

# Coalition for America's Gateways and Trade Corridors

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## **Insufficient Investment in Freight Transportation Infrastructure Will Cripple U.S. Competitiveness**

### ***New Coalition Announced To Promote Intermodal Freight Investment***

WASHINGTON – June 28, 2001 – A leading group of transportation associations, ports, corridors, engineering firms, and state and local government authorities have banded together to form the "Coalition for America's Gateways and Trade Corridors." Citing the nation's vital interest in the efficient flow of goods between America's heartland and its global trading partners, the group will focus attention on the need to invest in expanding and modernizing intermodal freight transportation infrastructure.

Explosive growth over the last ten years, improvements in manufacturing processes and new technology are placing ever-greater strain on the capacity of U.S. trade corridors and gateways. Import/export freight movements, whether by truck, rail, ship or air, are a crucial link in the \$7 trillion commodity flow fueling the U.S. economy today. Increasingly, these goods travel by multiple modes to arrive at their destinations. Transferring across truck, train, ship and air, intermodal transport now reaches nearly \$1 trillion dollars annually on more than 10 million loadings in the U.S.

"Failure of trade gateway infrastructure to keep pace with growth in demand will hold back expansion and prosperity in coming years," said Stephen D. Hayes, executive director for the Coalition. "The Coalition will play a key role in developing a consensus among members of Congress for a federal funding policy that supports intermodal connectors and trade corridors."

"Trade makes up about 25% of the U.S. gross domestic product and is steadily growing. The reliability, timeliness, efficiency and cost of our nation's freight movement largely depends on the capacity of our ports, freight transfer facilities, and highway and rail connectors," remarked Coalition member Jim McCarville, Executive Director of the Port of Pittsburgh.

"Congestion and outdated systems place a great burden on communities with heavily used freight terminals and transfer points," Sharon Neeley, Director of Transportation Policy of the Alameda Corridor– East, was quoted as saying. The Alameda Trade Corridor is designed to facilitate freight movement to and from of the Ports of Long Beach and Los Angeles in California. "Healthy trade and freight gateway development can contribute to more livable cities and a "greener" environment and mitigate the effects and costs of freight corridors on local communities."

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