

Trade and Logistics Issues Breakout Group Draft Policy Recommendations

Questions:

1. How can the SIS prepare for anticipated growth in global trade over the next few decades?
2. Should there be proactive efforts to develop inland ports and distribution networks?
3. How should this opportunity be addressed in the SIS Strategic Plan?

Draft Recommendations:

- A. The SIS Strategic Plan should develop strategies to:
 - Better coordinate freight mobility and investment decisions across all modes, including the identification of freight projects of statewide significance that could be priorities for state and federal funding; and
 - Enable freight investments to respond to market conditions.
- B. Understanding the market will determine the future development of intermodal infrastructure, FDOT should:
 - Work with industry to identify, through a trade flow analysis, the markets driving the future distribution of goods to guide investment in key freight hubs, corridors, and connectors on the SIS as well as links between the SIS and regional and local facilities needed to complete the supply chain; and
 - Allow for flexibility to respond to changing market opportunities.
- C. To support the strategic nature of the SIS, FDOT should:
 - Consider using current designation criteria for existing freight hubs to determine designation of future freight terminals such as intermodal logistic centers, inland ports, and freight villages as necessary; and
 - Encourage flexibility in eligibility of funding criteria that consider the entire supply chain.

Other issues identified in the 2007 SIS Data and Designation Update:

- Need for more flexibility in connector criteria and policies (i.e., multiple connectors per hub, greater differentiation in connector standards based on function).
- Consideration of 'hub-to-hub' designation (i.e., seaport-freight terminal dray route)