

FREIGHT IN CAMDEN COUNTY



for:
*Camden County Division of Planning
Camden County Improvement Authority
City of Camden Department of Development and Planning
Cross County Connection TMA*

by:

the BIG picture

Bountiful in freight infrastructure and services, Camden County, New Jersey, offers a wealth of supply chain solutions. Using strategic public-private partnerships and investments, the county and a resurgent City of Camden have successfully reloaded their arsenal of multimodal freight capabilities. An earnest desire to speak the language of the customer and a watchful eye on major trade developments, such as the Panama Canal expansion, further accentuate the county's global outlook and integrative spirit.

When considering freight movement within and through Camden 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.

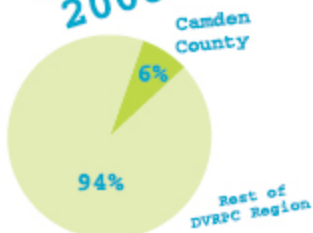
Camden County has four distinct centers, or clusters, which anchor local industrial activity and complement new development patterns in the county. Each center possesses a wide range of manufacturing and distribution companies and ready access to major transportation facilities. One prominent industrial center unites portions of the City of Camden and Gloucester City, while a second is located in Pennsauken Township. Other noteworthy centers are situated near Cherry Hill and Bellmawr.

The county's transportation network comprehensively serves Camden County interests, as well as freight shippers and carriers throughout South Jersey and the Delaware Valley. I-295 and the New Jersey Turnpike provide limited-access freeway conditions for north-south travel, while I-76, I-676 and the Atlantic City Expressway primarily serve east-west travel. Three major highway bridges linking to Pennsylvania, several state and county routes, and three freight connector roads round out the primary system for truck traffic and deliveries.

Other transportation modes for shipping what is frequently high-value freight enjoy an equally impressive presence in Camden County. Eight active port terminals on the Delaware River (e.g., Broadway, Gloucester Marine, Hess, and Petty's Island) process everything from pineapples to containers and petroleum. Rail freight service enjoys widespread availability via the joint operation on the New Jersey Transit's RiverLINE, the Beesley's Point Secondary, the Pemberton Industrial Track, and supporting infrastructure at the Delair Bridge, Pavonia Yard, and Winslow Junction. Additional national and international connections are afforded by air cargo services at Camden County and Philadelphia International Airports.

This brochure provides an introductory overview about freight activity in Camden 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. ♦

Manufacturing output (\$)
In Camden County:
2008



Source: Global Insight's U.S. Business Demographics Service

Camden County: Demographic Data

	1970	2000	% Change
Employment			-47%
Manufacturing	42,270	22,456	
Transportation	8,490	12,285	45%

Source: Bureau of Economic Analysis, 2002 REIS data

CAMDEN COUNTY

FREIGHT RELATED TRANSPORTATION

	OUTPUT (\$B)
WATER	157,842,782
ROADWAY	235,293,167
RAIL	1,840,016
COURIER (PARTIALLY INCLUDES AIR)	533,853,559
PIPELINE	0
WAREHOUSING	54,898,567

TOTAL 983,728,090

Source: Global Insight's U.S. Business Demographics Service

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 Camden County. The DVRPC simulation model estimates that trucks log 921,900 miles on Camden 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, and 47 percent of all truck trips occur on arterial highways, 35 percent occur on freeways, with the rest on local roads.

In Camden County, rail freight operations primarily take place on privately owned lines (62 percent), but they also rely on trackage rights on publicly owned lines to connect to the rest of the region. The county hosts eight port facilities, which total over 8,000 feet of linear berthing. In 2010, 346 ships were handled at these facilities. The county is in close proximity to the cargo facilities at Philadelphia International Airport, and houses an airport in Berlin, New Jersey. ♦

<i>Interstate Highway Route Miles*</i>	27.68
<i>Other National Highway System Route Miles</i>	117.11
<i>NHS Freight Connector Route Miles</i>	4.31
<i>Interstate Highway Interchanges*</i>	11
<i>Total Truck Rest Stop Parking Spaces</i>	31
<i>Light-Truck Miles Traveled Daily</i>	449,700
<i>Heavy-Truck Miles Traveled Daily</i>	472,200
<i>Freight Rail Route Miles (total):</i>	56.44
Private lines	34.71
Freight trackage rights on public lines	21.73
<i>Rail Yards and Intermodal Terminals</i>	2
<i>Ports</i>	8
<i>2010 Ship Calls</i>	346
<i>Linear Berthing (feet)</i>	8,053
<i>Ship Cranes</i>	4
<i>Camden, NJ to Cargo City at Philadelphia International Airport (miles)</i>	5.03

**Includes New Jersey Turnpike*

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) increased in Camden County by 45 percent.** From 1970 to 2000, Camden County experienced a loss of 47 percent of its manufacturing jobs, but it is still an important sector that provides higher than average annual salaries. All together, the transportation and manufacturing sectors accounted for 14 percent of total nonfarm employment in Camden County in 2000.

In 2008, Camden County businesses produced just over \$6 billion in economic output, and accounted for a total of 6 percent of the region's manufacturing output. In 2008, Camden County had three manufacturing sectors that produced, combined, \$1 billion in economic output. Computer and electronic product manufacturing created \$1.24 billion in output, roughly half of which came from radio and television broadcasting and wireless communications equipment manufacturing. Chemical manufacturing was responsible for \$1.2 billion economic output in 2008, \$750 million of which came from pharmaceutical preparation manufacturing. Food manufacturing, such as cookie and cracker manufacturing, produced just under \$1 billion economic output in 2008 for Camden County.

In terms of economic output from freight-related transportation, **Camden County is highly oriented toward courier movements, which accounted for 54 percent of the freight transportation output.** The roadway and water sectors each contributed over \$150 million in economic output in 2008. ♦

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 Camden 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 prescription eyeglasses assembled by U.S. Vision in Gloucester Township, Camden County. The step-by-step graphic vividly illustrates Camden County's technological prowess, industrial muscle, and critical role in the global and green economies. ♦



#1 Following precision customer exams, prescription eyeglass orders are transmitted by over 700 retail department stores nationwide to U.S. Vision.

#2 Designer and standard frames are shipped from overseas and domestic vendors to the U.S. Vision optical laboratory in Glendora, Camden County.

#3 Plastic lens blanks are shipped from various domestic distribution centers via truck.

#4 Arrivals of component parts and materials closely follow just-in-time delivery schedules.

#5 Individual corrective lenses are meticulously ground, coated, and finished to specification using state-of-the-art manufacturing equipment.

#6 With careful oversight, interchangeable team members deftly assemble 5,000 pairs of fully customized eyeglasses daily.

#7 Finished products are shipped as high-priority packages from Glendora to U.S. Vision's retail stores within five to 10 days of ordering.

#8 Bespectacled consumers sport high-quality, fashionable eyeglasses—and gain a bright, new outlook!

CAMDEN 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.

NFI, which specializes in trucking, distribution, and logistics, seemingly sets no ceiling on efforts to improve the environment and promote sustainability. As a shining example of a U.S. EPA SmartWay Transport Partner, NFI recently installed three acres of solar panels on the roof of its company headquarters in Cherry Hill Township, Camden County. Through its newest division, NFI Solar, the company is already at work on three solar installations on NFI facilities in Cumberland County and others throughout New Jersey. Long-term plans involve the generation of solar energy through the rooftops and other real estate across the country, with the resulting solar power used internally or sold off to utilities or other users.

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

Camden County Freight Planning Contacts:

Camden County Division of Planning

2311 Egg Harbor Road
Lindenwold, NJ 08021
(856) 566.2980
www.camdencounty.com

Camden County Improvement Authority

1909 Route 70 East, Suite 300
Cherry Hill, NJ 08003
(856) 365.2754
www.business.camdencounty.com

City of Camden Department of Development and Planning

520 Market Street
City Hall, Suite 1300
P.O. Box 95120
Camden, NJ 08101-5120
(856) 757.7600
www.ci.camden.nj.us

Cross County Connection TMA

4A Eves Drive, Suite 114
Marlton, NJ 08053
(856) 596-8228
www.driveless.com

Delaware Valley Regional Planning Commission

190 N Independence Mall West
Philadelphia, PA 19106
Contact: Ted Dahlburg
(215) 238.2844
www.dvrpc.org

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.

