FREIGHT IN BURLINGTON COUNTY

for:

Burlington County Department of Engineering

Burlington County Economic Development and Regional Planning

Cross County Connection TMA

by:

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

the BIG picture

Burlington County, New Jersey, is a powerhouse of freight activity, with large doses of personal touches. The county is strategically located within the Northeastern United States megalopolis, and that makes it an ideal logistics platform for Trenton, Philadelphia, North Jersey, and even New York City. At the same time, the county retains an unmistakable familial quality that springs from the steadfast commitment of key individuals and successive generations of families (like the Haines', Milsteins, and Whites) to promote economic development and prosperity.

When considering freight movement within and through Burlington County, it is useful to think about freight in the same terms as trips made by people. Like person trips, freight shipments are influenced by factors such as the total trip distance, the pricing of different travel alternatives, the "size" of the shipment, and the degree to which precise arrival times are needed. These factors, in turn, help shippers, carriers, and logisticians make decisions about how (i.e., which mode or combination of modes) to ship the freight.

Burlington County has a number of significant freight generators, such as large distribution centers for the likes of IKEA, CVS, and the Sports Authority. The largest concentrations of industrial land are located along the US 130-Delaware River corridor. One site, the Haines Industrial Center, near Burlington Township, contains several state-of-the art distribution centers. Additional industrial centers can also be found in the Cinnaminson and the Mount Laurel areas. The county's eastern and southern expanses are defined by the signature cranberry bogs and the Joint Base McGuire-Dix-Lakehurst.

Burlington County's extensive transportation system is well suited for handling freight shipments. I-295 and the New Jersey Turnpike offer superior driving conditions for trucks, a direct connection to the Pennsylvania Turnpike, and local access and egress via 11 interchanges. The county's major rail freight line is actually a shared right-of-way with New Jersey Transit's RiverLINE that allows for the operation of Conrail freight trains overnight. Additional local rail freight service is also provided to customers along the Pemberton and Robbinsville industrial tracks. The county's one active port facility, National Gypsum, accommodates ocean-going vessels with a draft of up to 38.5 feet and specializes in the handling of gypsum in bulk form.

This brochure provides an introductory overview about freight activity in Burlington County, including a map, two case study references, data, and helpful contacts. Freight shipments will continue to grow in the coming years, and it is therefore vital for the general public, elected officials, and planners to grasp the factors and dynamics that govern freight shipments and to more fully integrate freight into the planning process. ◆

Burlington County: Demographic Data

	1970	2000	% Change
Employment	21,037	22,637	8%
Manufacturing	3,993	11,033	176%
Transportation			

Source: Bureau of Economic Analysis, 2002 REIS data

just in time FACTS

Just-In-Time—a logistics term connoting cargo shipment reliability, speed, and transparency.

Of the four primary freight modes (trucking, rail, water based, and aviation), trucking is the most prominent in Burlington County. The DVRPC simulation model estimates that trucks log roughly 850,000 miles on Burlington County roadways on an average day. Heavy trucks (i.e., single-unit trucks with three axles and larger) account for more vehicle miles than light trucks. More heavy-truck miles occur on interstates, while more light-truck miles occur on arterials.

Burlington County has one active port facility, which received 13 ship calls in 2010. In terms of rail freight, the majority of the route miles are publicly owned (77 percent). New Jersey Transit's RiverLINE hosts a unique shared right-of-way arrangement, with freight trains operating at night. ***Burlington County is a hub for overnight truck parking in the region.*** Its three truck parking facilities supply half of the region's overnight truck parking capacity. ◆

Interstate Highway Route Miles*	***58.0***
Other National Highway System Route Miles	***127.7***
NHS Freight Connector Route Miles	***0.0***
Interstate Highway Interchanges*	***12***
Total Truck Rest Stop Parking Spaces	***615***
Light-Truck Miles Traveled Daily	***375,100***
Heavy-Truck Miles Traveled Daily	***476,000***
Freight Rail Route Miles (total):	***39.4***
Private lines	8.7
Freight trackage rights on public lines	30.7
Rail Yards and Intermodal Terminals	***1***
Ports	***1***
2010 Ship Calls	***13***
Linear Berthing (feet)	***650***
Ship Cranes	***0***
Mount Holly, NJ to Cargo City at Philadelphia International Airport (miles)	***25.81***

**Includes New Jersey Turnpike & Garden State Parkway*

It's All About Jobs

The movement of freight is integrally related to the retention and creation of employment in the transportation and manufacturing sectors. ***From 1970 to 2000, transportation jobs (many of which entail managing, hauling, or storing freight) grew by 176 percent in the county.*** Also, while there has been a widespread decline in manufacturing jobs in the United States, Burlington County actually experienced an eight percent gain in manufacturing jobs from 1970 to 2000. All together, the transportation and manufacturing sectors accounted for 14 percent of total non farm employment in Burlington County in 2000.

In 2008, eight percent of the manufacturing output for the entire DVRPC region originated in Burlington County. Manufacturing activity accounted for 17 percent of the total economic output in the county. Almost half of the manufacturing output was in "Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing." The food and beverage industries combined for close to $1 billion in output, led by the soft drink industry, which was responsible for over $400 million in 2008 economic output.

Freight-related transportation in Burlington County had $1.7 billion of economic output associated with it in 2008. Most of that output revolved around roadway and warehousing industries. Burlington County had more economic output associated with roadway transportation (which consists of long-haul and short-haul trucking) and warehousing than any other county in the DVRPC region. ◆

how it GOES from here to there

Twenty-first century supply chains are amazing spectacles of interwoven modes, schedules, and partnerships. Each manufactured product results from its own unique logistics and decision-making process as it goes from raw material to production and then to consumers for final consumption.

If you could peer inside factories, warehouses, trucks, rail cars, and ships, you would find a diverse and fascinating number of supply chain case studies criss-crossing Burlington County at any moment in time. What is particularly interesting about different products is how varied their trip lengths are: they may range from wholly local to regional, national, and even international.

The diagram below details the intricate supply chain journey of sheets of wallboard (also known by other names, such as drywall and plasterboard) produced by National Gypsum in Burlington Township, Burlington County. The step-by-step graphic vividly illustrates Burlington County's industrial muscle, multimodal prowess, and critical role in the global and green economies. ◆

#1 Shipments of gypsum rock (about 30,000 tons/month) are transported by bulk ship from Halifax, Nova Scotia, to the National Gypsum Burlington Township plant (total sailing time = two to three days).

#2 Gypsum rock is extracted from ships docked at the facility pier along the Delaware River by mammoth buckets and conveyor belts and stored in nearby piles.

#3 Paper for wallboard facing and backing are produced at company-owned paper plants in Pennsylvania and Alabama and shipped by truck to the plant.

#4 Processed gypsum rock in the form of stucco is mixed with water and additives that increase mildew and fire resistance and other materials to produce a wet slurry.

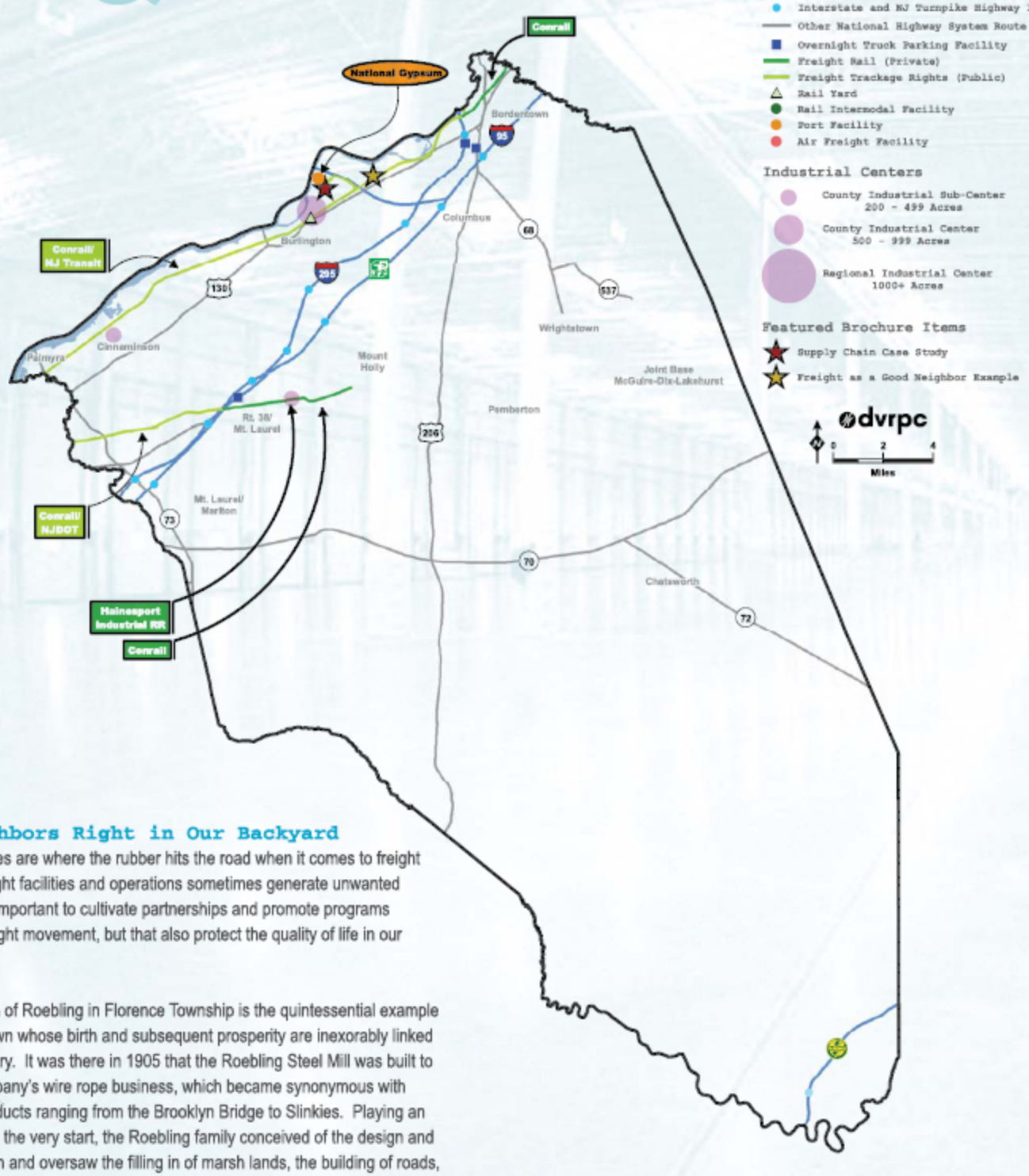
#5 Sandwiching wet stucco between the paper, wallboard sheets (typically, four feet wide) are produced round-the clock, 24/7 by shift workers and placed in a large kiln.

#6 Fifty to 60 truckloads of wallboard are shipped daily from the plant to Home Depot, Lowe's, gypsum supply yards, and job sites in the Delaware Valley and throughout the Mid-Atlantic region.

#7 Homebuilders and ambitious do-it-yourselfers undertaking interior wall and ceiling projects purchase high-quality wallboard sheets off the shelf.

BURLINGTON COUNTY

Freight Facilities & Industrial Centers



Good Neighbors Right in Our Backyard

Local communities are where the rubber hits the road when it comes to freight shipments. Freight facilities and operations sometimes generate unwanted impacts, so it is important to cultivate partnerships and promote programs that allow for freight movement, but that also protect the quality of life in our neighborhoods.

The historic town of Roebling in Florence Township is the quintessential example of a company town whose birth and subsequent prosperity are inexorably linked to a single industry. It was there in 1905 that the Roebling Steel Mill was built to support the company's wire rope business, which became synonymous with projects and products ranging from the Brooklyn Bridge to Slinkies. Playing an integral role from the very start, the Roebling family conceived of the design and layout of the town and oversaw the filling in of marsh lands, the building of roads, and the construction of homes for factory workers.

For more information, see DVRPC's special treatment of freight in local communities in a Municipal Implementation Tool brochure released in 2010 (publication # MIT019). ◆

Burlington County Freight Planning Contacts:

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Delaware Valley Goods Movement Task Force

DVRPC's freight advisory committee, the Delaware Valley Goods Movement Task Force, allows the local freight community to participate in formulating regional policies, plans, and programs. This diverse committee has been meeting since 1992. Members include shippers, Class I and short line railroads, trucking companies, ports, air freight, 3PL firms, federal, state, and local agencies, toll authorities, and consultants.

County Freight Scans

This brochure has been prepared in conjunction with DVRPC's County Freight Scans Program. During Fiscal Year 2011, brochures were completed for each of the nine counties in the Delaware Valley region: Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey. DVRPC gratefully acknowledges the stalwart support of many members of its freight advisory committee in the conduct of the County Freight Scans and the preparation of the series of county freight brochures.

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