Finding Regional Logistics Solutions

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Importance of Your Work

- Economic vitality requires trade.
- Trade requires access to broader economies.
- Access requires logistics.
  - Always has....
  - And will continue to be required.
Connection!

- Not just the national economy!
- Vitality in the future requires that we be connected to the global economy.
- Connection presents a virtuous cycle, but lack of connection brings a vicious cycle.
- Businesses, future (opportunity) and present (business risk).
Each Region is Unique
WNC as an Example

- Different from the rest of the State.
- Substantial differences within the Region.
- Impacted by events and activity in surrounding jurisdictions.
### Export TEUs

<table>
<thead>
<tr>
<th>Sub-region</th>
<th>TEUs</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-region 1</td>
<td>100</td>
<td>1.0%</td>
</tr>
<tr>
<td>Sub-region 2</td>
<td>4,200</td>
<td>41.6%</td>
</tr>
<tr>
<td>Sub-region 3</td>
<td>3,200</td>
<td>31.7%</td>
</tr>
<tr>
<td>Sub-region 4</td>
<td>2,600</td>
<td>25.7%</td>
</tr>
</tbody>
</table>

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**Note:**
- The data represents the export TEUs for different sub-regions as of June 24, 2010.
Import Freight Flows

Western North Carolina Imports
- Charleston: 37.8%
- South Florida: 0.7%
- Wilmington NC: 8.9%
- Jacksonville: 0.0%
- Norfolk: 14.6%
- Savannah: 37.3%

North Carolina Imports
- Charleston: 29.5%
- South Florida: 0.5%
- Wilmington NC: 22.4%
- Jacksonville: 0.0%
- Savannah: 20.0%
- Norfolk: 26.9%

Thursday, June 24, 2010
Importance of a Regional Focus
Variation in Transportation Infrastructure

[Map of North Carolina showing major transportation hubs and infrastructure.]
Saluda Grade
Regional View—Existing and Developing Inland Container Ports
Key Observations

• Failure to move forward presents the risk of economically crippling the region.

• Challenges in moving freight quickly, predictably and cost effectively must be overcome.

• WNC is relatively isolated from sea ports, and freight flows are sharply disparate from flows in other regions.
Implications

• Planning and execution of freight initiatives in WNC must be coordinated with other initiatives within the State, but

• WNC initiatives must not be subordinated to more general efforts.

• To be effective in WNC, initiatives must adopt a distinctive nature.
Useful Undertakings

- Regional Awareness
- Regional efforts such as the Transportation Alliance organized under the auspices of the Asheville Area Chamber of Commerce
- State-wide and Regional freight authorities
- Freight consolidation centers
- Complete the ADHS
- Consider feasibility of rail service over corridors currently out of service
- Coordinate across political boundaries
- Coordinate with the ARC Regional Strategy.
Thank You!

Questions or Comments?