South Florida Inland Port Feasibility Study

Project Purpose: Problem Statement and Study Goals

Problem

• South Florida’s freight system is constrained with limited expansion opportunities for existing facilities

• Development of new centralized freight hub(s) should be considered to benefit the region

Study Goals

• Define necessary characteristics required for an inland port

• Identify potential locations for developing an inland port

• Determine if an inland port can effectively serve the port network in South Florida

• Develop recommendations for next steps
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Why an Inland Port?

- Expand existing seaport capacity
- Increase freight system reliability
- Improve intermodal connectivity
- Improve congestion management activities
- Improve local and regional distribution patterns
- Create new market opportunities
- Support regional economic development
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Types of Inland Ports

- **Satellite Marine Terminal/ Maritime Feeder Inland Port**
  - Designed to relieve congestion from one or more seaports by relocating multiple services to an inland location
  - Provides access to international markets, increases overall seaport capacity, and improves or enhances market access
  - Success is contingent upon having efficient and reliable access to the affiliated port(s) and hinterland markets
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Types of Inland Ports

- **Multimodal Logistics Parks**
  - Developments focused on enhancing transportation infrastructure
  - Traditionally sited at or near major transportation facilities with access to large markets

- **Economic Development Initiative / Virtual Inland Port**
  - Market entire community as a “virtual inland port”
  - Requires effective marketing campaign and a regional champion functioning as a broker
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**Virginia Inland Port**

- Operates as an intermodal container transfer facility
- Containers are moved by rail or truck between the facility and the seaport
- Originally developed to better compete for hinterland traffic by “bringing the port” to the customer
- Facility struggled until major marketing campaign targeting the shipping community
- Relies on Interstate and Class I rail service
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Alliance Texas

- Master-planned development including commercial, industrial and residential elements
- Multimodal freight services including air cargo, Class I rail, and efficient highway connections
- Has foreign trade zone status and customs service
- Markets itself based on location, transportation service, market response, and customer service
- Strong support from local, regional, and state economic development agencies
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**KC SmartPort**

- Economic initiative designed to market and develop the Kansas City region as a freight hub
- Attract transportation business by making it cheaper, faster, and more efficient to use KC
- KC is major transportation hub with a significant network of highways and railroads
- Aggressive media campaign used to promote entire region
- Maintain database of freight facilities and services
- Provide attractive financial packages and provide development friendly environment
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Preliminary Market Assessment

Key observations
- Existing traffic hard to move
- New customers have greater potential
- Strong support for improved distribution network

Key regional developments
- Winter Haven integrated logistics center
- Port Everglades ICTF
- Port of Miami Tunnel
- SR 710 Industrial Developments
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Impacts on the Supply Chain

New supply chain nodes must add value...
Land availability
Transportation connectivity
Proximity to markets
Environmental concerns
Community support
Effective growth management and environmental protection are critical

Developers must adhere to strict environmental protocols

Preservation of natural resources and cultural diversity is critical

Transportation investments should focus on existing corridors
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**Environmental Factors**

There are many natural areas in South Florida that must be protected and preserved...
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Economic Development Opportunities

- Rural Area of Critical Economic Concern
- Targeted industries work underway
- Region lacks industrial lands
- Community leaders support smart industrial development
- Business attraction activities restricted
- Large work force available but requires training
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Stakeholder Support

- Widespread support for continued exploration of freight mobility improvements
- Lack of a clear consensus on specific infrastructure improvements
- Economic development interests are the driving force for many stakeholders
State should work with local and regional partners to promote consideration of a mixed use freight hub that would

- Directly serve Port of Palm Beach
- Maximize use of existing transportation corridors
- Expanded logistics facility will have to be supported by appropriate facilities to attract new market
- Promote regional economic development
- Be dependent on public and private investments
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Potential Funding

- **Public**
  - Federal, SIS, FDOT District, TRIP, City/County

- **Private**
  - Ports, Railroads, Developers
  - Land owners

- **Partnerships**
  - Incentives
  - Matches
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*Phase II Scope of Work*

- NTP Signed on September 21, 2007
- Identify market potential for intermodal logistics complex
- Identify capital facilities and investments to capture market
- Determine the economic benefit
- Determine an appropriate financial strategy
- Draft concepts by January 2008
- Final report June 2008