mississippi River
- Tennessee Tombigbee
- Golf Intercoastal Waterway

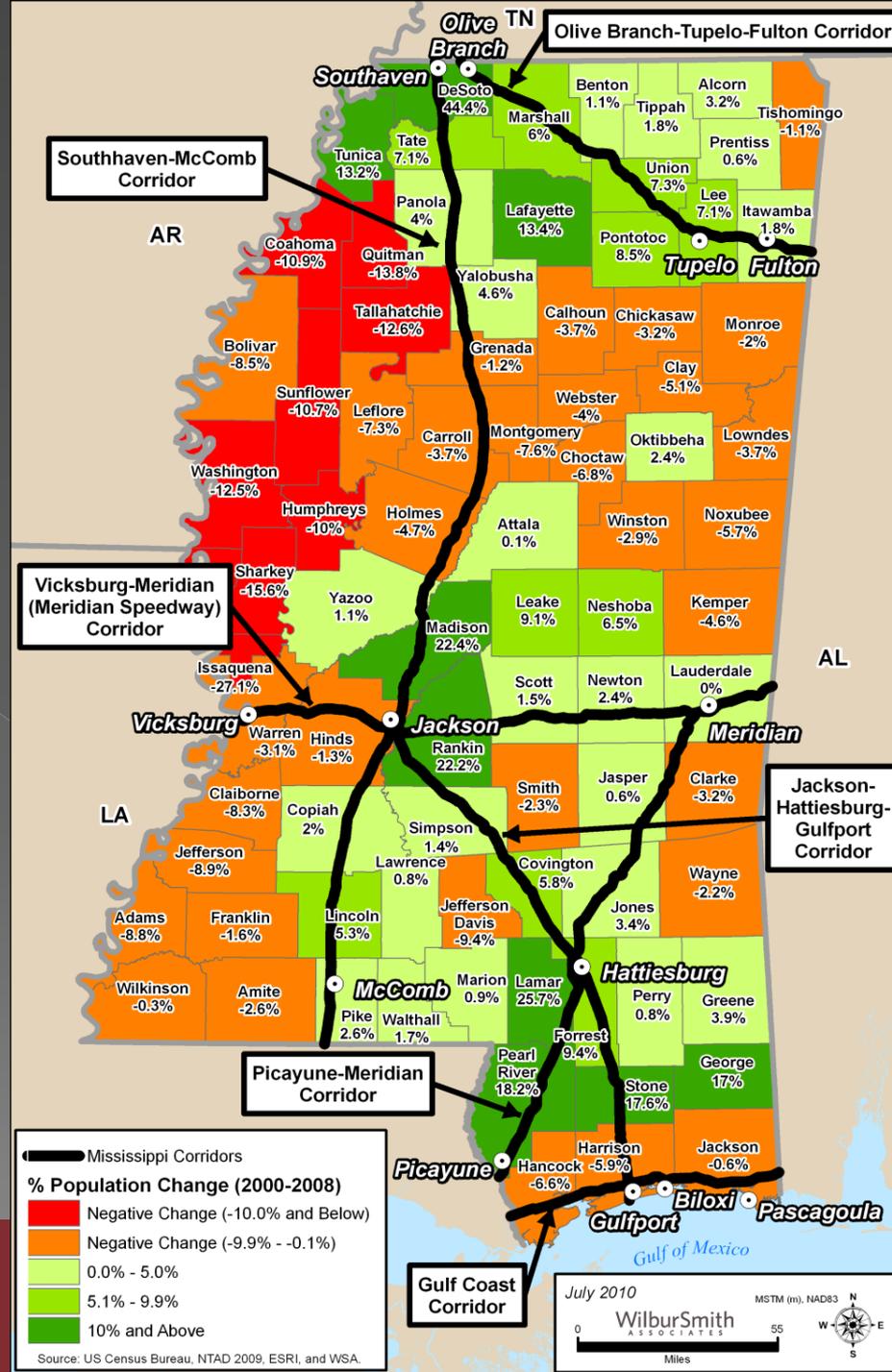


# Strategic Corridors of Growth

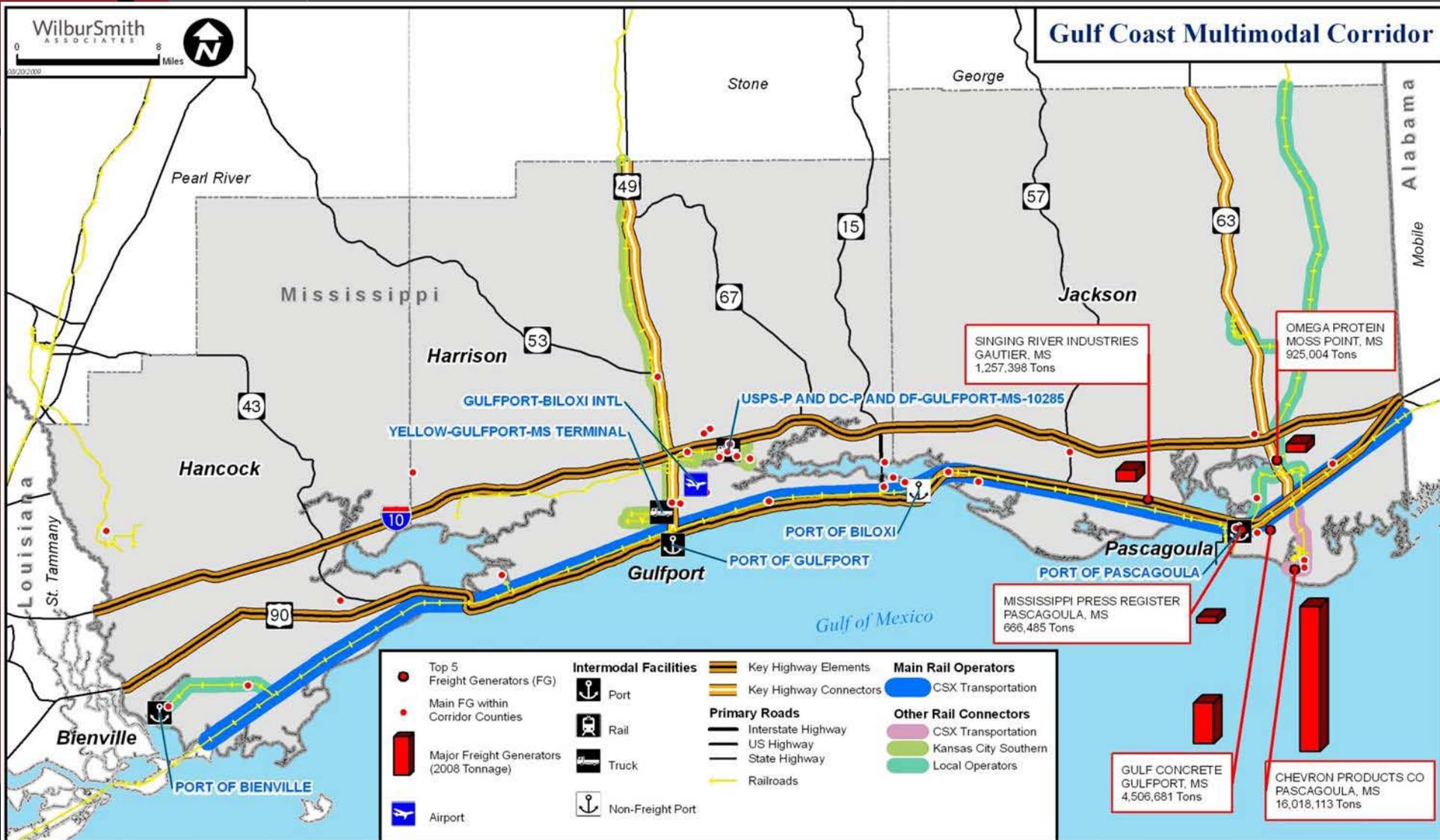
36 of 45 counties in freight corridors grew between 2000-2008

In these 45 counties over \$9.7 billion in mfg investment 2000-2010

Between 2000-2010, 56,969 new jobs in these corridors



# Corridor Level Analysis – e.g. Gulf Coast



# Gulf Coast Corridor Example

- Businesses in the three county corridor account for 13% of employment in Mississippi
- Petroleum products, rubber, and chemicals are major commodities in the Gulf Coast Corridor:
  - Total Tonnage – 152 Million (2008)
  - Total Value - \$213 Billion
- Average growth rate for freight in the corridor 1.3% through 2030

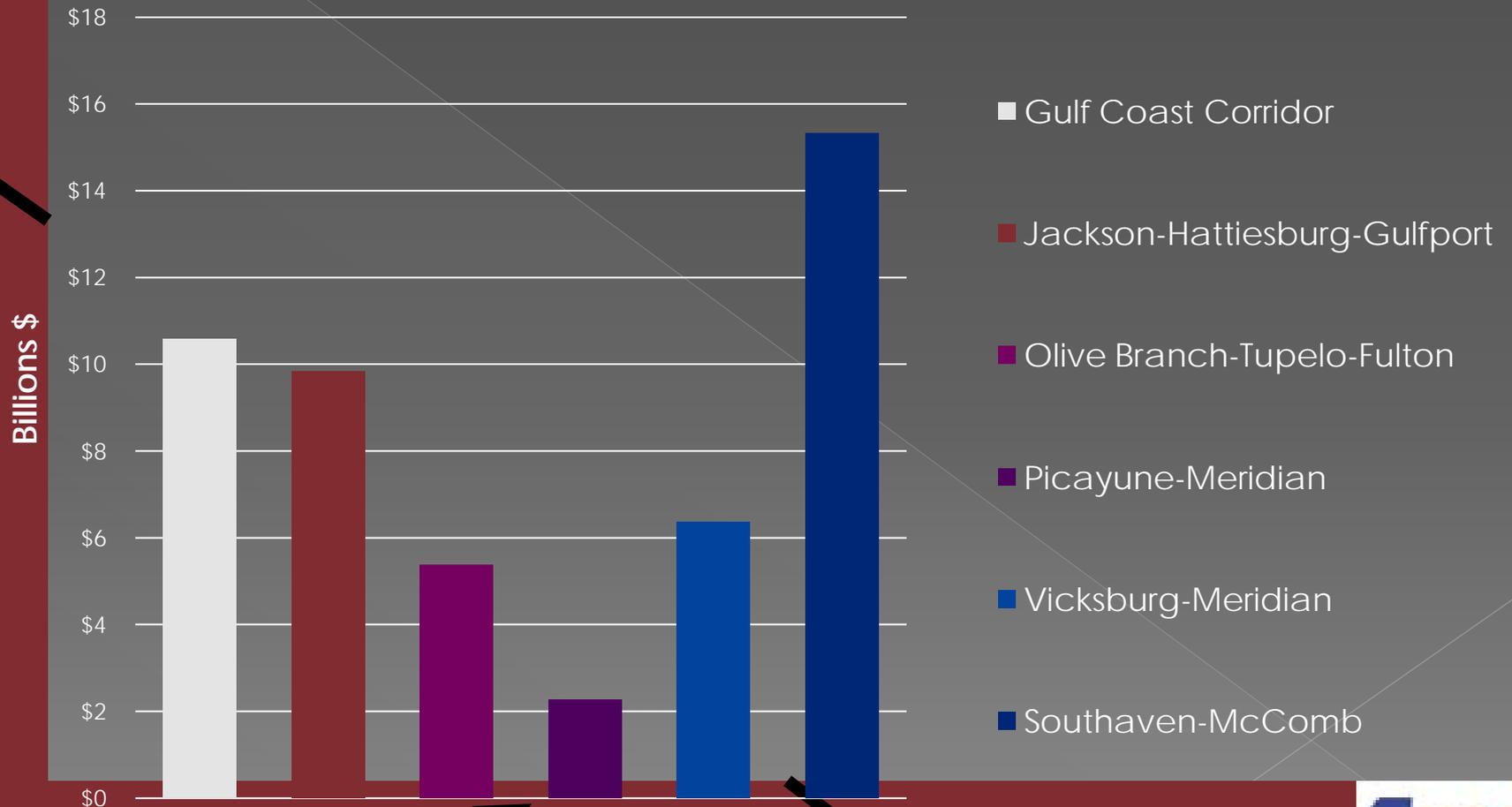
# Gulf Coast Corridor Example

## Corridor Trade Forecast by Type

Trade Type	2008		2030		Average Growth Rate
	Tons (Million)	%	Tons (Million)	%	
Domestic	131.6	86.6%	169.1	84.7%	1.10%
NAFTA	14.4	9.5%	21.8	10.9%	1.90%
Import	3.7	2.4%	5.4	2.7%	1.70%
Export	2.3	1.5%	3.4	1.7%	2.00%
<b>Total</b>	<b>151.9</b>	<b>100%</b>	<b>199.8</b>	<b>100%</b>	<b>1.30%</b>

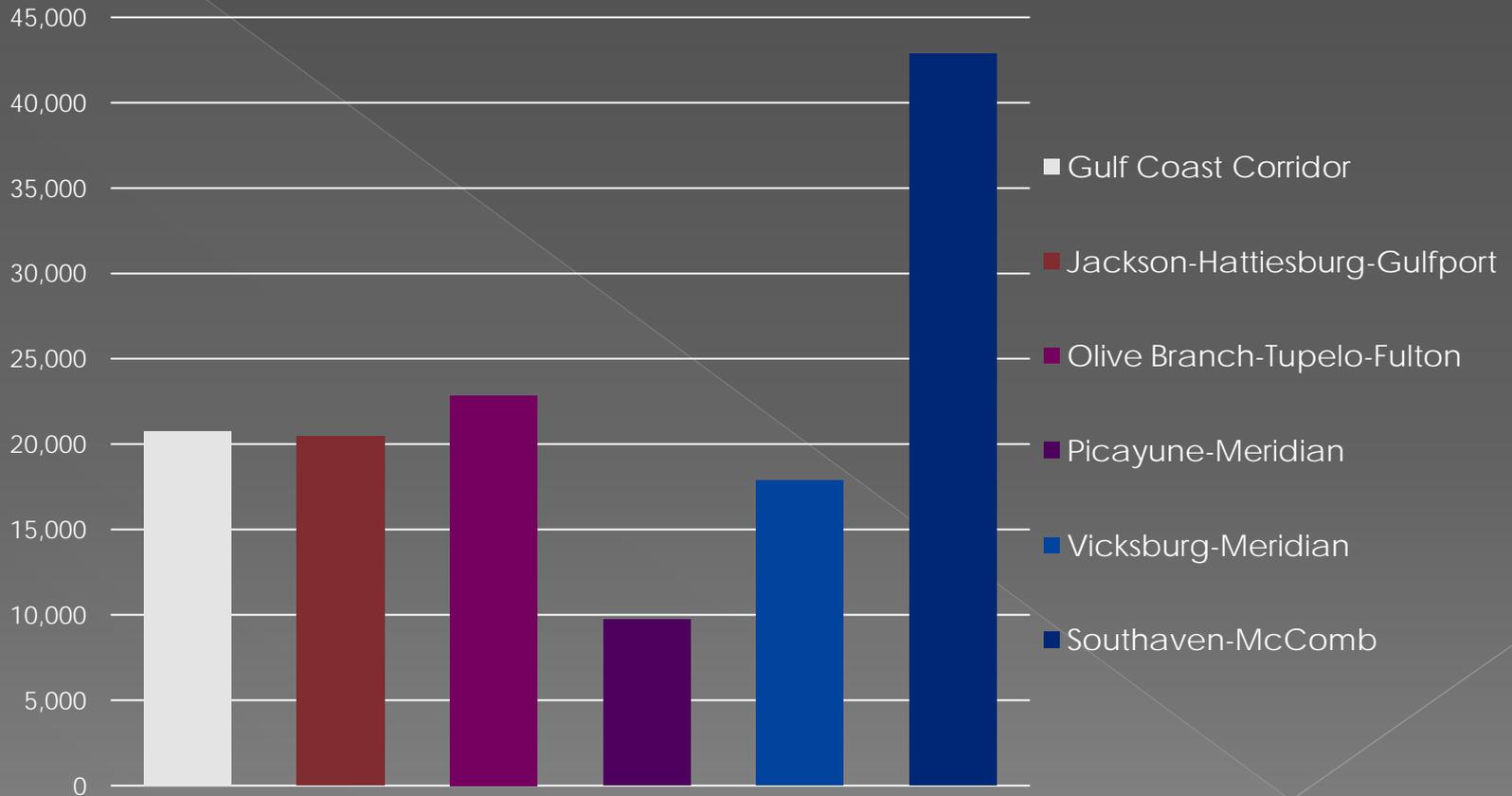
# The Transconomy by Corridor

## Total Capital Investment



# The *Trans*economy by Corridor

## Number of New Jobs



# Global Trends – Impacts on MS

Global Trend	Potential Impact	Comment
Central American Free Trade Agreement	High	Potential for significant increases at Gulfport, especially imported fruits, apparel, and vegetables and export meat, cotton, and fabrics. Potential for greater usage of Pascagoula's refrigerated facilities for frozen poultry exports
Norfolk Southern Crescent Corridor	High	Together with CN Prince Rupert rail service, increased intermodal traffic through Memphis will put pressure on northwestern Mississippi's highway network. Improved access to East Coast could boost distribution and logistics activity in State
Free Trade Agreements with Columbia, Panama and South Korea	High	Pending trade agreement with Panama and Columbia have promise for Mississippi ports, especially exports of meat, poultry, fruits, nuts, vegetables, and cotton fiber. Refrigerated facilities at Gulfport and Pascagoula will be advantageous
Expansion of the Panama Canal	Moderate	Increases in Gulf trade from expansion expected primarily in Houston, New Orleans and Mobile. Some of the increased volume at these Ports will travel inland through Mississippi
CN Rail Service -Port of Prince Rupert	Moderate	Could increase Mississippi drayage to/from Memphis by over 325,000 trips in 2025. May be mitigated if new traffic at Port is simply being diverted from the West Coast and already moves inland to Memphis

Source:  
IHS Global Insight

# Facility Level Forecasts

Facility	Inbound Tons (Thousands)						Growth Rate
	2008	2010	2015	2020	2025	2030	2010-2030
Port Bienville	30	34	42	47	50	53	2.30%
Gulf Port	1,091	1,085	1,378	1,575	1,719	1,815	2.60%
Pascagoula	14,669	12,640	14,959	15,842	16,658	17,400	1.60%
Facility	Outbound Tons (Thousands)						Growth Rate
	2008	2010	2015	2020	2025	2030	2010-2030
Port Bienville	210	218	215	225	245	260	0.90%
Gulf Port	2,709	2,535	2,937	3,311	3,657	3,892	2.20%
Pascagoula	7,155	6,870	6,837	7,005	7,393	7,714	0.60%

Source: IHS Global Insight



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# Integrating Freight and Economic Development

The study suggests that to Achieve Sustainable Economic Development:

- Preserve land for industrial development in key corridors
- Provide reliable, competitive transport services for existing industries
- Develop agile freight networks for emerging businesses

# Recommendations -1

- Form a statewide Economic Development and Freight Council
- Develop a vision for Mississippi's Strategic Commerce Corridors



# Recommendations -2

- ◉ Encourage corridor-based “Freight Quality Partnerships”
- ◉ An integrated freight and economic development action plan at the corridor level



# Recommendations -3

- Develop a detailed conditions matrix for Mississippi's industrial centers
- Analyze Mississippi's inventory of industrial land with proximity to ports
- Evaluate "extra points" options for state grant programs
- New grant programs



# Recommendations - 4

- Transportation Development Districts
- Existing enabling legislation to facilitate joint financing
- Public Private Partnerships
- High-priority freight infrastructure projects

# Recommendations - 5

- ◉ Develop a model Freight and Industrial Facilities Planning Guide
- ◉ Freight and Goods Movement Training
- ◉ Logistics-Distribution Development Assistance Program
- ◉ A program to leverage the deployment of world-class logistics technologies.

## Recommendations - 6

- Appoint a strategic commerce corridors program manager
- Extend the primary commerce corridor network
- Develop proactive public communication opportunities
- Employ the tools developed for the study

# The *TRANSCONOMY* – Fostering Prosperity for Mississippi

*“The Mississippi Goods Movement and Trade Study is intended to provide a model for Freight Corridor planning to support jobs and economic development supported by a robust, multimodal freight infrastructure.”*