

# FREIGHT IN GLOUCESTER COUNTY



for:  
*Gloucester County Planning Division  
Gloucester County Economic Development  
Cross County Connection TMA*

by:

# the BIG picture

Agile and formidable—these are the hallmarks of freight activity and freight facilities in Gloucester County, New Jersey. While worldwide distribution patterns are unpredictable and subject to rapid change, Gloucester County businesses, logistics practices, and transportation facilities exhibit a remarkable ability to evolve and flourish. With companies like Sony, Home Depot, and Mullica Hill Cold Storage calling Gloucester County home, the county has moved well beyond its agricultural underpinnings and developed an elaborate industrial core and multimodal freight network.

When considering freight movement within and through Gloucester 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.

Gloucester County has a number of industrial centers and locations—such as warehouses, industrial parks, and refineries—that generate freight transportation activity. The largest concentrations of industrial land are located at the northwestern end of the county. One notable center near Bridgeport is the Pureland Industrial Complex and LogistiCenter at Logan, whose magnitude, highway and rail connections, and planned environment make it one of the region’s true freight villages. Additional industrial centers can also be found in Paulsboro and West Deptford.

Gloucester County’s extensive transportation system is well suited for handling freight shipments. One interstate highway (i.e., I-295) and the New Jersey Turnpike traverse the county and offer local access and egress via 15 interchanges. Local rail freight service is offered by Conrail (which is jointly owned by CSX and Norfolk Southern) and a “short line” railroad, SMS Rail Lines. Woodbury serves as a railroad gateway to much of South Jersey: the Penns Grove Secondary, Salem Running Track, and Vineland Secondary all converge there.

The county’s existing port facilities specialize in ocean-going vessels hauling bulk commodities. This portfolio is set to expand dramatically in the near future with new port facilities under construction or planned at Paulsboro, Gibbstown, and Crown Landing. Finally, the Gloucester County seat, Woodbury, is just five miles from Philadelphia International Airport, and this epitomizes the county’s ready access to air cargo services.

This brochure provides an introductory overview about freight activity in Gloucester 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 Gloucester County: 2008



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

Gloucester County: Demographic Data

	1970	2000	% Change
Employment			
Manufacturing	13,199	12,831	-3%
Transportation	2,223	4,462	101%

Source: Bureau of Economic Analysis, 2002 REIS data

GLoucester County FREIGHT RELATED TRANSPORTATION

Mode	OUTPUT (\$B)
WATER	7,863,002
ROADWAY	335,682,191
RAIL	1,890,016
COURIER (PARTIALLY INCLUDES AIR)	101,942,734
PIPELINE	29,359,332
WAREHOUSING	55,565,594
<b>TOTAL</b>	<b>532,252,870</b>

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 Gloucester County.** The DVRPC simulation model estimates that trucks log roughly 520,000 miles on Gloucester County roadways on an average day. Light trucks account for slightly more vehicle miles than heavy trucks (i.e., single-unit trucks with three axles and larger), and half of all truck trips occur on arterial highways.

**Gloucester County is a hub of maritime activity:** 170 ships from overseas called on local port facilities in 2010. The county also boasts a dense rail freight network: 19 of the 24 minor civil divisions in the county contain a rail line that can be used by a freight railroad. ♦

<b>Interstate Highway Route Miles*</b>	<b>33.59</b>
<b>Other National Highway System Route Miles</b>	<b>97.30</b>
<b>NHS Freight Connector Route Miles</b>	<b>0.0</b>
<b>Interstate Highway Interchanges*</b>	<b>15</b>
<b>Total Truck Rest Stop Parking Spaces</b>	<b>185</b>
<b>Light-Truck Miles Traveled Daily</b>	<b>276,500</b>
<b>Heavy-Truck Miles Traveled Daily</b>	<b>243,000</b>
<b>Freight Rail Route Miles (total):</b>	<b>64.68</b>
Private lines	60.47
Freight trackage rights on public lines	4.21
<b>Rail Yards and Intermodal Terminals</b>	<b>2</b>
<b>Ports</b>	<b>5</b>
<b>2010 Ship Calls</b>	<b>170</b>
<b>Linear Berthing (feet)</b>	<b>4,260</b>
<b>Ship Cranes</b>	<b>0</b>
<b>Woodbury, NJ to Cargo City at Philadelphia International Airport (miles)</b>	<b>5.53</b>

*\*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) doubled in Gloucester County. Also, while the loss of manufacturing jobs in the United States is well documented, Gloucester County experienced just a three percent loss from 1970 to 2000. **All together, the transportation and manufacturing sectors accounted for 18 percent of total nonfarm employment in Gloucester County in 2000.**

**In 2008, Gloucester County businesses accounted for a total of 12 percent of the region's manufacturing output.** Roughly 65 percent of Gloucester County's economic output from manufacturing was due to petroleum refineries, a total of over \$7 billion. Chemical manufacturing was responsible for over \$1 billion in economic output, and food manufacturing accounted for over \$600 million of economic output. Two other products provided a high amount of economic output: corrugated and solid fiber box manufacturing, at \$141 million, and surgical supply manufacturing, at \$150 million.

**In terms of economic output from freight-related transportation, Gloucester County is highly oriented toward roadway, courier, and warehousing activity.** Roadway, courier, and warehousing and support activities account for 93 percent of the economic output from freight-related transportation in the county. ♦

how it

**GOES**

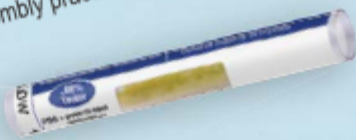
from here to there

The 21st century supply chain is an amazing spectacle 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 Gloucester 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.

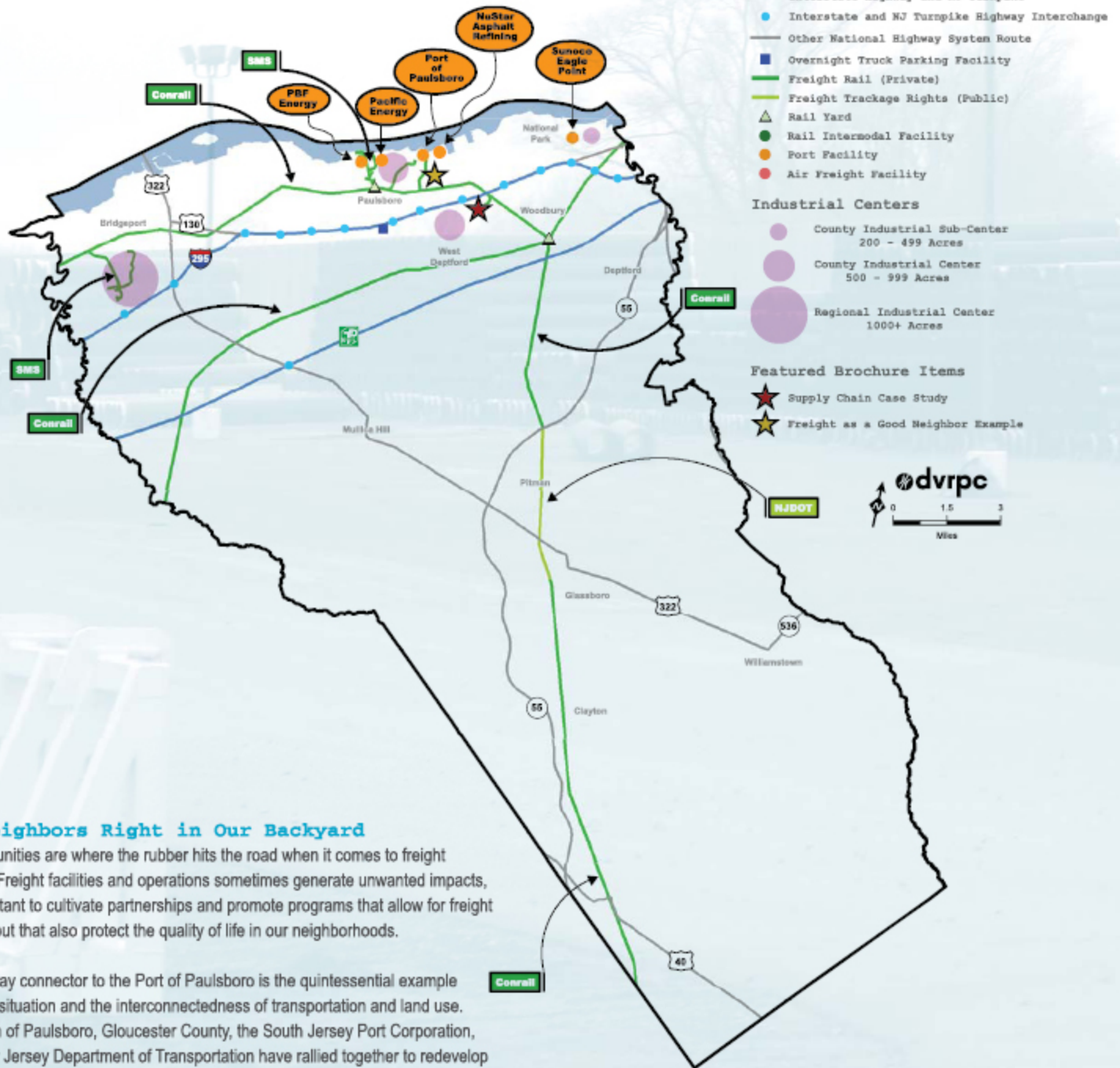
The diagram below details the intricate supply chain journey of BreathScan® breathalyzers (and other same-use devices) that are manufactured by Akers Biosciences, Inc. (ABI), in Thorofare, Gloucester County. The step-by-step diagram vividly illustrates Gloucester County's industrial dexterity, technological prowess, and integral role in the global economy ♦

- #1** Orders for BreathScan® breathalyzers are received from national/international distributors and the U.S. military.
- #2** Component breathalyzer parts are ordered and shipped by truck to the ABI plant in Thorofare, Gloucester County.
- #3** Other specialized materials arrive at the ABI plant via Philadelphia International Airport.
- #4** Many component parts and materials follow "just-in-time" delivery schedules.
- #5** Local labor builds the devices employing state-of-the-art assembly practices.
- #6** Finished products are shipped high priority from Thorofare to users and intermediate customers within one to thirty days of ordering.
- #7** BreathScan® breathalyzers are put in use and can detect a person's breath-alcohol level in just two minutes.



# GLOUCESTER 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.

A new highway connector to the Port of Paulsboro is the quintessential example of a win-win situation and the interconnectedness of transportation and land use. The Borough of Paulsboro, Gloucester County, the South Jersey Port Corporation, and the New Jersey Department of Transportation have rallied together to redevelop a dormant oil storage plant and construct a state-of-the-art marine terminal. The new highway being built as part of the project will give trucks a direct route to the port from the interstate highway system that bypasses downtown Paulsboro which will afford local residents peace and quiet.

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

## Gloucester County Freight Planning Contacts:

### **Gloucester County Planning Division**

1200 N Delsea Drive  
Clayton, NJ 08312-1096  
(856) 307-6650  
[www.co.gloucester.nj.us/](http://www.co.gloucester.nj.us/)

### **Gloucester County Economic Development**

Rt. 45 & Budd Blvd.  
West Deptford, NJ 08096  
(856) 384-6961  
[www.co.gloucester.nj.us/](http://www.co.gloucester.nj.us/)

### **Cross County Connection TMA**

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

