FREIGHT MOVEMENT IN TENNESSEE
HIGHWAYS

430 MILLION TONS of freight shipped, valued at $756.5 BILLION*

67% of freight volume and 66% OF FREIGHT VALUE IS SHIPPED BY TRUCKS*

TENNESSEE RANKS #9 IN THE NATION for transportation and logistics employment & #3 IN THE NATION for trucking employment**

MEMPHIS IS ONE OF ONLY FOUR U.S. cities home to 5 class one railroads. SHIPMENTS FROM MEMPHIS BY RAIL CAN REACH 45 STATES, CANADA AND MEXICO WITHIN 2 DAYS

6 OF 7 CLASS I RAILROADS & 2,500 TOTAL MILES OF FREIGHT RAIL

208 MILLION TONS OF RAIL CARGO CARRIED IN TENNESSEE: #13 IN THE NATION

*Tennessee, Transportation by the Numbers, Bureau of Transportation Statistics, 2020
**Association of American Railroads State Rankings, 2017
***Cushman & Wakefield, 2020
TENNESSEE HAS 950 MILES of navigable waterways 11TH IN THE NATION**

MEMPHIS INTERNATIONAL AIRPORT IS 1ST IN NORTH AMERICA & 2ND IN THE WORLD BUSIEST CARGO AIRPORT*

PORTS & WATERWAYS SUPPORT 81,000 JOBS & $13.2 BILLION IN ECONOMIC IMPACTS IN TENNESSEE**

* Airports Council International, 2020
** Inland Rivers, Ports, & Terminals Inc., 2018
Freight transportation is a critical part of economic development, job creation, and global growth for Tennessee. Approximately 430 million tons ($756 billion worth of goods) was moved via Tennessee’s infrastructure in 2018. Tennessee has a history of success with attracting and retaining industries from diverse freight sectors such as automotive, manufacturing, and transportation industries.

Tennessee Department of Transportation (TDOT) recognizes the importance of freight to the State’s economy and has undertaken several key initiatives in support of strategic investment in freight-related infrastructure. TDOT has completed an update to the state’s Long Range Transportation Policy Plan that includes a more robust Multimodal Freight Plan, organized statewide and regional freight advisory committees, and completed an update to the Statewide Travel Demand Model. TDOT has also completed major corridor studies on I-24, I-75, I-65, and I-55/I-75/I-26 and is in the process of completing a corridor study for I-40/I-81.

I-65, a major freight corridor in Tennessee, runs from the Alabama state line to the Kentucky state line. The I-65 corridor study was completed in 2017. The purpose of the study is to investigate a range of multimodal solutions to address future travel demands, with emphasis on managing congestion, improving safety, maximizing the potential for freight diversion, and preserving and enhancing the corridor’s economic benefits. For more info visit tinyurl.com/i65multimodalcorridorstudy.

I-24 is one of the Tennessee’s primary freight assets, providing a connection from the southeastern U.S. to north of Tennessee. The I-24 corridor study produced 12 possible improvement strategies to improve freight mobility. Some of these strategies include the relocation or reconstruction of key freight facilities such as rail yards or locks/dams, improved signage on major interchanges, and the continued support of the statewide freight advisory committee. For more info visit tinyurl.com/i24multimodalcorridorstudy.
Navigable waterways
Freight highways
Railroads
Airports
Ports
Intermodal rail terminals

TENNESSEE FREIGHT ASSETS

NASHVILLE
KNOXVILLE
CHATTANOOGA
MEMPHIS
AUTOMOTIVE INDUSTRY SPOTLIGHT

TENNESSEE IS HOME TO 900 AUTOMOTIVE SUPPLIERS & THREE ARE MAJOR AUTOMOTIVE ASSEMBLY PLANTS*  

$31 BILLION in motorized vehicles were EXPORTED FROM TENNESSEE IN 2018*  

NISSAN  
10,828 employees  
Locations in Smyrna, Decherd and Franklin  

VOLKSWAGEN  
2,417 employees  
Locations in Lenoir City and Chattanooga  

GENERAL MOTORS  
1,921 employees  
Located in Spring Hill  

* TNECD, CERT, Tennessee’s Automotive Cluster, 2019  
**Tennessee, Transportation by the Numbers, Bureau of Transportation Statistics, 2020
THE FUTURE OF FREIGHT

RESEARCH DEVELOPMENT
Since 2016, TDOT has been focused on freight research with more than $1 million in research funds.

UNIVERSITY PARTNERS INCLUDE:
- Tennessee State University
- University of Memphis
- University of Tennessee – Knoxville
- Vanderbilt University

RESEARCH TOPICS
- Resilience of the freight network
- Freight congestion and mitigation
- Incident management
- Multi-modal freight analysis
- Energy and freight movement
- Last mile connectivity

ADVANCES IN TECHNOLOGY
Truck platooning is an innovative technology allowing trucks to drive semi-autonomously in tandem using wireless technology.

BENEFITS OF PLATOONING
- **Congestion and safety** – more room on the road and faster braking response systems.
- **Economic** – opportunities for the transportation and logistics sector.
- **Environment** – less fuel consumption and CO2 emissions.