



What has changed?

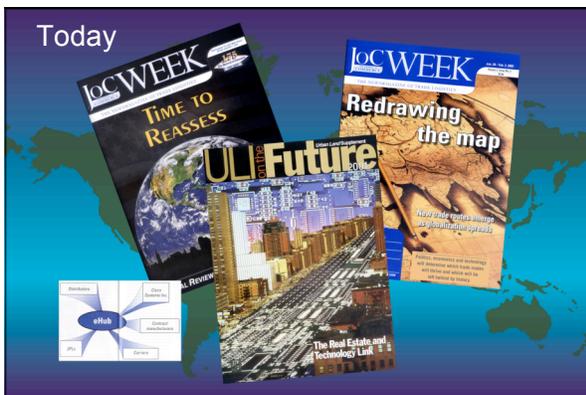
Since 1990

- 1. An Integrated Network:**
People, goods and information
move continuously around the world
- 2. A New Geography:**
Redefined market areas;
Trading Blocs and Regions
- 3. A New Economy:**
Globalization of the marketplace;
Effect of technology on economic activity

1990 - 2000

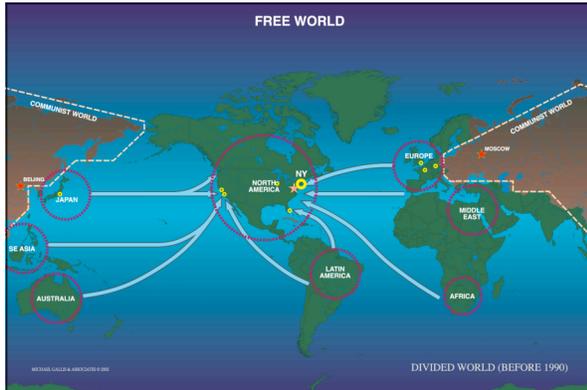


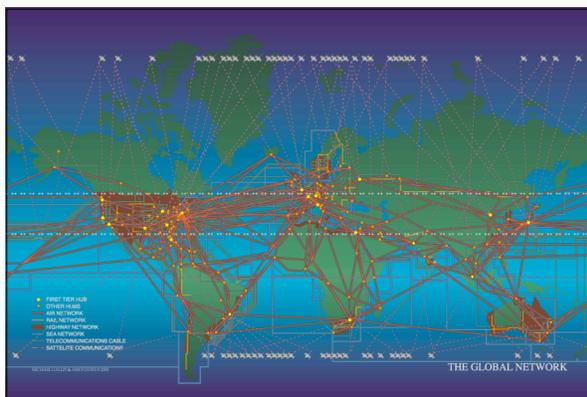
Today

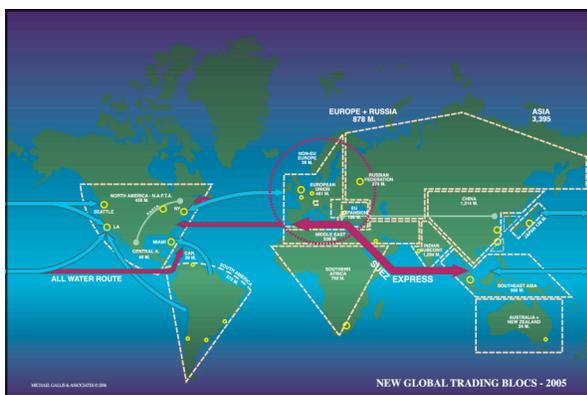


The Detroit Region in the Global Network

December 4, 2007

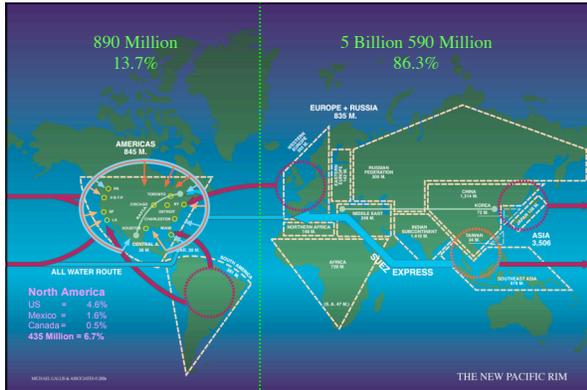


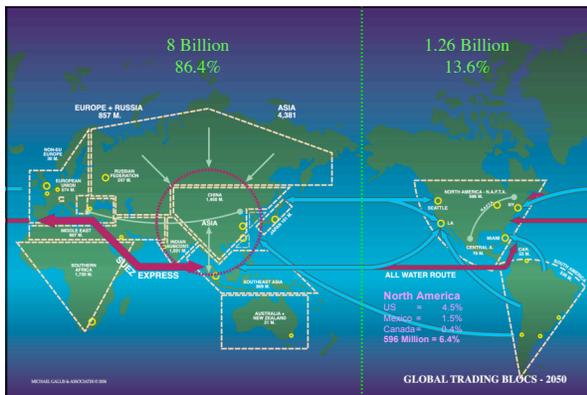




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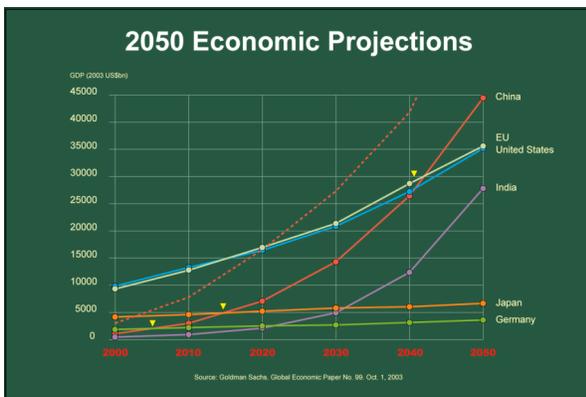


The Shape of the Future

The World Bank projects the world economy to grow 33% between year 2000 and 2010, increasing from \$30 trillion to \$40 trillion. (Reached \$41.3 trillion in 2004)

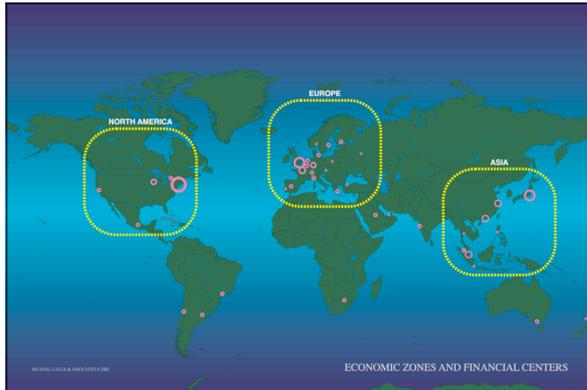
The world economy could grow by over 400% by the year 2050, increasing from \$30 trillion to \$132 trillion (est.).

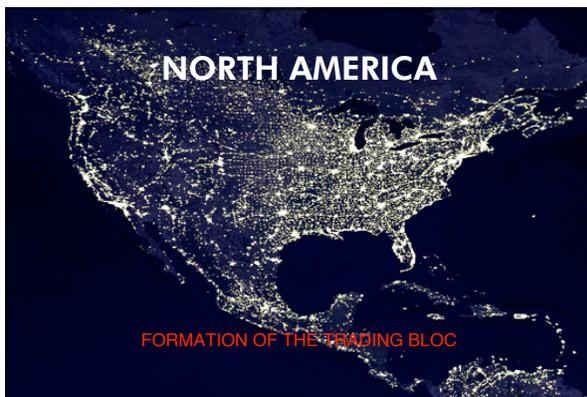




Radical Innovation
China's 863 Program

- Biotechnology
- Space
- Information
- Laser
- Automation
- Energy
- New Materials
- Marine



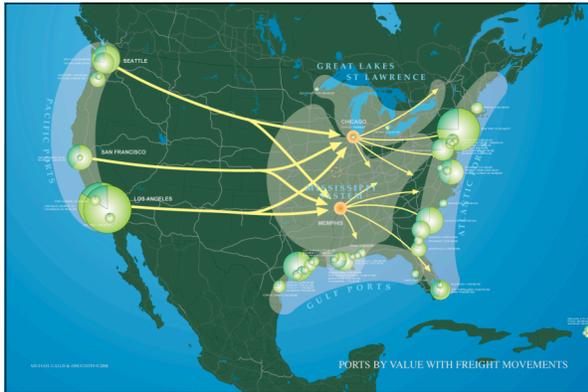


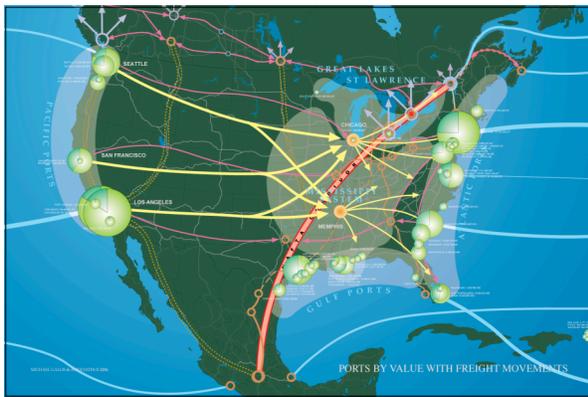
Defining the Issues
That will Shape the Future

- 1. Changing Pattern of the Continental Grid**
Urbanization, economic activity, hubs, corridors
- 2. Institutional Frameworks**
Build, construction, benefits
- 3. Economy**
Global competition, technology, knowledge
- 4. Modal Coordination / Capacity**
Systems as separate modes, no integration
- 5. Energy / Technology**
Supply, pollution, consumption, competition, Vehicular, I.T.
- 6. Land Use / Urbanization / Environment**
Urban growth, sustainability, coordination

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THE OPPORTUNITY

Rising trade volumes are placing stress on the existing major hubs in the global network. This creates new opportunities for other metro regions to become hubs by providing efficient transportation and logistics services. In this context, the Detroit Region has the opportunity to:

- **Redefine** the transportation mission statement to secure the region's position as a global transportation hub in the 21st century.
- **Become** a key linkage point in the transforming global network and continental grid by strengthening its relationship to the NAFTA trade corridor.
- **Create** a more efficient configuration of facilities and adjacent land use to reduce freight related traffic and improve air quality and environmental impacts.
- **Use** future transportation investments to link the massive but fragmented and underutilized transportation and logistics resources into an integrated hub.
- **Improve** transportation and logistics efficiencies to strengthen the platform for existing and new business development.



ECONOMIC LINKAGE: THE BUSINESS CASE

In the 21st century, every region will operate as a hub at one level or another. The most efficient hubs with the greatest global reach will gain competitive advantages in strengthening their economic role in the global economy. These advantages will derive from two basic sources: providing to business lower cost transportation services and wider global access.

Economic Goals

- **Secure** the Detroit Region's position in the global network.
- **Expand** the transportation segment of the regional economy.
- **Provide** additional support to grow existing business in the region.
- **Provide** the framework for attracting new business to the region.
- **Assist** in the growth of new business "start-ups".
- **Improve** traffic congestion and air quality.



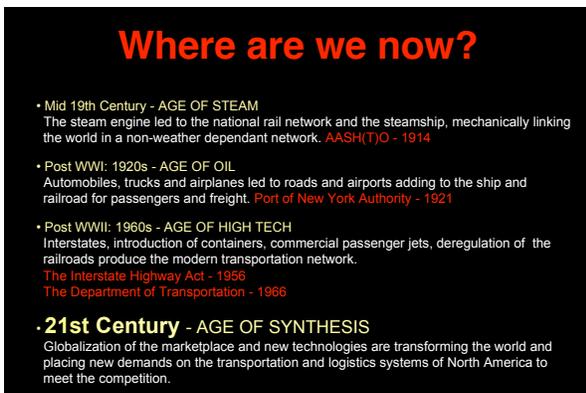


EXISTING METRO CORE LOGISTICS

- INTERNATIONAL WAREHOUSE
- FFZ - MANUFACTURING SUB-ZONE
- FFZ - GENERAL PURPOSE ZONE
- FFZ - MANUFACTURING SUB-ZONE
- FFZ - GENERAL PURPOSE ZONE
- FFZ - MANUFACTURING SUB-ZONE
- FFZ - GENERAL PURPOSE ZONE
- FFZ - MANUFACTURING SUB-ZONE
- FFZ - GENERAL PURPOSE ZONE







Trends in Demand

- **The last 30 years**
 - In 1970, foreign trade was 10.8% of US GDP.
 - In 2000, foreign trade was 26.0% of US GDP.
 - From 1990 to 2000 the value of international trade more than doubled from about \$900 million to \$2.2 trillion.
- **The next 20 years**
 - Foreign trade moving through American ports is projected to grow 187%.
 - Containerized cargo is projected to grow 350%.
 - International air cargo is projected to triple, growing at 6.2% per year.

In Summation

- We face a doubling of freight and passenger systems demand within 20 years...
- ...and a tripling of demand over the next 50 years.

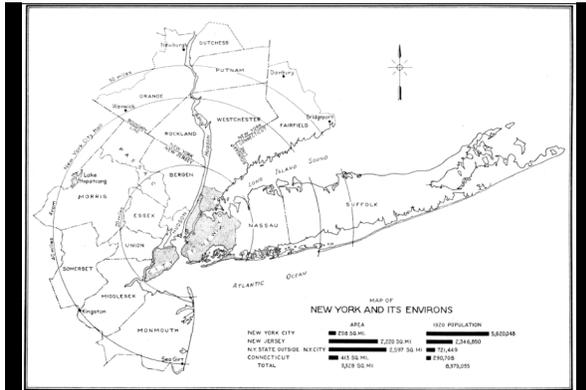
Paths to the Future

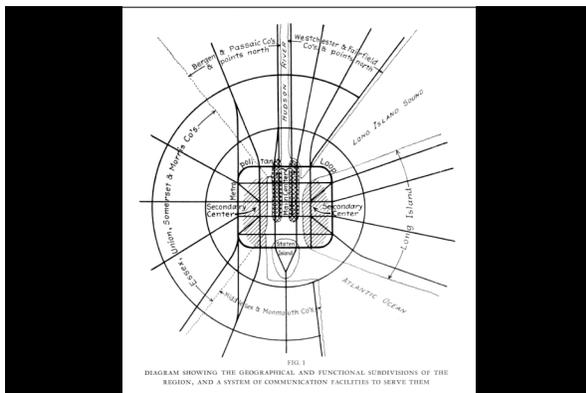
The Next Generation

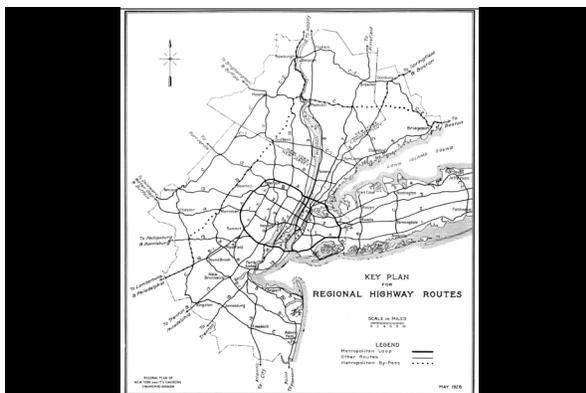
1. From Projects to Strategy
2. From Reactive to Proactive
3. The New Strategic Partnership

The Detroit Region in the Global Network

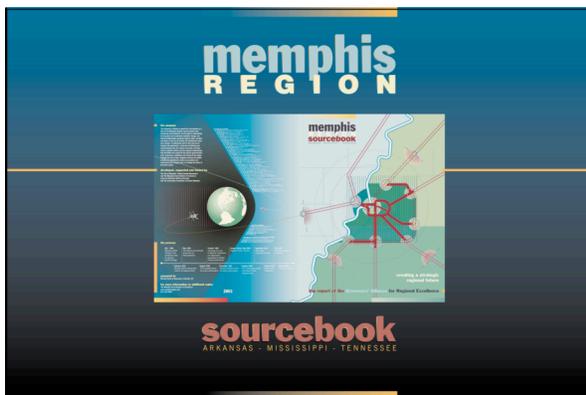
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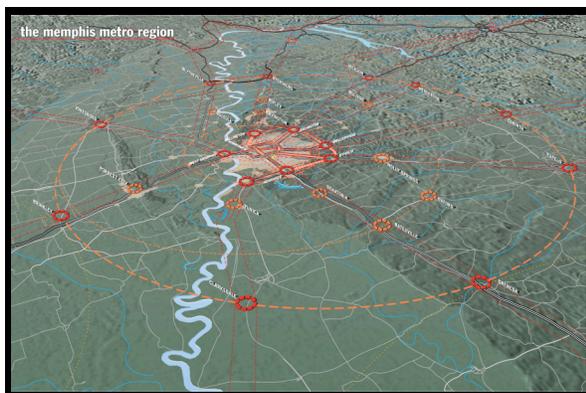






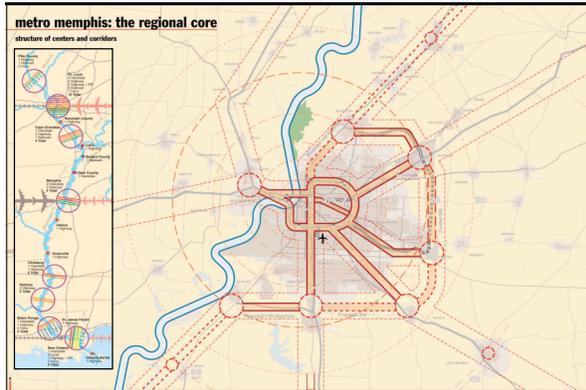






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21st Century
Transportation Partnership

**POSITIONING THE U.S. / NORTH AMERICA
IN THE GLOBAL ECONOMY**

- Integrated Multi-Modal Transportation Strategy
- Capacity, Configuration and Operations
- Policies, Regulations & Investment
- Urban, Economic and Environmental Impacts



Changes in Mission

20th Century	21st Century
• Mode Specific	• Network
• Inward Looking	• External Looking
• Modal	• National/Regional
Performance	Economic
Evaluation	Performance

The Competition:

**"TO BECOME THE WORLD CENTER OF FINANCE,
TRADE, AND CULTURE IN THE 21st CENTURY"**

Mission Statement of Shanghai, China
as reported by the secretary of transportation, Joseph Perkins,
State of Alaska, following a recent visit to China June, 2001

The 20th century is over.

**Are we preparing for the
21st century?**
