



Increase Mobility

Total Freight Shipped Via All Modes

Purpose:

This measure includes four modes of transportation that move freight into, out of, within, and through the State of New Hampshire (NH). Freight is shipped via air, rail, waterways and ports, and motor carrier. This measure indicates the overall freight shipped, measured in tons, using New Hampshire's intermodal transportation system.

There are many factors affecting the number of tons of freight shipped in NH such as the strength of the regional and national economy (i.e. demand for goods), the availability and condition of transportation infrastructure, the health of the freight industry, and the competition within the freight industry. The New Hampshire Department of Transportation (NHDOT) impacts the movement of freight through timely planning and development of the infrastructure necessary to ship freight over the roads, rails and runways. Our partner, the Pease Development Authority (PDA), Division of Ports and Harbors develop and maintain the ports, harbors and tidal rivers in the State of New Hampshire.

It is important to have accurate, comprehensive, and timely data to measure the movement of freight, into, out of, within, and through NH. This data is critical for the NHDOT and PDA to make sound investment decisions to optimize the NH intermodal transportation system. The movement of freight plays an important role in the state's economic development.

Data:

Comprehensive current freight data for New Hampshire does not exist at this

Improvement Status

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law by President Obama on July 6, 2012. This law will fund surface transportation programs at over \$105 billion for federal fiscal years 2013 and 2014. MAP 21 includes a number of provisions to improve the condition and performance of the national freight network. Some of the provisions will have a direct effect on NH. The Federal Highway Administration (FHWA) is directed, within three years, to develop a National Freight Strategic Plan in coordination with the states and other stakeholders, and to update the plan every five years. As part of the National Freight Strategic Plan, FHWA will work with NH and other states to develop individual state freight plans, as well as to establish a freight advisory committee composed of a cross-section of public- and private-sector freight stakeholders.

The NHDOT will need to track what goods are being transported in the State of New Hampshire. There are four different trade flows of freight in New Hampshire:

- Inbound: freight originating outside of NH with a destination inside NH
- Outbound: freight originating in NH with a destination outside of NH
- Intrastate (within the state): freight that have both an origin and a destination in NH
- Travel through (the state): freight that have both an origin and destination outside of NH using the NH transportation infrastructure.

Currently, the NHDOT is researching a more standardized way to accumulate current freight data and the trade flows of freight in the State. For the purpose of this performance measure the 2009 motor carrier data is obtained from the FAF, which does not include the numbers of the freight traveling through the state. The waterways and port data is obtained from the PDA, Division of Ports and Harbors, and the air freight data is obtained from the Bureau of Transportation Statistics (BTS) website. The NHDOT completed a Rail Plan, in 2012, for the state that will provide a chapter on

time. Additionally, determining the motor carrier data has proven to be the most challenging in calculating this measure. Freight data from calendar year 2009 is available for all modes of transportation in the Freight Analysis Framework (FAF). Since the 2009 data was collected and processed before the current on-going recession, this data is not a good representation of the freight movement in NH today. Typically, the FAF is updated once every 5 years. The air freight data is available from the air carrier reporting to airport management and from the Bureau of Transportation Statistics (BTS) website. The waterway and ports data is available in the FAF and from the PDA. The PDA maintains a log of the vessels that utilize the NH Port system. The log provides information on the type of freight and tonnage that pass through the Port system.

Freight Transportation and Trends and Commodities. The data from the Rail Plan is used to provide the data for rail freight movement in NH.

As seen in the data collected (table below) for 2009, NH relies heavily on truck transport for the shipment of freight. Freight shipped through the rail system is the second largest freight mode at over 4.7 million tons of cargo.

In analyzing the data that is currently available, it appears that the movement of freight has experienced a slight decline. For the purposes of this measure, the movement of freight is projected to remain constant over the next few years.

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