FREIGHT FACTS + FIGURES

AN OVERVIEW OF THE NEW ORLEANS REGIONAL FREIGHT TRANSPORTATION SYSTEM

2014

Photo by Tracie Morris Schaefer, courtesy Port of New Orleans

Photo by Tracie Morris Schaefer, courtesy Port of New Orleans

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The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa parishes (RPC) is a 31-member board of local elected officials and citizen members that serves as the federally-designated Metropolitan Planning Organization (MPO) for the six-parish region.

The Port of St. Bernard

Image courtesy Port of St. Bernard

An overview of the New Orleans regional freight system

New Orleans' founding was based in large part on the navigational advantages afforded by its strategic location near the mouth of the nation's grandest river proximate to the Gulf of Mexico and Lake Pontchartrain. This precarious location is at once the city's greatest liability and also its greatest natural strength, responsible for its unique environmental vulnerability and also its status as one of the world's foremost international trading and cultural hubs. Freight is moved to, from and within the region via an expansive system of ports, waterways, railroads, interstate highways, pipelines and airports.

The Lower Mississippi River comprises the world's busiest port complex and waterway, moving around 500 million tons of cargo each year, according to the Port of New Orleans. Four of Louisiana's six deepwater ports are located in the region: the ports of New Orleans, South Louisiana, St. Bernard and Plaquemines. Sixty percent of all U.S. grain exports pass through this complex via the Port of South Louisiana, the nation's top port by tonnage, while the Port of New Orleans is a national leader in rubber, coffee and steel imports and stands as the primary container cargo port in the state.

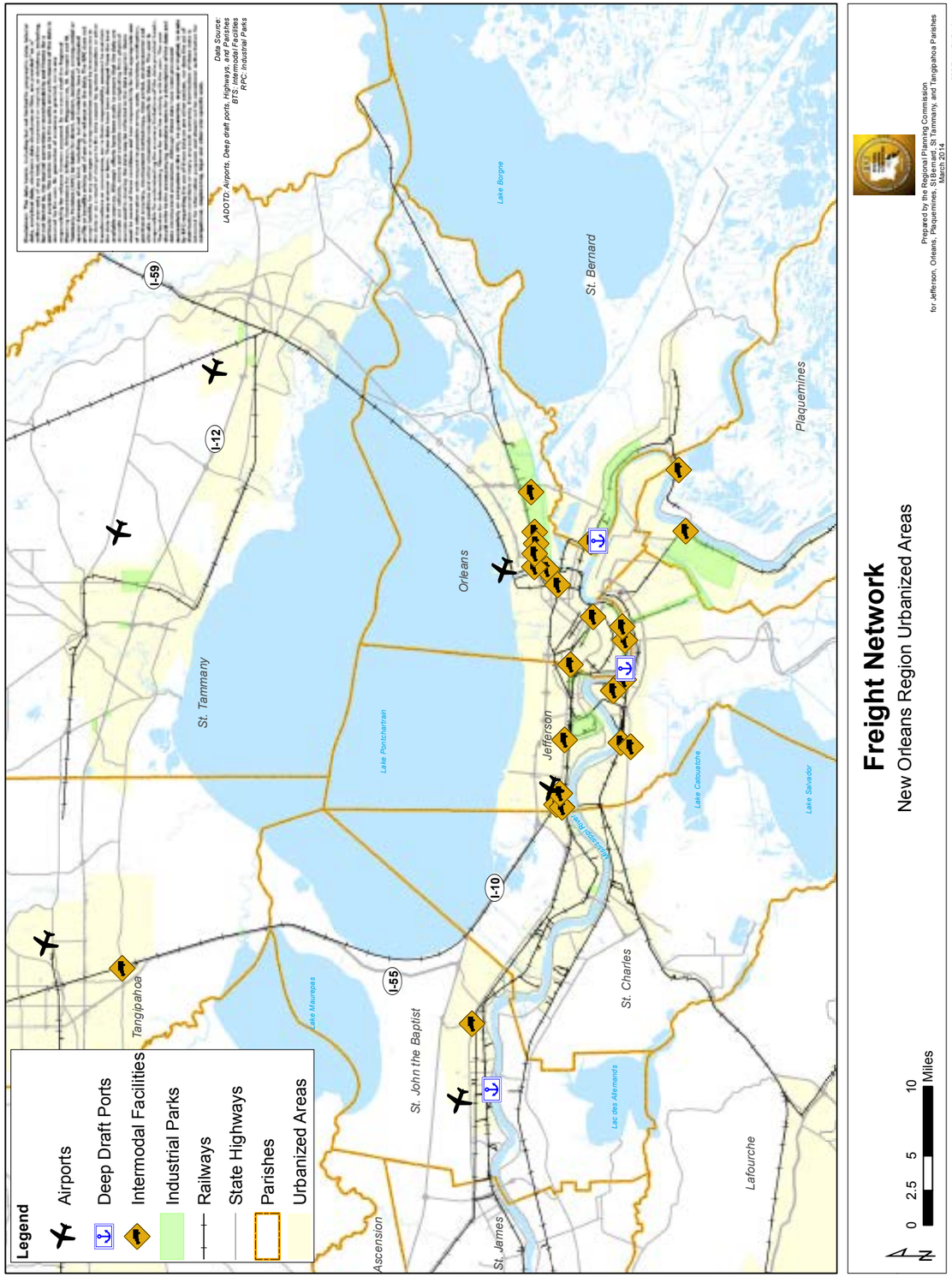
What is now the nation's fourth-largest rail gateway developed in large part because of the primacy of waterborne commerce in the region. More recently, by virtue of the region's highway and interstate network and its rail and ports system, the trucking industry has arisen as a dominant force in freight movement. Trucks stand in direct competition with air and rail, yet the trucking industry also works in tandem with other modes, functioning as an important intermodal link.

Finally, an expansive system of pipelines transports large volumes of crude oil, gasoline and chemicals from producing sites and plants to markets across the U.S. Offshore Louisiana oil wells supplied close to 20 percent of domestic oil production in 2012, much of that product carried by pipeline.

The region and the role of the RPC

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa parishes (RPC) is a 31-member board of local elected officials and citizen members that serves as the federally-designated Metropolitan Planning Organization (MPO) for the six-parish region. St. Charles and St. John the Baptist parishes participate as members of RPC's Transportation Policy Committee. In its role as the MPO, the RPC is responsible for facilitating a metropolitan transportation planning process for the region that includes a focus on freight transportation. Starting with the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and continuing in the Moving Ahead for Progress in the 21st Century Act (MAP 21), the most recent transportation authorization bill as of the writing of this document, MPOs have been given expanded responsibility to engage in freight planning. The RPC facilitates regional partnerships and helps to reconcile local, state and federal laws to advance progressive, sustainable, economically-viable freight transportation strategies.

The New Orleans-Metairie-Kenner Metropolitan Statistical Area was the No. 11 exporter MSA in the country in 2012 by merchandise export value. That year, the MSA saw $24.4 billion worth of exports, an increase of 19.8 percent from the $20.3 billion in merchandise exported in 2011, according to the U.S. Department of Commerce's International Trade Administration. The New Orleans metro area accounted for 62.5 percent of Louisiana's merchandise exports in 2012.



THE REGION

PARISHES	LARGEST PARISH	TOTAL POPULATION
Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa	Jefferson (2010 population: 443,522)	1.3 million

KEY TRANSPORTATION FACILITIES

FEDERAL INTERSTATES	I-10, I-12, I-55, I-59
FEDERAL-AID HIGHWAY MILEAGE	2,032 miles (for the eight-parish region)
DRAFT PRIMARY FREIGHT NETWORK	Portions of I-10, I-12, I-55, I-310, U.S. Route 190, Louisiana Hwy. 21
RAILROADS	Amtrak, Burlington Northern and Santa Fe (BNSF), Canadian National (CN), CSX Transportation (CSX), Kansas City Southern (KCS), Norfolk Southern (NS), Union Pacific (UP), the New Orleans Public Belt Railroad, and the New Orleans & Gulf Coast railway
SEAPORTS	Ports of St. Bernard, Manchac, New Orleans, Plaquemines and South Louisiana
AIRPORTS	Louis Armstrong New Orleans International, Hammond Northshore Regional, New Orleans Lakefront, Slidell Municipal, St. John Parish and St. Tammany Regional airports and Alvin Callender Field
PIPELINE MILEAGE*	21,555 miles

*Peele, R. Hampton, 2014: Unpublished and incomplete compilation of GIS data from numerous Louisiana and federal agencies. Louisiana Geological Survey

THE NEW ORLEANS CSA

HOW FREIGHT IS MOVED

More than 446 million tons of freight worth an estimated $224 billion moved within and through the New Orleans Consolidated Statistical Area in 2007, the most recent 5-year economic census year. The New Orleans CSA is defined as Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Washington parishes, a territory that differs slightly from that covered by the RPC. Notably, it omits Tangipahoa Parish, an RPC member, while it includes Washington Parish, which is not.[1]

DOMESTIC FREIGHT (freight moved within the U.S. transportation network)

Pipelines are responsible for most of the exports by value and tonnage moved from the New Orleans region to other domestic locales. Other dominant domestic export modes by weight and value are truck and water. In terms of domestic imports, water is the dominant mode by tonnage, while trucking accounts for the greatest proportion by value.

Modes used to export goods from New Orleans CSA to other domestic destinations, by tonnage and value, 2007

MODE	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Pipeline	85,902.94	$47,648.63
Truck	49,572.69	$25,660.81
Water	41,502.04	$20,327.11
Multiple modes + mail	6,893.69	$7,649.41
Rail	6,385.55	$4,947.41
Other and unknown	114.66	$581.53
Air (including truck-air)	2.84	$106.39
TOTAL	190,374.41	$101,883.85

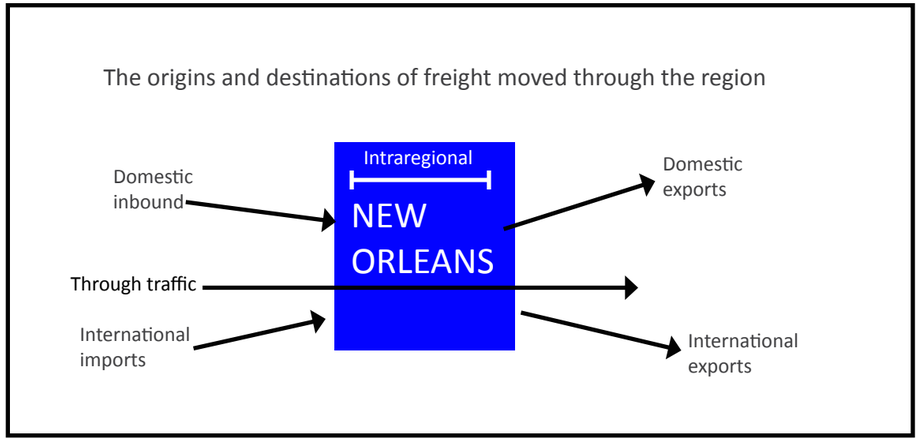
Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using domestic flows tab, origin: New Orleans LA CSA; destination: combine national total; and mode: select all

Modes used to import goods to New Orleans CSA from domestic origins, by tonnage and value, 2007

MODE	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Water	92,000.59	$26,527.30
Pipeline	39,804	$20,013.65
Multiple modes + mail	13,574	$8,850.93
Truck	49,061.96	$30,525.29
Rail	5,882.19	$2,048.31
Other and unknown	671.93	$503.77
Air (including truck-air)	11.7	$169.71
TOTAL	201,006.37	$88,638.96

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using domestic flows tab, origin: combine national total; destination: New Orleans LA CSA; mode: select all

1 Per the Federal Highway Administration's Freight Analysis Framework, based on 2007 figures for the New Orleans CSA



INTERNATIONAL FREIGHT

By tonnage, water is the dominant mode used domestically to transport goods from the New Orleans FAF to international destinations. Air is the mode used to export the highest value of goods, even as that mode is used to transport relatively little freight by weight.

Trucks are used to transport the highest value of freight originating in international locations on domestic territory into the New Orleans FAF.

Modes used to export goods on the domestic leg of the trip from New Orleans CSA to international destinations, by tonnage and value, 2007

MODE	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Water	26,608.23	$5,664.72
Multiple modes + mail	9,355.02	$3,136.02
Truck	8,596.12	$6,115.56
Rail	5,904.21	$1,739.15
Other and unknown	5,118.49	$2,831.67
Pipeline	2,838.4	$1,036.28
Air (including truck-air)	73.58	$5,847.45
TOTAL	58,494.05	$26,370.85

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using export flows tab, domestic origin: combine national total; U.S. exit region: New Orleans LA CSA; domestic mode: select all; foreign destination: combine total; commodity: combine total; foreign mode: combine total

Modes used to import goods to New Orleans CSA on the domestic leg of the trip from international origins, by tonnage and value, 2007

MODE	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
No domestic mode	13,422.17	$5,794.44
Truck	8,321.56	$6,504.47
Pipeline	7,018.23	$2,728.08
Multiple modes + mail	4,529.23	$2,937.89
Water	3,916.19	$1,271.85
Rail	3,573.96	$1,553.7
Other and unknown	119.88	$398.73
Air (including truck-air)	58.7	$3,667.45
TOTAL	40,959.92	$24,856.61

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using import flows tab, foreign origin: combine total, U.S. entry region: New Orleans LA CSA, foreign mode: combine total; domestic destination: combine national total; commodity: combine total; domestic mode: select all. Note: multiple modes and mail refers to commodities that move by more than one mode, typically containerized cargo that moves between ship and surface modes or between truck and rail. Domestic modes are those used between domestic origins and destinations, modes used between zones of entry and domestic destinations for imports, and modes used between domestic origins and zones of exit for exports. Import shipments that do not move beyond the zone of entry entry are classified as "no domestic mode."

Limitations of the Freight Analysis Framework

The Freight Analysis Framework (FAF) does not take into account major shifts in the national economy, future capacity limitations, or changes in transportation technology or cost. Higher energy costs could give rise to a concomitant increase in energy exploration and production in this region that could potentially create increased demand for the regional freight system to export the yields of production. Moreover, New Orleans' expansive water and rail freight infrastructure could serve the region well in a more energy-constrained environment in which higher energy costs or stricter restrictions on pollutants could dampen interest in more energy-intensive modes. In 2010, freight was responsible for an estimated 29 percent of all transportation-related greenhouse gas emissions, according to FHWA. In recent years, the energy intensity of trucking has remained stable, while rail and water have become more energy efficient.

Freight + energy

MODE	BRITISH THERMAL UNITS
Highway (BTU per vehicle mile)	21,463
Class I railroad (BTU per freight car mile)	13,733
Class I railroad (BTU per ton mile)	289
Domestic water (BTU per ton mile)	217

Source: FHWA

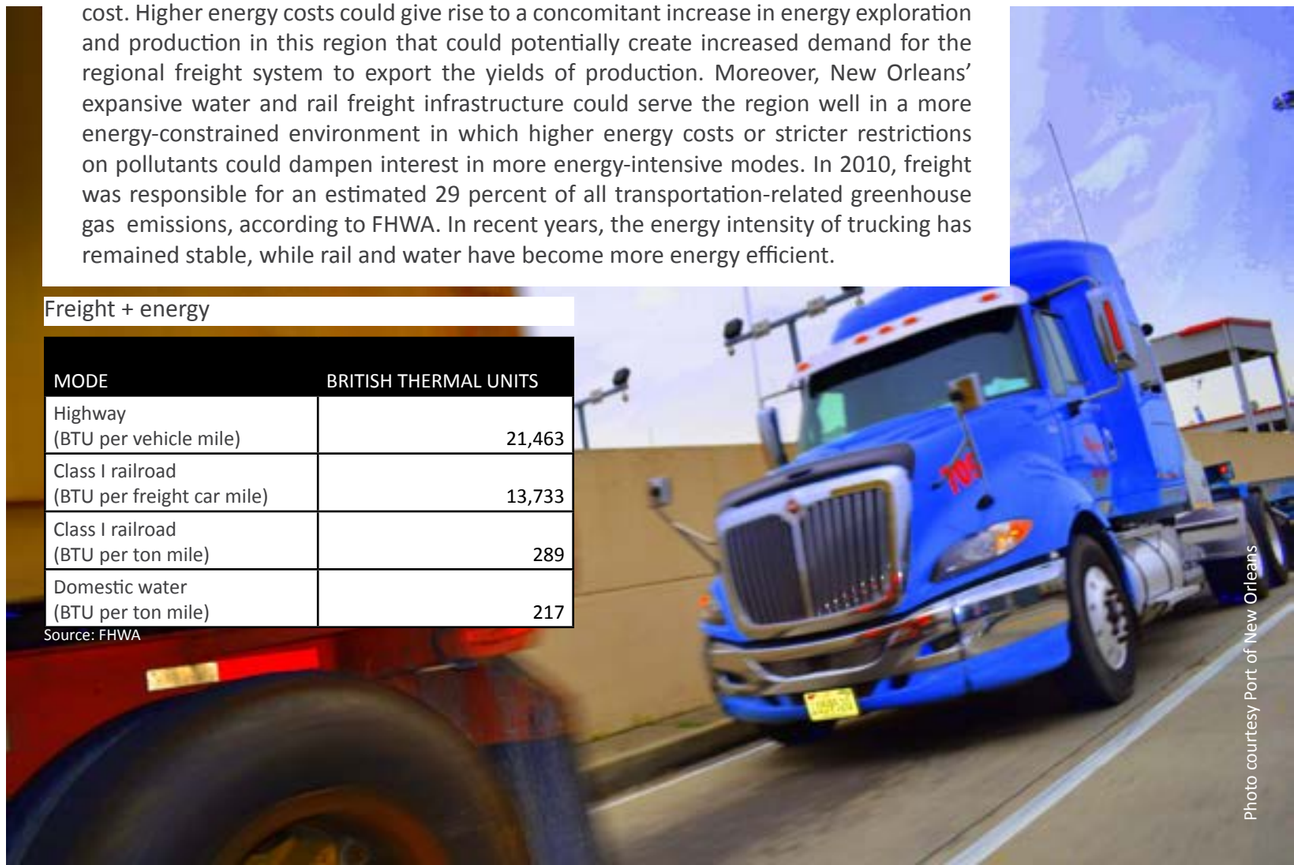
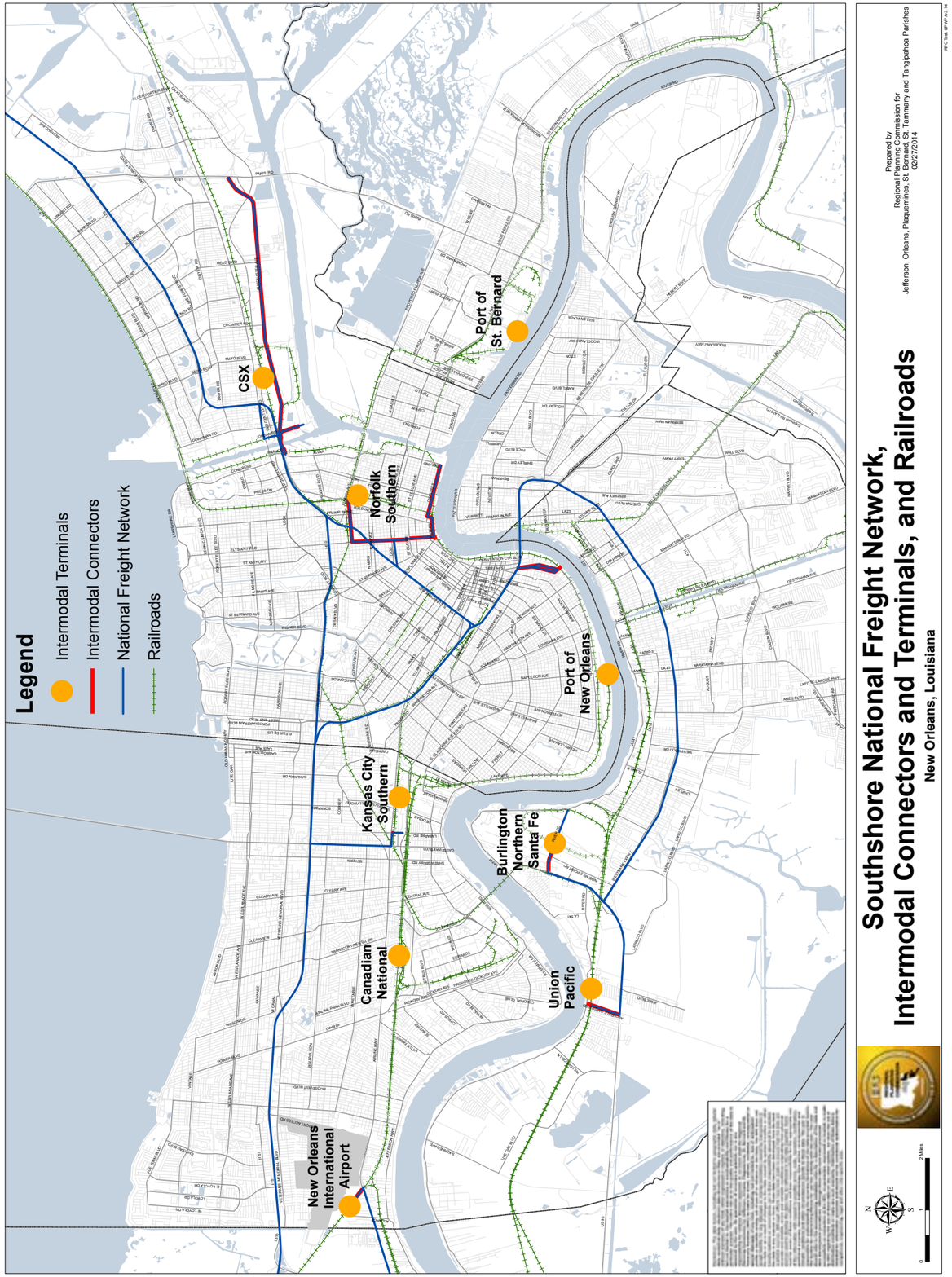


Photo courtesy Port of New Orleans



MODE CHOICE

The mode used to move freight depends on a number of variables including time sensitivity, product value, size and weight, and origin and destination of goods being transported. Generally speaking, high-value, time-sensitive, low-weight and low-bulk products are transported by air or by truck, while less time-sensitive, lower-value and more sizeable items are transported by water, rail or pipeline.

WATER | Maritime transportation is one of the most fuel-efficient (and thereby cheapest) methods available for moving freight, one that is especially advantageous for heavy, bulk products that are not especially time-sensitive. Ocean-going ships and barges operating on inland waterways most often carry bulk goods such as grain, coal and sulfur; palletized heavy-weight and large dimension cargo such as steel and rubber, and containerized cargo.

TRUCK | Trucking represents one of quickest, most readily-available, flexible modes available. Thanks to the nation's well-connected highway system and roads network, trucks have a relatively easy time reaching destinations and distribution centers and can often gain access to locations that rail, water and air transportation systems cannot. Trucks operate in direct competition with air for low-weight freight and with rail for high-weight freight, yet the trucking industry also works with these other modes to provide a system for intermodal movement. Trucks carry the largest share of goods by weight in this country for distances less than 750 miles and more than 2,000 miles, according to Freight Facts and Figures, 2012. Yet in cost per ton-mile, trucks are less efficient than rail- or water-based transportation.

RAIL | Thanks to its fuel efficiency, rail is relatively inexpensive and advantageous for longer-range transportation of heavy, bulky products such as lumber, steel, grain and rubber. Rail is generally the mode used to transport bulk goods and intermodal shipping containers moved over longer distances. It is the dominant mode used to transport goods moved distances greater than 750 miles and less than 2,000 miles.

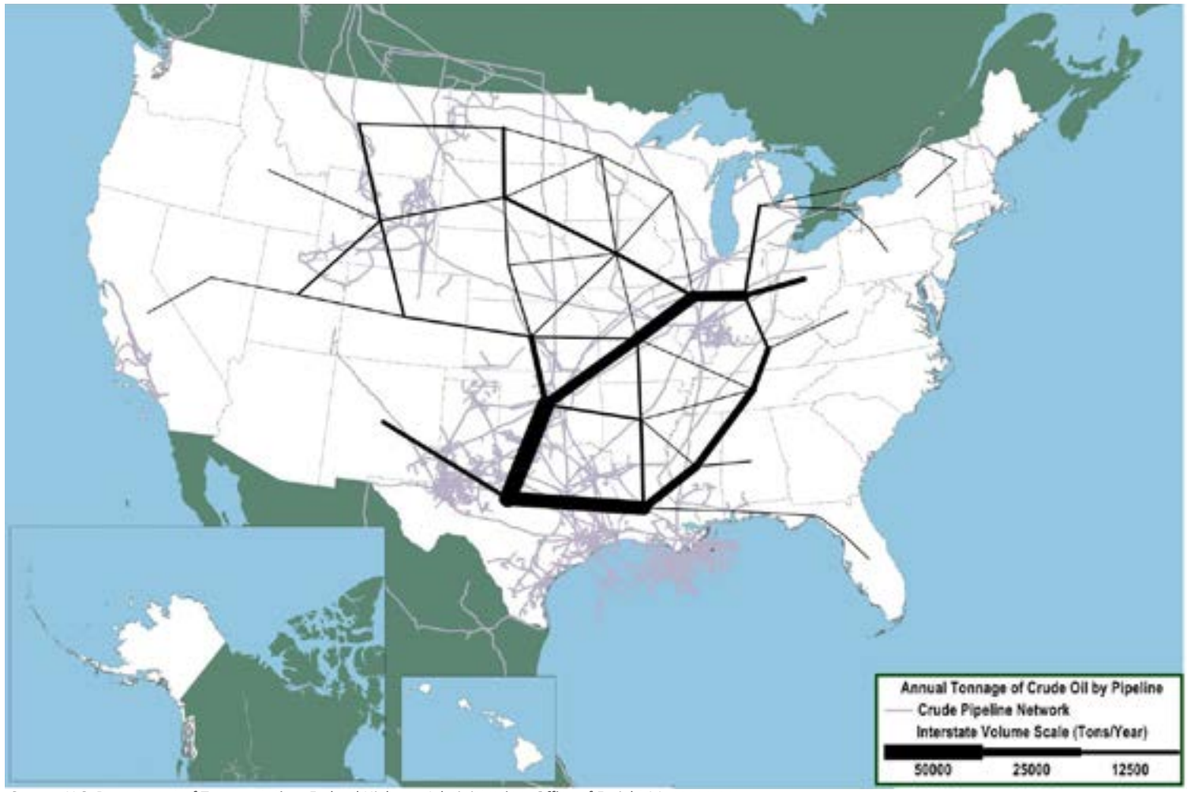
AIR | Aviation is reserved for transporting high-value, low-weight, time-sensitive cargo.

PIPELINE | Pipelines are used to transport bulk liquid cargo, including crude oil, gasoline, chemicals and slurry coal.

Photo by Tracie Morris Schaefer, courtesy Port of New Orleans

PIPELINE

Crude oil tonnage moved by pipeline, 2007



Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, Version 3.4, 2012

Pipeline mileage

GEOGRAPHY	EST. PIPELINE MILEAGE	% OF STATE MILEAGE
STATEWIDE	64,234.00	100%
8-PARISH REGION	21,555.70	33.56%
JEFFERSON	2,477.00	3.86%
ORLEANS	827.90	1.29%
PLAQUEMINES	11,393.30	17.74%
ST. BERNARD	2,475.05	3.85%
ST. CHARLES	1,925.80	3%
ST. JOHN THE BAPTIST	1,244.20	1.94%
ST. TAMMANY	659.60	1.03%
TANGIPAHOA	552.70	0.86%

Source: Peele, R. Hampton, 2014: Unpublished and incomplete compilation of GIS data from numerous Louisiana and federal agencies. Louisiana Geological Survey

There are more than 21,555 miles of pipeline stretching across Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa parishes, a tally that represents roughly 34 percent of the state's total pipeline mileage. Pipelines are especially concentrated in Plaquemines Parish, which is home to more than half of the region's overall pipeline mileage. The region's vast pipeline network is used to transport gasoline, fuel oils, crude petroleum, slurry coal and basic chemicals. Pipeline activity is so intense that pipelines represent the dominant mode of transporting exports from the region to other parts of the state and country by value and weight.

WATER

The state's waterborne freight can be divided into two categories: domestic barge service on an expansive inland waterway network and international shipping through coastal ports.

The New Orleans region benefits from its proximity to the Mississippi River, the dominant source of inland waterborne access for the central United States. It also boasts another important arterial in the form of the Gulf Intracoastal Waterway (GIWW), a shipping channel pieced together out of man-made and naturally-occurring waterways that supports barge and ship traffic. Finally, the Inner Harbor Navigational Canal (IHNC) is a man-made, four-mile channel dividing the upper and lower 9th wards of New Orleans and running between Lake Pontchartrain and the Mississippi River. It also connects to the GIWW.

Four deep draft ports operate in the region. These are the Port of New Orleans, the Port of South Louisiana, the Port of St. Bernard and the Port of Plaquemines. Together with the Port of Baton Rouge, they comprise the largest port complex by tonnage in the world, moving about 500 million tons of cargo each year. Additionally, Port Manchac operates as a shallow-draft port on the northwestern shore of Lake Pontchartrain in Tangipahoa Parish.

Image courtesy Port of St. Bernard

Vessel calls by deep-draft port

PORT	2012 VESSEL CALLS	JANUARY 2013 VESSEL CALLS
Port of New Orleans	1,588	124
Port of South Louisiana	4,152	364
Port of St. Bernard	408	31
Port of Plaquemines	NA	NA

Source: Ports of New Orleans, South Louisiana and St. Bernard

Top U.S. water ports by tonnage (in millions of short tons), 2010

PORT	IMPORTS	EXPORTS	DOMESTIC	TOTAL
South Louisiana	41.2	74.0	121.1	236.3
Houston, TX	88.5	71.1	67.6	227.1
New York and New Jersey	63.9	19.8	55.5	139.2
Beaumont, TX	44.3	7.5	25.2	77.0
Long Beach, CA	38.8	23.7	12.9	75.4
Corpus Christi, TX	41.7	13.2	18.8	73.7
New Orleans, LA	15.7	18.4	38.3	72.4
Los Angeles, CA	34.6	21.3	6.4	62.4
Huntington, WV-KY-OH	—	—	61.5	61.5
Texas City, TX	32.6	7.5	16.5	56.6
Plaquemines, LA	1.4	17.6	36.9	55.8

Source: U.S. Army Corps of Engineers, 2009 Waterborne Commerce of the United States, Part 5, National Summaries (New Orleans, LA: 2010), table 5-2, available at www.ndc.iwr.usace.army.mil//wcsc/wcsc.htm as of June 18, 2012

By value, trucking is the dominant mode used to transport domestic imports into the region.

Photo courtesy Port of New Orleans

TRUCKING

Interstates 10, 12, 55 and 59 and major port and rail assets help to make the region an important center of freight-trucking activity. By value, trucking is the dominant mode used for transporting domestic imports into the region.

Trucks transport a variety of goods to, from and across the region. Among the top commodities by value moved by truck are machinery, motor vehicles, base metals, food-related products, gasoline, electronics, basic chemicals, fuel oils, meat and seafood.

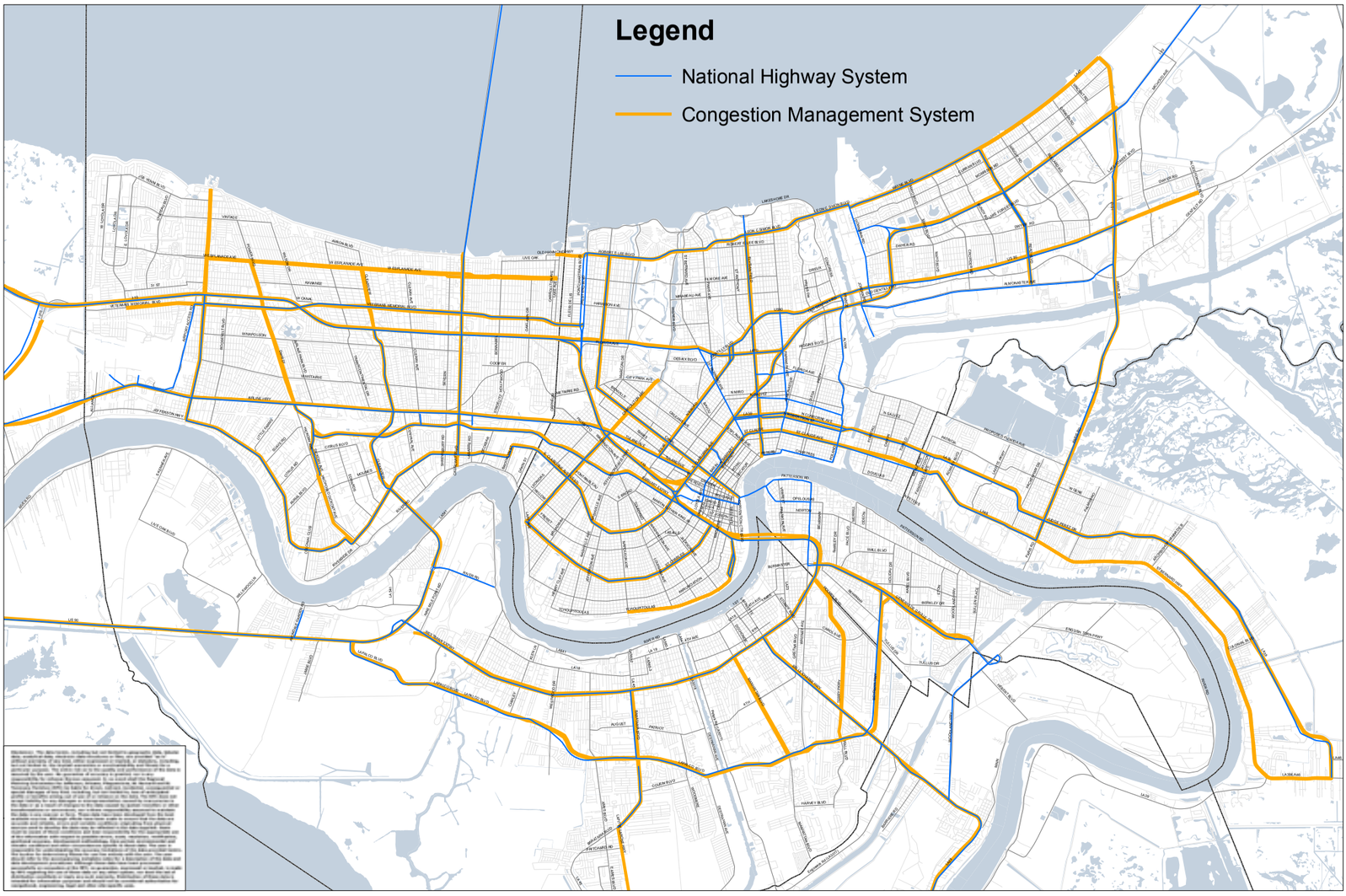
Motor carriers benefit from the same highway infrastructure used by many regional residents: the interstate system and state- and locally-owned roads. Motor carriers are allowed to operate on all interstates and state-owned roadways, while parishes and municipalities establish by ordinance truck routes (or in some cases no-truck routes) for locally-owned roads.

The National Highway System (NHS) is the federally-designated network of interstate highways, other principal arterials and major strategic highway network connectors that carries a significant portion of the nation's vehicles and is considered essential to the functioning of the economy and national defense. The NHS was established in 1991 by the Intermodal Surface Transportation Efficiency Act (ISTEA), and is composed of the Interstate Highway System, the Strategic Highway Network, significant principal arterials, and intermodal connectors.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) calls for the U.S. Secretary of Transportation to establish a **National Freight Network (NFN)** to assist states in strategically directing resources toward improved system performance for efficient movement of freight on the highway portion of the nation's freight transportation system. The NFN, which had not been defined as of the writing of this report, will consist of the primary freight network (PFN), portions of the interstate system not designated as part of the primary freight network, and critical rural freight corridors. The designation of the primary freight network will be based on an inventory of national freight volume conducted by the Federal Highway Administration.

The Primary Freight Network (PFN) will comprise up to 27,000 miles of existing interstates and roadways nationally (with the possible addition of another 3,000 centerline miles of existing and planned roadways deemed critical to future efficient movement of goods) determined to be most critical to the movement of freight. Louisiana's PFN was still being delineated as of the writing of this report, as were critical rural freight corridors.

The Congestion Management Process Plan (CMPP) at the RPC has been the overarching mechanism for assessing the roadway network environment to improve freight efficiency. RPC updated and adopted a comprehensive congestion management plan in August 2010. The federal government requires the RPC establish a traffic database and a performance-monitoring process that defines and measures the causes and extent of congestion. Traffic data are systematically collected for all vehicles on the designated CM network and include the percent commercial vehicle traffic, average daily traffic, and speed. These inputs provide the basis for the CM Index Calculation which is a quantitative measure of congestion on the major roadways. This data informs decision making in the prioritization of projects in the Transportation Improvement Plan (TIP) and Metropolitan Transportation Plan (MTP), the short- and long-range transportation plans produced by the RPC every two and four years, respectively.



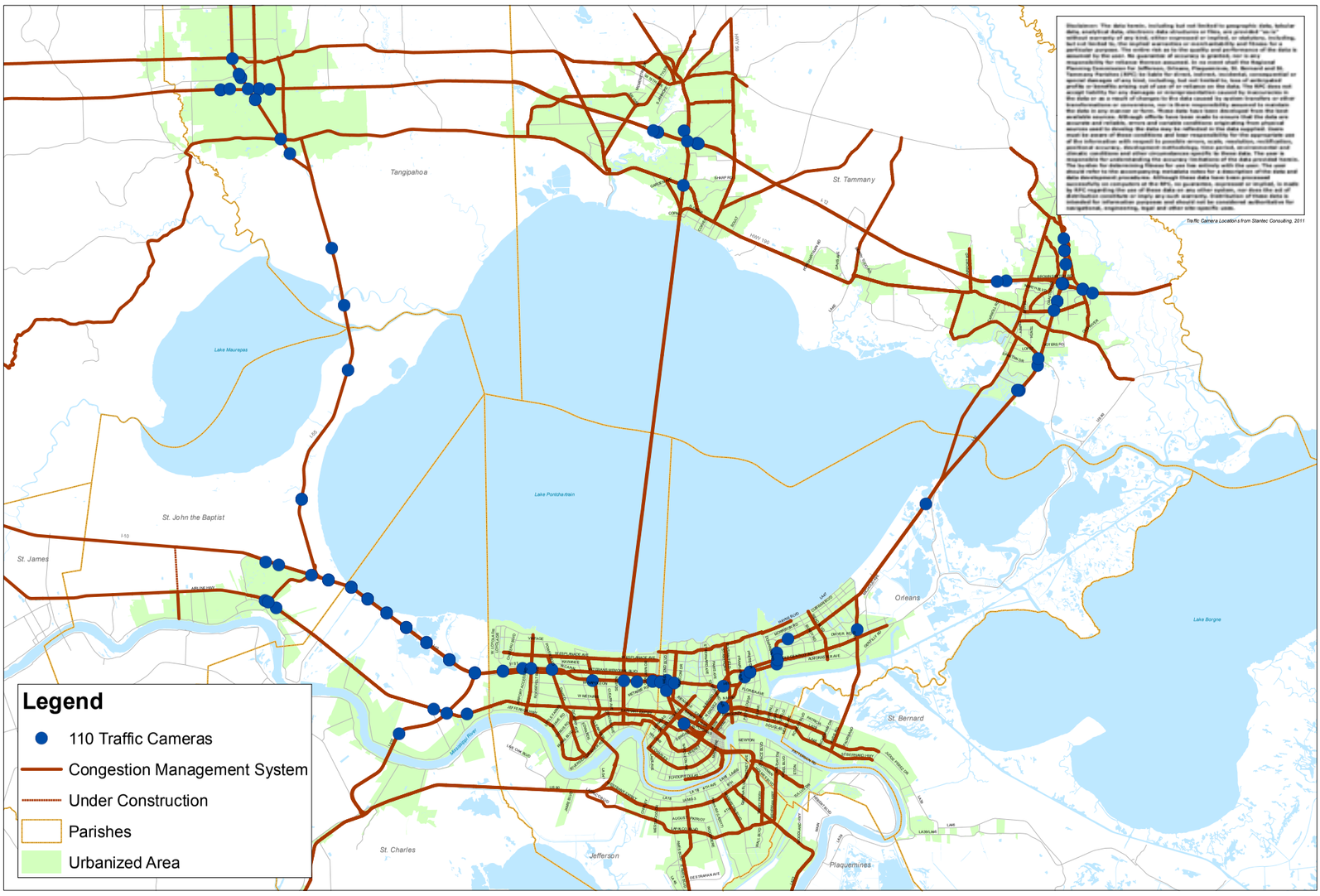
Southshore Congestion Management and National Highway Systems

New Orleans, Louisiana

Prepared by
Regional Planning Commission for
Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes
02/07/2014

National Highway System from FHWA, 2014

RPC Task UPWP A3.14



Traffic Camera Locations from Stantec Consulting, 2011

Traffic Camera Locations and Congestion Management Routes

New Orleans Urbanized Area, Louisiana

Prepared by the Regional Planning Commission
for Jefferson, Orleans, Plaquemines, St.Bernard, St.Tammany, and Tangipahoa Parishes
March 2014

RPC Task UPWP A3.14

RAIL

The New Orleans region is home to the fourth-largest rail gateway in the country. Six of the nation's seven Class I railroads converge in the region, making New Orleans one of just four cities, along with Chicago, St. Louis and Memphis with comparable levels of rail service. The regional rail system offers a combined connection to 132,000 miles of track stretching north, south, east and west across North America. The Class I railroads service ports and industries along the Mississippi River, the Inner Harbor Navigational Canal and the Gulf Intracoastal Waterway. The rail network is tied together by the New Orleans Public Belt Railroad, a publicly-owned terminal switching and consolidation entity operating on 27 miles of track along the Mississippi River that provides access for trunk rail carriers to the Port of New Orleans. That port is the only deepwater port in the country that is served by six Class I railroads. The region's rail network also provides critical access to the Port of South Louisiana, the nation's top port by tonnage.

In addition to the Class I carriers, the region's rail service is augmented by the New Orleans & Gulf Coast Railway Company, a shortline railroad servicing industry along the West Bank of the Mississippi River between Avondale and Myrtle Grove. It also benefits from the Huey P. Long Bridge, which provides one of just five major rail crossings over the Mississippi and represents the southern-most rail crossing on the river. There are rail bridges at Baton Rouge and Vicksburg (both of which are used exclusively by KSC), but the next major rail interchange hubs equipped with Mississippi River rail crossings to the north are Memphis and St. Louis.

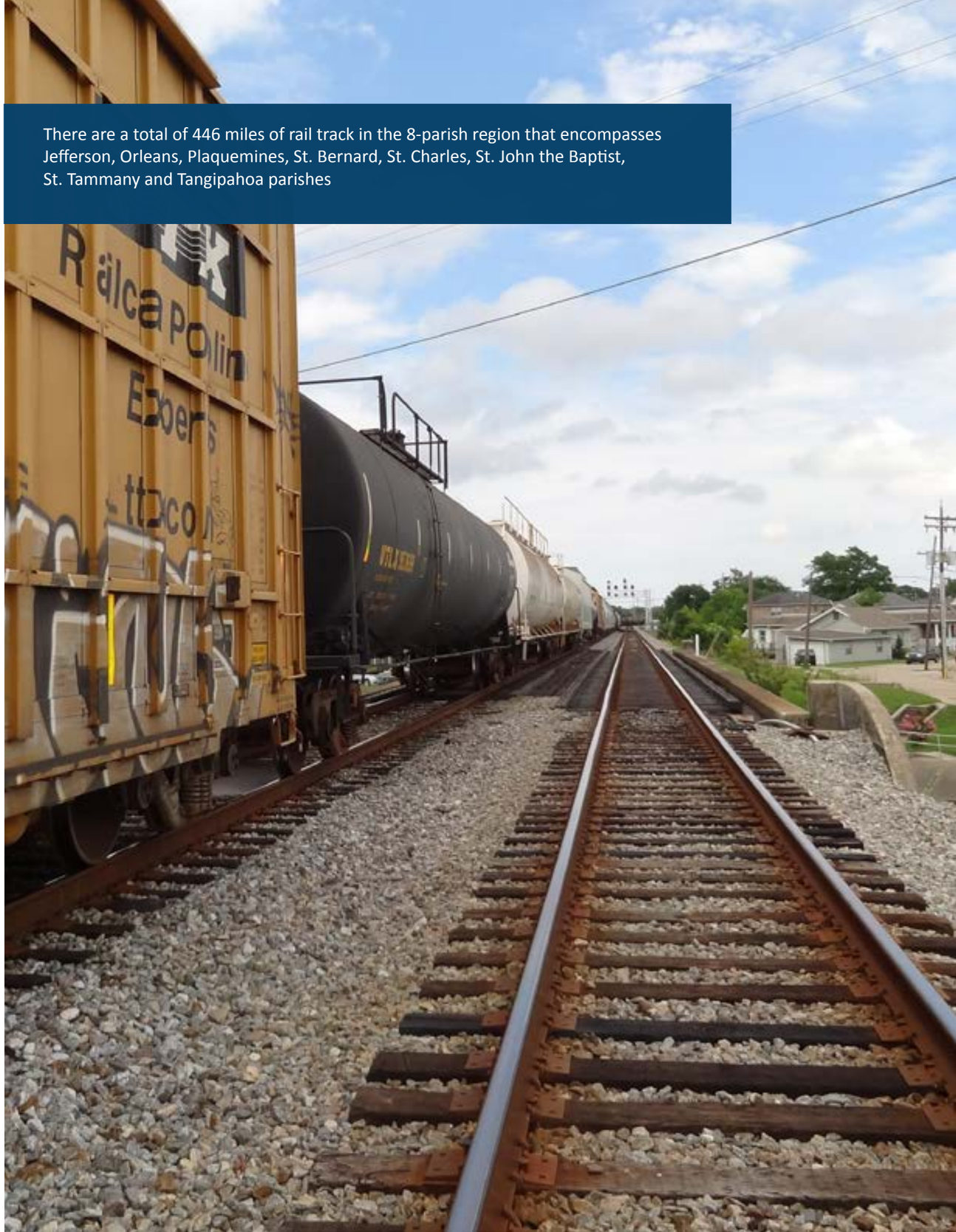
Some of the top commodities by value moved by rail in the region include chemicals, coal, plastics and rubber, machinery and cereal grains.

New Orleans is also a southern hub for passenger rail service. The city's Union Passenger Terminal (NOUPT) is the busiest passenger rail station in the state and serves as the terminus for three long-distance passenger rail lines operated by Amtrak that connect to Los Angeles (via the Sunset Limited), New York (by way of the Crescent) and Chicago (via the City of New Orleans). These passenger lines operate on track owned by freight rail operators BNSF, NS and CN. The NOUPT is also envisioned as a future terminus for commuter rail service between New Orleans and Baton Rouge, a long-proposed project whose potential RPC is currently exploring.

20-25

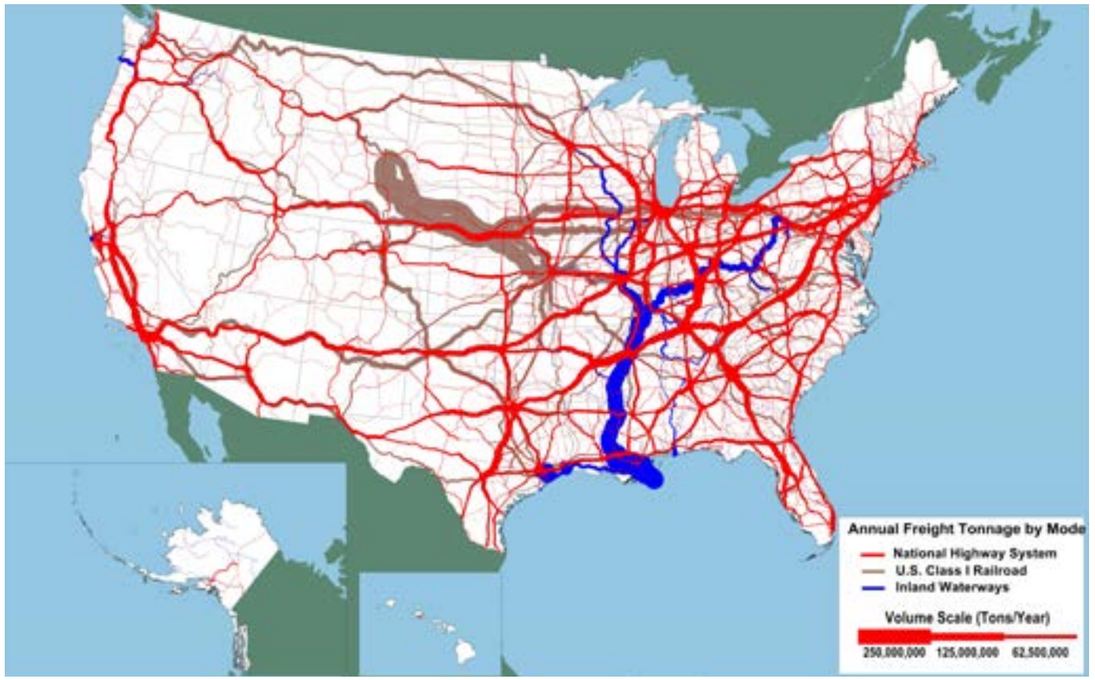
The number of trains per day that cross the Huey P. Long Bridge

Source: New Orleans Public Belt



There are a total of 446 miles of rail track in the 8-parish region that encompasses Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa parishes

Freight tonnage on highways, railroads and inland waterways, 2007



Source: U.S. Department of Transportations Freight Analysis Framework; Surface Transportation Board, annual Carload Waybill Sample and rail freight flow assignments by Oak Ridge National Laboratory; U.S. Army Corps of Engineers, Annual Vessel Operating Activity and Lock Perfomance Monitoring System data, and USACE Institute for Water Resources, Waterborne Foreign Trade Data, Water flow assignments done by Oak Ridge National Laboratory

AIR

A relatively small proportion of freight that travels through the New Orleans region is moved by air. Most air freight is transported by UPS or FedEx and consists of low-weight, time-sensitive cargo. Some of the top commodities by value moved by air through the region include electronics, machinery, precision instruments and pharmaceuticals. New Orleans hopes to leverage its central location and proximity to Latin America to expand its airfreight market.

There are seven aviation facilities operating in the New Orleans region. Louis Armstrong New Orleans International is the primary facility for commercial air traffic, but general aviation is also handled by Hammond Northshore Regional, the New Orleans Lakefront, Slidell Municipal, St. John Parish and St. Tammany Regional airports. In addition to general aviation facilities, Alvin Callendar Field, a large military airport at the Naval Air Station Joint Reserve, is located in Belle Chasse.

An estimated 4,000 tons of cargo worth approximately $275 million was shipped by air (including truck and air) out of the New Orleans-Metairie-Bogalusa metropolitan area in 2007, according to the 2007 Commodity Flow Survey, as interpreted by the U.S. Department of Transportation's Bureau of Transportation Statistics. Another 14,000 tons of cargo worth an estimated $269 million arrived in the New Orleans-Metairie-Bogalusa metropolian area by air (including truck and air) that year.

Annual aviation activity at Louis Armstrong International Airport, 2013 and 2012

YEAR	ENPLANEMENTS	TOTAL PASSENGERS
2013	4,598,213	9,207,636
2012	4,306,707	8,600,989

Source: Louis Armstrong International Airport

Photo courtesy Louis Armstrong International Airport

FREIGHT INTERMODAL CONNECTORS

Intermodal connectors are the roadways that connect major intermodal facilities to the highway network. Freight intermodal facilities are those used to transfer goods from one mode of transportation to another, such as the transfer of freight from rail to truck. Intermodal connectors are designated in cooperation with state departments of transportation and MPOs based on criteria developed by the U.S. Department of Transportation that take into account the level of activity of an intermodal terminal and its importance to the state economy.

Regional intermodal connectors

FACILITY	TYPE	DESCRIPTION	LENGTH (MILES)
BNSF Westwego Terminal	Truck/rail facility	Bridge City Ave. Terminal to U.S. 90	0.6
CNIC - New Orleans Terminal	Truck/rail facility	Same connector as Port of New Orleans - Mississippi River terminal (LA 19P)	0
CSX - New Orleans Terminal	Truck/rail facility	Almonaster Rd. (Terminal to Alvar Rd.)	2
CSX - New Orleans Terminal	Truck/rail facility	Almonaster Rd. (Terminal to I-150)	3.5
KCS Metairie Terminal	Truck/rail facility	Labarre Rd. (Terminal to US 61)	0.1
New Orleans Intl. Airport	Airport	Airport Rd. (Entrance to Veterans Blvd.), Veterans Blvd. (Airport Rd. to LA 49)	2.4
New Orleans Intl. Airport	Airport	Crofton Rd. (Entrance to US 61)	0.5
N.S. - New Orleans Terminal	Truck/rail facilty	Florida Av. (Terminal to LA 46)	1.5
PONO - Downtown wharves	Port terminal	Chartres St. (from Poland Ave.) to Ferdinand to N. Peters to Esplanade to Elysian Fields to LA 46	2
PONO - France Rd. Terminal	Port terminal	Served by existing NHS route	0
PONO - Jourdan Rd. Termianl	Port terminal	Jourdan Rd. (Terminal to Almonaster Blvd.)	0.8
PONO - Miss. River Terminal	Port terminal	Felicity St. (Terminal to Religious St.), Religious St. (Felicity to Euterpe), Tchoupitoulas (Felicity to US 90)	1.4
UP - Avondale Terminal	Truck/rail facility	Avondale Garden Rd. (Terminal to US 90)	0.7

Source: FHWA

MAJOR TRADING PARTNERS

DOMESTIC TRADE

The bulk of the freight (measured by tonnage and value) that leaves New Orleans facilities destined for other domestic locations goes to other parts of the region or other parts of Louisiana. Mississippi, Texas and Florida are some of the other dominant recipients of freight by tonnage headed out of New Orleans. The bulk of the freight by tonnage and value that arrives to New Orleans ports from other domestic origins comes from within the region. Other parts of Louisiana are other dominant sources of imports, as are Midwestern locales including Illinois, Missouri, Iowa and Minneapolis.

Top domestic export markets for goods originating in New Orleans CSA, by tonnage and value, 2007

MARKET	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
New Orleans CSA	85,949.51	$40,374.81
Baton Rouge CSA	30,633.11	$18,911.04
Mississippi	11,364.21	$8,068.98
Houston CSA	8,161.14	$4,190.71
Tampa CSA	7,597.22	$4,592.65
Remainder of Louisiana	5,623.33	$4,457.61
Beaumont MSA	2,303.93	$1,370.32
Miami MSA	2,091.48	$1,394.24
Lake Charles CSA	1,886.61	$1,052.12
Mobile CSA	1,724.61	$1,200.52
Los Angeles CSA	1,532.77	$976.79

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using domestic flows tab; origin: New Orleans LA CSA; destination: select all FAF zones; commodity: combine total; mode: combine total

Top domestic import origins for goods that arrive in New Orleans CSA, by tonnage and value, 2007

MARKET	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
New Orleans CSA	85,949.51	$40,374.81
Remainder of Illinois	15,703.92	$3,100.13
Remainder of Louisiana	13,714.12	$5,356.29
Baton Rouge CSA	10,822.42	$6,946.62
Remainder of Missouri	9,701.35	$1,472.12
Chicago IL-IN-WI CSA (IL part)	7,539.49	$968.17
Mississippi	6,869.18	$2,904.55
Iowa	6,867.63	$1,421.13
Minneapolis-St. Paul MN CSA (MN part)	5,722.62	$1,050.89
Remainder of Kentucky	4,682.75	$781.66
Remainder of Tennessee	4,516.54	$1,032.82

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using domestic flows tab; origin: select all FAF zones; destination: New Orleans LA CSA; commodity: combine total; mode: combine total

INTERNATIONAL TRADE

The bulk of the freight by tonnage and value moved out of the country through New Orleans area facilities is destined for other parts of the Americas, and in particular Mexico. Eastern Asia, Europe, Africa and Asia are other large centers for exports leaving from regional ports. Canada is the destination for a disproportionate share of export value relative to tonnage. The bulk of the goods, measured by tonnage, imported through New Orleans area ports from international origins come from other parts of the Americas, and in particular Mexico. Meantime, Africa is the largest import origin by value. Other important origins for international goods arriving to the U.S. via New Orleans facilities are Europe, Asia and Canada.

MARKET	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Rest of the Americas	17,118.13	$5,868.19
Eastern Asia	10,714.45	$2,147.01
Europe	8,264.42	$4,797.80
Mexico	8,036.64	$3,942.31
Africa	7,455.86	$1,051.37
SW + Central Asia	5,714.98	$2,548.63
SE Asia + Oceania	796.11	$318.70
Canada	393.46	$5,696.84

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using export flows tab; domestic origin: combine national total; U.S. exit region: New Orleans LA CSA; domestic mode: combine total; foreign destination: select all; commodity: combine total; foreign mode: combine total

Top international origins of goods that arrive via New Orleans CSA, by tonnage and value, 2007

MARKET	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Rest of the Americas	12,391.40	$4,628.13
Mexico	7,061.56	$3,443.45
Africa	6,517.89	$4,938.59
Europe	5,863.05	$4,345.79
SW + Central Asia	4,768.76	$2,721.15
Eastern Asia	2,968.62	$1,456.89
SE Asia + Oceania	995.80	$617.14
Canada	392.85	$2,705.48

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using import flows tab; foreign origin: select all; U.S. entry region: New Orleans LA CSA; foreign mode: combine total; domestic destination: combine national total; commodity: combine total; domestic mode: combine total

Photo courtesy Port of St. Bernard

Wharf at the Port of St. Bernard

Photo courtesy Port of New Orleans

Steel in hold at the Port of New Orleans

The Port of New Orleans was No. 1 among U.S. ports for rubber imports and No. 3 for steel imports in 2012

The Port of South Louisiana is the nation's top port by tonnage, with a throughput of more than 212 million tons of cargo annually, including 60 percent of all grain in the U.S.

TOP COMMODITIES

DOMESTIC TRADE

With regard to domestic trade, gasoline is the predominant commodity exported from the region by value. Other top commodities exported to domestic locales include fuel oils, coal, chemicals and crude petroleum. In terms of imports arriving at area facilities from domestic locations, fuel oils, crude petroleum and gasoline are some of the top commodities by value.

Goods exported out of New Orleans CSA destined for domestic locales, by tonnage and value, 2007

MARKET	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Gasoline	44,838.97	$29,694.87
Fuel oils	37,070.94	$21,291.52
Coal - n.e.c.	28,529.15	$11,120.91
Basic chemicals	17,633.32	$9,115.45
Crude petroleum	16,999.52	$7,683.16
Natural sands	14,541.74	$63.06
Gravel	7,068.87	$126.84
Nonmetal min. products	4,376.37	$667.58
Waste/scrap	4,289.62	$673.56
Animal feed	2,626.79	$624.37
Other foodstuffs	2,035.37	$3,334.34

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using domestic flows tab; origin: New Orleans LA CSA; destination: combine national total; commodity: select all; mode: combine total

Goods imported to New Orleans CSA from domestic origins, by tonnage and value, 2007

MARKET	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Cereal grains	45,452.67	$6,283.06
Fuel oils	27,244.27	$13,337.45
Coal - n.e.c.	22,193.80	$7,237.24
Crude petroleum	20,438.63	$9,237.5
Natural sands	14,516.55	$83.31
Other agric. products	14,167.53	$4,248.30
Gasoline	13,285.96	$8,900.27
Gravel	8,873.81	$151.70
Basic chemicals	8,133.82	$5,513.18
Nonmetal min. products	5,502.10	$963.26

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using domestic flows tab; origin: combine national total; destination: New Orleans LA CSA; commodity: select all; mode: combine total

Workers at the Port of New Orleans sort coffee sacks

The Port of New Orleans was the second-largest U.S. coffee importer in 2012 after New York. The top origins for New Orleans coffee imports were Brazil, Columbia, Guatemala, West Africa and Vietnam.

Photo courtesy Port of New Orleans

The Port of New Orleans is home to 14 coffee warehouses, modern bulk processing operations, more than 5.5 million square feet of storage space and six roasting facilities. It also boasts the world's largest coffee silo.

Photo courtesy Port of New Orleans

INTERNATIONAL TRADE

Some of the major commodities exported internationally through New Orleans-area facilities by value are cereal grains and other agricultural products, basic chemicals and fuel oils. In terms of imports from international locales, crude petroleum, base metals and fuel oils are among the top commodities by value. It is worth noting that some of the high-weight exports are relatively low-value. Notable among them is coal.

Goods exported to international destinations via New Orleans CSA, by tonnage and value, 2007

MARKET	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Cereal grains	27,144.90	$4,574.89
Other ag. products	6,540.13	$1,498.39
Coal-n.e.c.	4,859.25	$959.17
Fuel oils	4,101.75	$1,841.59
Coal	3,759.53	$212.12
Animal feed	2,822.57	$309.82
Basic chemicals	2,576.70	$3,284.51
Other foodstuffs	1,614.59	$532.84
Milled grain products	1,417.28	$657.14

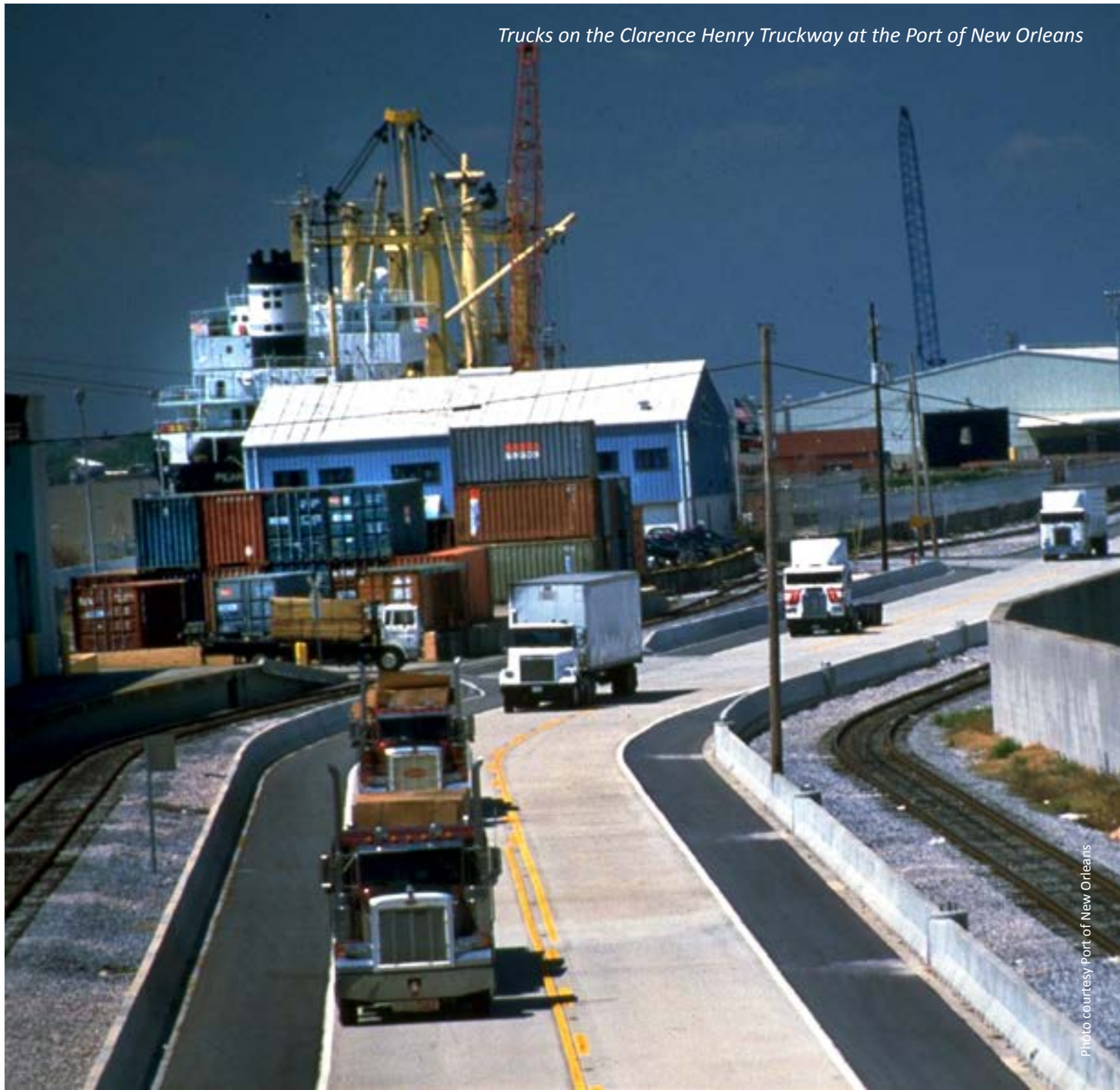
Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using export flows tab; domestic origin: combine national total; U.S. exit region: New Orleans LA CSA; domestic mode: combine total; foreign destination: combine total; commodity: select all; foreign mode: combine total

Goods imported to New Orleans CSA from international origins, by tonnage and value, 2007

MARKET	TONNAGE (IN THOUSANDS OF TONS)	VALUE (IN MILLIONS OF DOLLARS)
Crude petroleum	17,960.18	$7,773.83
Fuel oils	4,708.07	$1,422.35
Base metals	3,420.51	$3,358.28
Nonmetallic minerals	3,158.01	$43.77
Fertilizers	2,060.41	$413.97
Coal	2,024.84	$76.42
Basic chemicals	1,681.23	$698.29
Metallic ores	1,168.26	$45.49
Other foodstuffs	958.48	$602.50
Articles - base metal	699.52	$675.23
Plastics/rubber	596.28	$469.56

Source: Federal Highway Administration's Freight Analysis Framework. Tabulated using import flows tab; foreign origin: combine total; U.S. entry region: New Orleans LA CSA; forign mode: combine total; domestic destination: combine national total; commodity: select all; domestic mode: combine total

freight + jobs



Trucks on the Clarence Henry Truckway at the Port of New Orleans

Photo courtesy Port of New Orleans

Freight movement and related endeavors are the source of one of the largest concentrations of jobs in the New Orleans region. These activities are also the source of relatively high-wage positions.

Top industry sectors by jobs, 2011

Industry	Jobs
Tourism and hospitality	81,101
Healthcare + bioscience	57,245
Architecture, construction + engineering	50,438
International trade + logistics	17,184
Oil + gas extraction, pipeline transportation, etc.	13,289
Higher education	9,619
Aerospace + advanced manufacturing	6,953
Food manufacturing, including fishing	5,971
Creative media + design	5,136
Petrochemicals + plastics	4,852
Green technology + environmental services	3,170

Source: GNOCDC analysis of data from EMSI. Based on 2011 estimate of jobs in Jefferson, Orleans, St. Bernard, Plaquemines and St. Tammany parishes.

Top 10 regional export industries, sorted by employment numbers, 2011

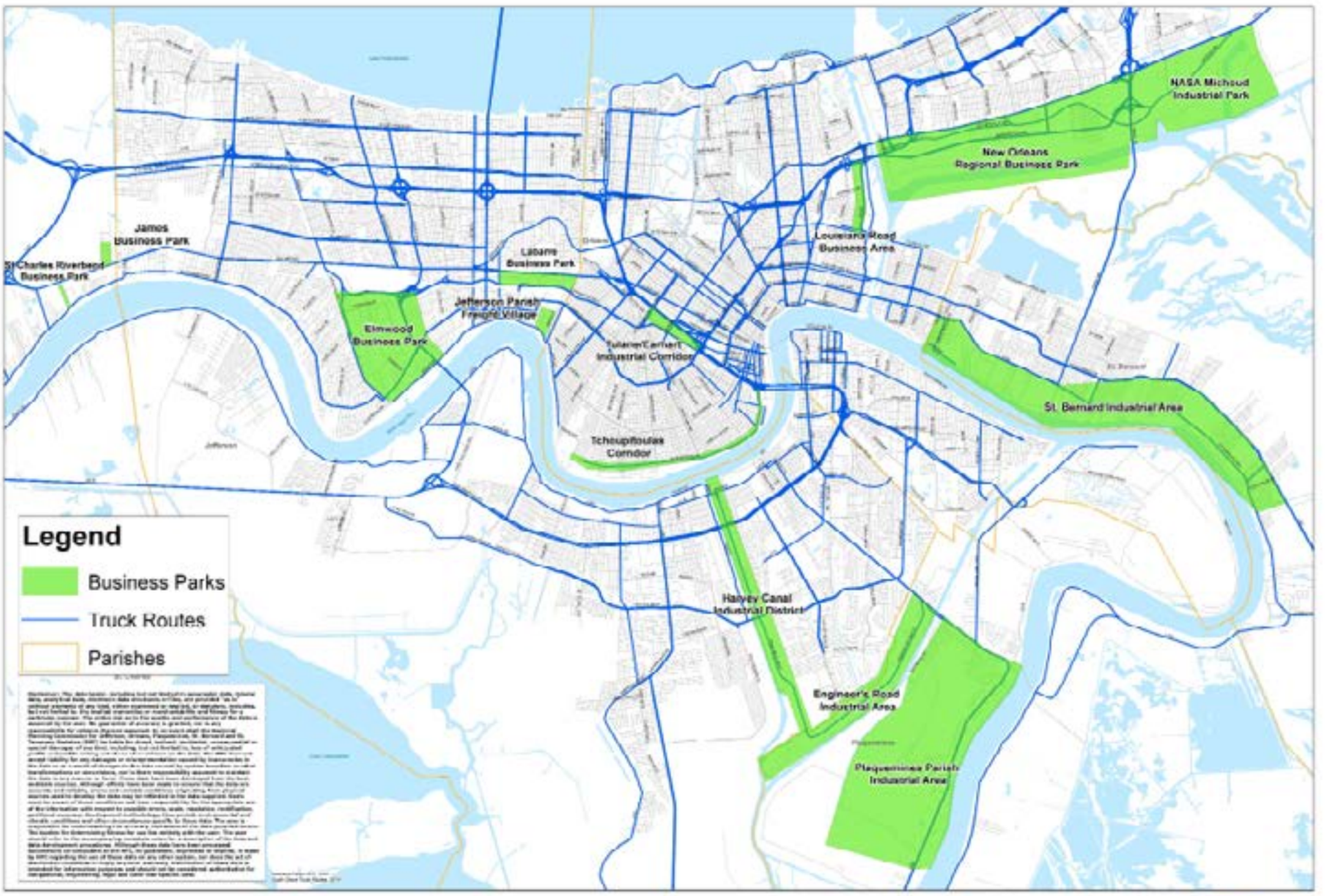
Industry	Avg wages per job
Tourism	$32,162
Oil + gas	$109,362
Shipping (including land-based transportation)	$72,657
Higher education	$54,528
Heavy construction + engineering	$66,474
Ship building	$62,791
Legal services	$82,280
Insurance agencies	$85,925
Food manufacturing	$44,889
Motion picture	$79,378

Source: Moody's Analytics (U.S. Bureau of Labor Statistics), compiled by GNOCDC, for the 10-parish region, Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John, St. Tammany, Tangipahoa, and Washington parishes

Major private sector employers, sorted by annual revenue, 2013

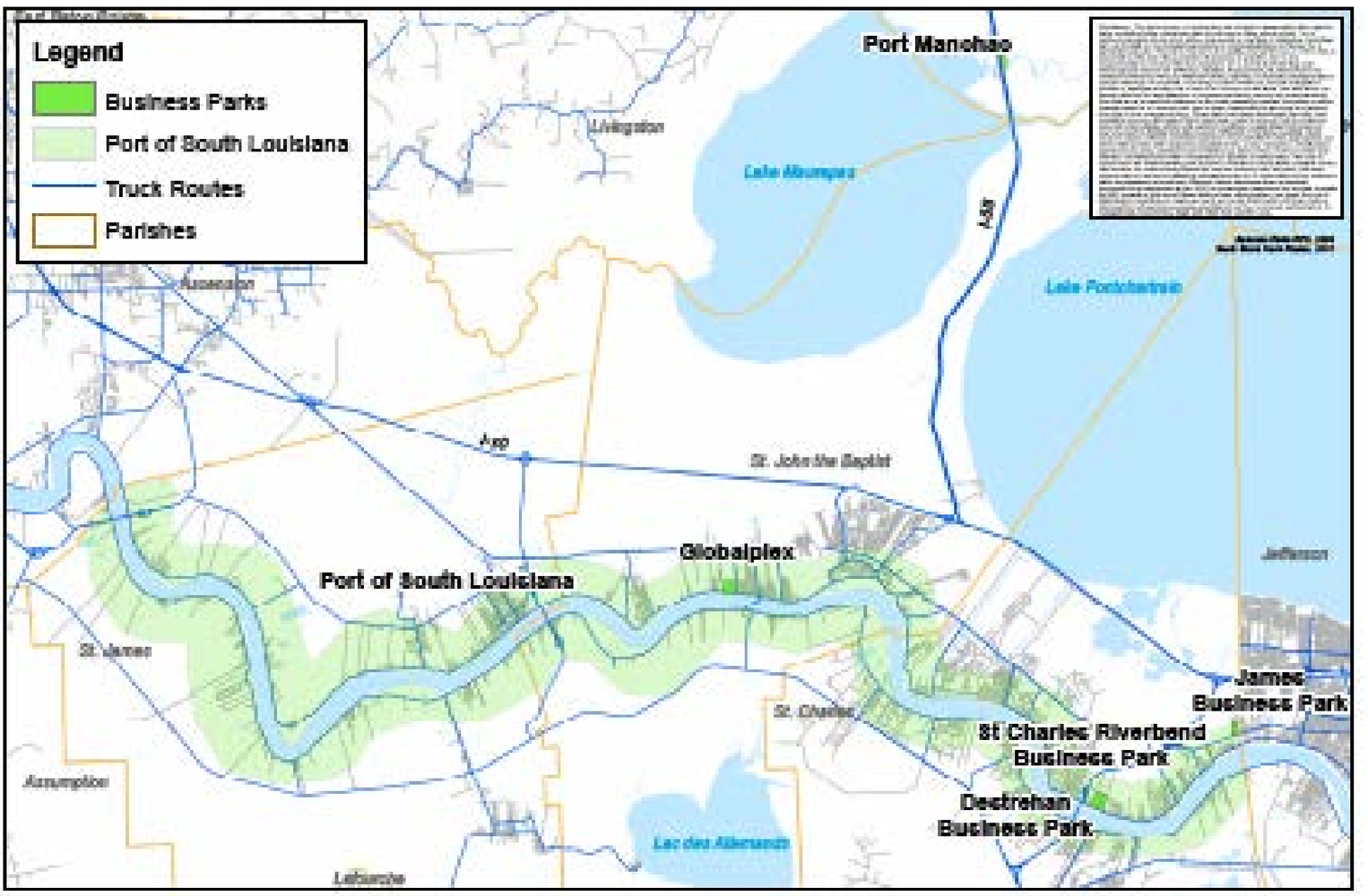
Name	Based	Business	Employees
Ochsner Health System	Jefferson	Health care	13,300
Georges Enterprises	Elmwood	Food, investments, real estate, entertainment	750
Tulane University	New Orleans	Education	4,189
Pan-American Life Insurance Group	New Orleans	Insurance + financial services	1,389
Louisiana Children's Medical Center (Children's Hospital + Touro)	New Orleans	Health care	3,500
Acme Truck Line Inc.	Gretna	Transportation	3,250
Premier Automotive Group	New Orleans	Automotive dealership	650
Ray Brandt Automotive and Collision Centers	Metairie	Automotive	550
Laitram	Harahan	Manufacturing	1,011
Boh Bros. Construction Co.	New Orleans	Construction	1,300

Source: New Orleans CityBusiness Book of Lists (2013-3014)



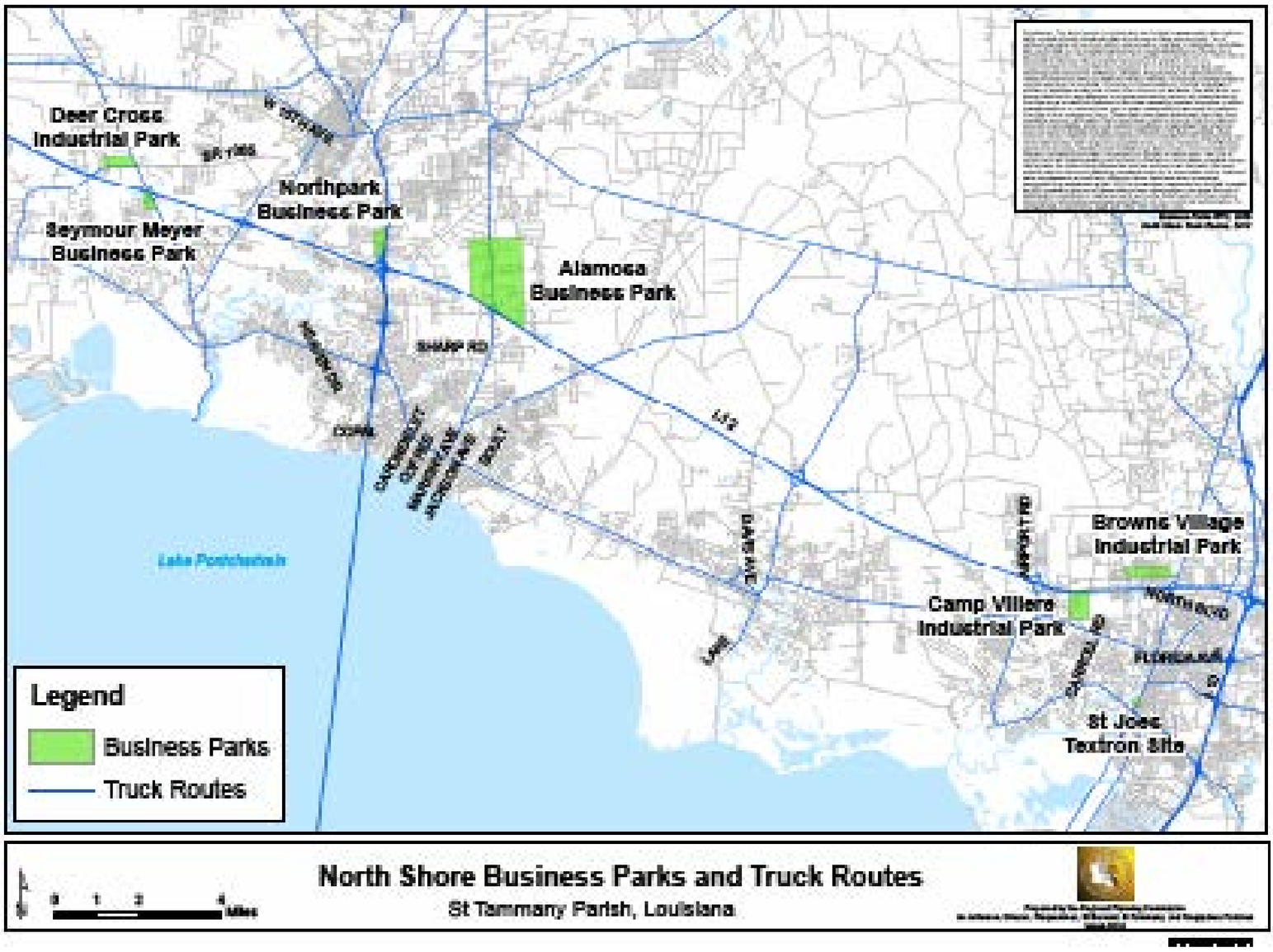
South Shore Business Parks and Truck Routes

New Orleans, Louisiana



River Parishes Business Parks and Truck Routes

Southeast Louisiana



The Huey P. Long Bridge

Photo courtesy Modjeski and Masters

Photo by Tracie Morris Schaefer,
courtesy Port of New Orleans