

INDUSTRY STAKEHOLDER MEETING RECORD

INDUSTRY GROUP: NC State Ports Authority

DATE: August 2011

LOCATION: Phone Interview

PARTICIPANTS: NC Port Authority Maritime Strategy Team
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The Maritime Strategy staff interviewed the NC Ports Authority in August, 2011. The purpose of the interview was to identify primary nodes and facilities used in the shipment of goods in and out of the state. Also to determine any stakeholder concerns or issues related to the transportation of goods.

Major topics presented by the NC Port Authority included:

- Identified primary nodes in the state - The Charlotte Container Yard (CY) is the most active. I-85, I-40 and I-77 are also very important highways for trucking traffic. Raleigh, Greensboro are also primary node locations. However, Greensboro has a leased-out freight yard and only has a NS piggy back ramp
- Identified top exports - Phosphate, General Merchandise, Forest Products
- Identified top imports - Sulfur Products, Chemicals and Grain
- Identified main transportation modes for shipping imports/exports – Primarily by trucks. Liquid bulk and wood pulp are moved mostly by rail
- Identified future exports - Approximately 70% of container traffic is going to and from the Far East. Waste paper, lumber and scrap metal are the anticipated major future exports. The European market would encompass 20% of this growth and the Central American markets would include about 10%.
- Identified future imports – These markets would include: QVC, Lowes, Harbor Freight Tools, Roses, Furniture Brands, etc. These will be mostly consumer driven markets and include nodes in Henderson, Wilkesboro and Rocky Mount
- Identified future transportation modes for shipping imports/exports - Mostly working with trucking within a 350 mile radius. It would be helpful to establish an intermodal service through rail
- Identified other transportation needs - Access is a major issue. The roads in and out of Wilmington are good, but a rail connection is needed. Morehead City has a 45 foot channel and is approximately 4 miles from the sea channel. Wilmington has a channel depth of 42 feet and is 26 miles from the sea lane. Channels need to be improved to a 50-foot depth to accommodate larger ships. Also, the lack of rail access from Morehead City and Wilmington is an issue.
- Identified number one obstacle to economic development – Lack of rail access.