



Georgia Statewide Freight & Logistics Plan

April 2010



New Statewide Freight & Logistics Plan Moving Forward



A collaborative effort is underway to develop Georgia's Statewide Freight & Logistics Plan 2010-2050. The documented action plan will guide freight investments. To maintain growth and competitiveness, the Commission for a New Georgia's (CNG) Freight & Logistics Task Force identified a series of recommendations including the development of a Freight & Logistics Plan for the State.

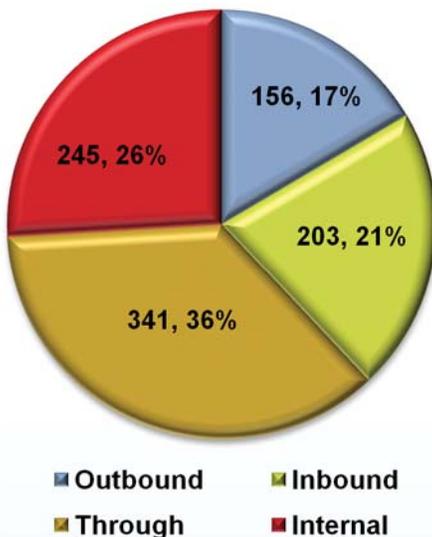
Freight and logistics have been a key component to Georgia's economic expansion. Retaining a competitive edge in freight and logistics will require continued strategic investment. The Freight & Logistics Plan will guide well-planned investments to accommodate freight growth and logistic needs statewide. The plan will also serve as a unique economic development tool to help market Georgia and attract jobs and investments to the state.

Georgia's Freight Profile



Georgia is a hub for moving goods in the Southeast. The state has 118,779 miles of public roads and 4,921 miles of freight railroad, each account for three percent of the U.S. total. Georgia has 721 miles of inland waterways. Cargo is within two or fewer days from 80 percent of the U.S. industrial and commercial markets.¹ Georgia is home to the largest intermodal facility on the east coast. The Georgia Ports Authority terminal in Savannah is the third largest container port in the nation. The world's busiest passenger airport, Atlanta's Hartsfield-Jackson International is also the eleventh largest based on cargo and is just one of Georgia's 144 public and private airports.

Figure 1.
Directional Flows by Weight
2004 Annual Tons (in Millions)



Goods Moved in State²

In 2004 there were about 945 million tons of freight moved to, from, within, and through the Georgia transportation infrastructure with a value of \$1.6 trillion (Figure 1). Approximately 86 percent of this tonnage moved by truck, while rail consisted of about 11 percent. Georgia's top 5 trading partners (by volume) are its neighbors; Alabama, Florida, North Carolina, South Carolina, and Tennessee, which accounted for a combined total of 530 million tons or 56 percent.

By 2035 Georgia freight is expected to grow by 160 percent, totaling 2.5 billion tons and valued at \$4.8 trillion. Air cargo is Georgia's fastest growing mode of freight and expected to nearly triple by 2035 from 1.5 to 5.6 million tons.

¹ 2009 Georgia Annual Logistics Report.

² Department of Transportation: *Statewide Truck Lanes Needs Identification Study*, 2007.



Top Commodities³

In 2004, nonmetallic minerals were the largest commodity group by weight, accounting for about 150 million tons (16 percent). Secondary traffic (warehousing and distribution) accounted for \$660 billion (21 percent) of freight by value. Nonmetallic minerals include raw materials such as sand and gravel that are processed to create final products such as glass. Secondary moves comprise a broad range of goods that have been processed through a distribution center and shipped on to the final destination.

Georgia Freight Summit Needs and Deficiencies Survey ■ ■ ■

The Freight & Logistics Plan will incorporate extensive outreach to understand the needs of the freight and logistics community. The first step in that outreach is a survey of private sector freight and logistics needs and deficiencies.

The preliminary results, as of April 15th, included 99 survey responses from various business types including manufacturing, logistics consulting, economic development/chambers of commerce, third party logistics, and transportation services providers. Business sizes ranged from one employee operating in Georgia to more than 15,000 employees in Georgia.

Survey respondents were asked what types of issues have the biggest impact on their operations. Reliability and congestion were reported as transportation issues having the greatest impact on operations (Table 1). Connectivity, safety, and security were reported to have more moderate impacts on survey participant's operations. This confirms the need to target solutions that improve capacity and provide greater system predictability.

Table 1. Transportation Issues Impacting Operations

Transportation/Goods Movement Issues	Greater Impact	Moderate Impact	Lesser Impact	N/A	Total
Reliability	46%	26%	21%	7%	100%
Congestion	44%	27%	20%	9%	100%
Safety	36%	29%	25%	9%	100%
Connectivity	34%	34%	25%	6%	100%
Security	32%	32%	28%	8%	100%
Other	24%	13%	5%	58%	100%

To identify needs and deficiencies in freight corridors, survey respondents were asked to identify existing freight corridors needing improvement for more efficient freight flow. A sample of identified locations included various I-285 locations (the westside I-20/285 interchange and the top end of the perimeter), Georgia 400 northbound (likely retail deliveries), I-85 north of I-285, and Jimmy DeLoach Parkway in Savannah. The survey identified many other freight corridors needing improvement in various parts of the State. Capacity issues were reported for 63 percent of the identified locations. Connectivity issues were reported for 21 percent of the corridors.

The survey deadline has been extended to May 15th. Go on-line to www.dot.ga.gov/freight to access a link to the survey.

³ *Statewide Truck Lanes Needs Identification Study, 2007.*

