



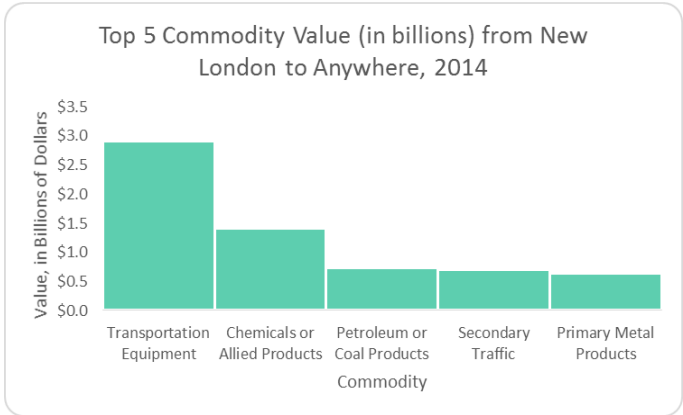
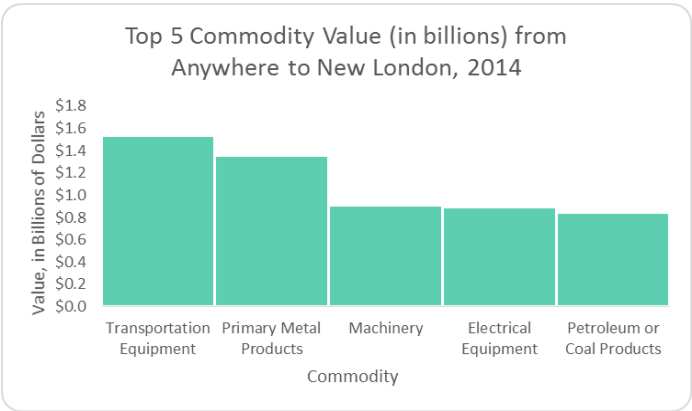
**SOUTHEASTERN CONNECTICUT  
COUNCIL OF GOVERNMENTS  
FREIGHT PROFILE, 2017**

# FREIGHT OVERVIEW & TOP COMMODITIES

Commodity flow data for the region comes from 2014 Transearch data. This data is aggregated at the County level, making it possible to get a snapshot of the goods moved into, out of, and through New London County. In 2014, the County's highest value exports were Transportation Equipment and Chemicals. Total exports were worth about \$4.5 billion. By 2040, it is expected that exports will be worth \$7.4 billion.

## IMPORTS

The most valuable goods imported into New London County are all supportive of manufacturing and industrial activities.



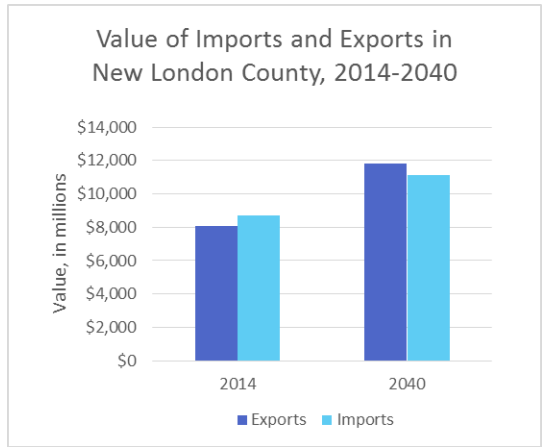
## EXPORTS

Secondary Traffic: Freight flows to and from distribution centers or through inter-modal facilities .

Data source: Transearch Commodity Flows, 2014

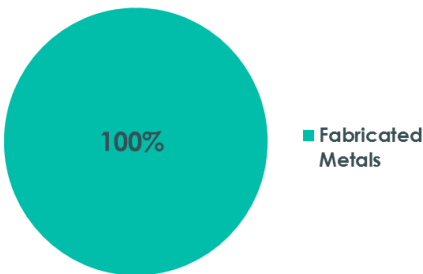
## COMMODITIES, CONTINUED

Projections for 2040 suggest that imports and exports will grow by 28% and 46%, in the region, respectively. Exports from the SCCOG region are expected to overtake imports in terms of value by about \$700 million.

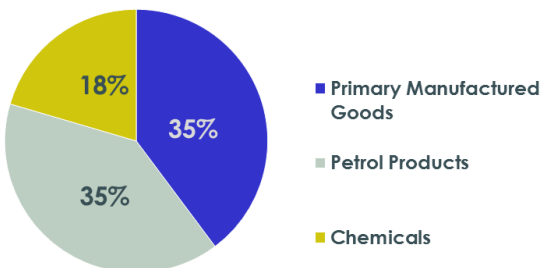


## PORT OF NEW LONDON

### Top Exports



### Top Imports

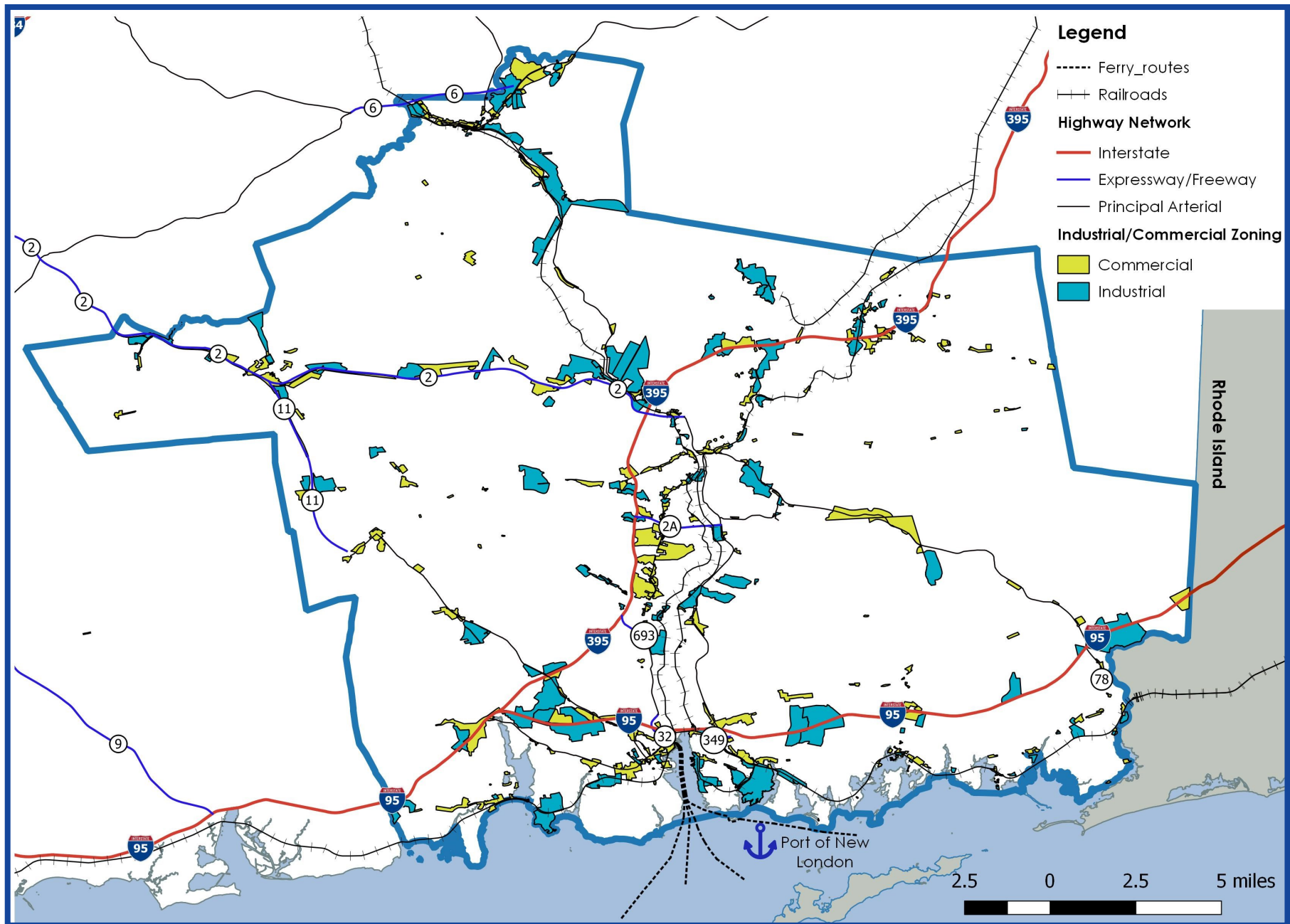


The Port of New London moved 467K tons in 2014. Top imports included 165K tons of primary manufactured goods, 160K tons of petroleum products, and 86K tons of chemicals. The only export was 3k tons of fabricated metals.

The State Pier generates revenue of just over \$.5M per year.

Data source: US Army Corps of Engineers, 2014

## FREIGHT INFRASTRUCTURE AND FREIGHT SUPPORTIVE LAND USE IN THE SCCOG REGION



Data sources: Connecticut Department of Transportation, SCCOG

# FREIGHT RAILROADS

Southeastern Connecticut has about 115 miles of railroad that supports freight delivery. Nearly half of these miles are owned by Genesee & Wyoming, and these provide access to New England and Canada from Groton and the Port of New London. CSX also provides freight service to points west on the Shoreline East line when it is not running passenger service.

Rail Line	Owner	Operator	Miles
New England Central (Palmer Line)	Genesee & Wyoming	Genesee & Wyoming	35
Shoreline East	Amtrak	CSX	35
Plainfield Secondary	Genesee & Wyoming	Genesee & Wyoming	32
Willimantic Secondary	CTDOT	Genesee & Wyoming	12



Source: Jeff Mazurek

The SCCOG region has over 2,000 miles of roads, with over 75% of those miles owned and maintained by local municipalities.

The primary truck routes in the region are I-95, I-395, and CT-32. Average volumes of combination trucks i.e. tractor trailers) on these routes are over 5% of the total average annual daily traffic (AADT).

These routes are generally reliable for freight traffic, according to the Truck Travel Time Reliability (TTTR) measure, a federally mandated performance measure for freight. Due to the region's strong tourism industry, TTTR drops by about 10% during the summer months.

## Roadway Classification Southeastern COG Region

Road Class	Miles
Interstate	54
State Route	445
Local Road	1,590

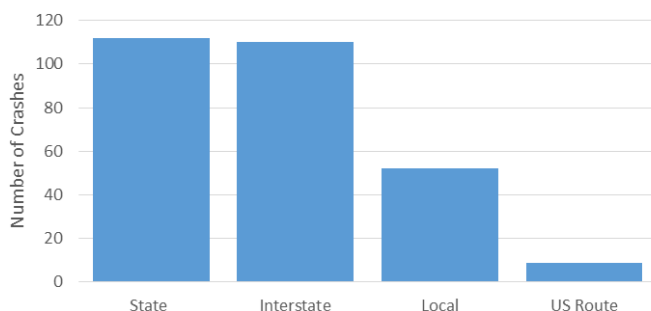
Data source: CTDOT

## Truck Travel Time Reliability on National Highway System

Year	% of Reliable Miles	Reliable Miles
2015	97%	116.89/ 120.65

Data source: National Performance Management Research Dataset, via Transcom, 2015

FMCSA Qualifying Crashes by Route Type in  
SCCOG Region  
January 2015-March 2017



Data source: CTDOT/ UCONN Crash Data Repository. FMCSA: Federal Motor Carrier Safety Administration





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**SCCOG**

**Southeastern Connecticut  
Council of Governments**