

**Governor's Logistics Task Force
Regional Hub Design Subcommittee Meeting
NC Department of Transportation
Raleigh, NC
July 19, 2010**

Minutes

Chairman Atkins called the meeting to order at 1:30 PM.

The Minutes for the June 21st Meeting were approved.

The Seven Portals Study Update was presented by George List. George reported that NCSU was developing subcontracts with the other universities and planning an August project kickoff meeting. He stated the project results will be organic – based on the feedback we receive from the people across the state. The project report is expected to include material to support decisions on policies, strategies, investments to make, partnerships to forge, etc. The Chair requested that the Study Team to provide updates at every meeting of the subcommittee.

The Chair provided the characteristics of an Inland Port-

“An Inland Port is a physical site located away from traditional land, air and water borders with the vision to facilitate and process international trade through strategic investment in multimodal transportation assets and by promoting value-added services as goods move through the supply chain”. – Center for Transportation Research, University of Texas at Austin

George List said he would develop a white paper to better define Inland Ports. Questions/ concerns the subcommittee had included:

- Must an inland port serve all shipping modes or just a subset of modes?
- Minimum requirements, variations, import vs. export.

David Congdon said that Inland Ports need good connectivity to large seaports such as Norfolk and Charleston as well as North Carolina ports.

Joe Stephens said the dynamics of the product are key (Value versus volume comparison).

Chair Atkins requested a hierarchy of freight airports in NC.

Joe Stephens stated that we need to work closely with the Best Practices Subcommittee.

David Willauer stated that the military impacts at Morehead City and Wilmington are significant and we need their input. This led to a subcommittee conversation on the state ports as well as the military ports (such as Sunny Point which handle high risk and security military shipments) with the question should NC capitalize on high risk/ high security shipments – maybe make a name for NC this way. It was mentioned that VA is already working on this and NC may want to play the “me too” game. David also stated we need to look at niche commodities such as aerospace, pharmaceuticals or electronics. David will send George a report/ plan for a mega-distribution center midway between Raleigh, Greensboro, and Charlotte.

It was suggested that a marine cargo carrier be included in the subcommittee or brought into some of the conversations.

A comment was made that many port cities have distribution centers right near ports – what if we moved DCs further inland – would it be better economically for the ports?

Joe Stephens discussed freight airports versus passenger airports. Freight works best where there is plenty capacity and not in competition with passengers (i.e. Greensboro and GTP). A comment was made that there are few freight-only airports in the U.S. so this could be a potential niche for NC.

David Congdon said we need to capitalize on foreign trade zones in North Carolina.

Pat Long discussed how Longistics set up their foreign trade zones.

Joe Stephens said that imports are going to happen, what we need to do is identify export commodities.

Pat Long adjourned the meeting at 2:30 PM.

Respectfully submitted,

Charlie Diehl
Subcommittee staff