



## BUCKEYE POWER CURRENT

November 2014

### Ohio's Electric Cooperatives Power-up Intermodal Facilities

Who are the most valuable players on NFL teams? If you guessed star running backs or receivers, guess again. As noted by U-T San Diego reporter Tom Krasovic, in a typical game a center snaps the ball two or three times as often as a top receiver and running back touch it combined.

“On many NFL teams, the center is more valuable in the eyes of Vegas than the team’s top running back or top wide receiver,” said Vegas-based odds maker R.J. Bell of pregame.com. “If something goes wrong there,” said veteran San Diego Chargers center Doug Legursky, “the play’s dead in the water.”

Intermodal facilities are the “centers” of logistics systems. The U.S. transportation system moves more than 52 million tons of goods worth nearly \$46 billion each day<sup>1</sup> and efficient, economical transport of products and materials is dependent upon intermodal infrastructure.

#### Ohio – the Center of the System

Ohio is widely recognized for its exceptional logistics infrastructure including highways, rail, air and intermodal facilities. Located within 600 miles of 60 percent of the U.S. and Canadian manufacturing and population, Ohio gives businesses numerous avenues to connect with local and global customers, markets and suppliers.

But even more important than location is the infrastructure that supports Ohio’s \$51 billion of annual exports and more than \$66.4 billion of imports.<sup>2</sup>

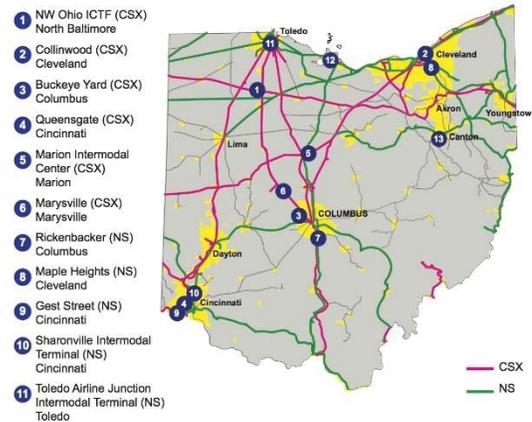


Figure 1: Ohio Intermodal Railroad Terminal Locations  
Source: Ohio Rail Development Commission

Ohio has 13 intermodal facilities, more than any other state except Illinois, connected to:

- More than 5,000 miles of rail and the fourth largest network of operating railroads in the country
- Eight major interstate highways and the nation’s fourth largest interstate highway system
- Five international airports, three regional airports and three air cargo hubs
- Nine commercial ports on Lake Erie and multiple terminals along the Ohio River

Norfolk Southern and CSX each operate six intermodal terminals throughout Ohio (the Stark Neo-modal facility operated by WL&E is equipped as an intermodal yard but does not currently receive intermodal containers). The intermodal locations are identified on the table and map in Figure 1.

The two intermodal facilities served by Ohio's electric cooperatives offer unique advantages for transportation companies and any business that needs to move supplies or products domestically or to and from international markets.

## **CSX's North Baltimore intermodal terminal: a leader in efficiency and emissions reductions**

The North Baltimore intermodal terminal in Wood County, Ohio is the most technologically advanced, environmentally friendly intermodal terminal in North America. CSX Intermodal Terminals (CSXIT) initially installed five wide span electric cranes to support terminal yard operations, the first of their kind in North America. Two additional cranes will be commissioned by February 2015 bringing the total onsite to seven cranes.

The ultra-efficient Kuenz Rail Mounted Gantry (RMG) cranes create no emissions in their operations and in fact generate a portion of the electricity required to operate them.

The cranes used in most railroad intermodal yards can work just one track at a time. The ability of the overhead cranes in the North Baltimore intermodal facility to work cars on eight tracks at a time allows it to handle much more volume than typical railroad intermodal yards so customers' products are kept moving without delay.

CSX is one of North America's seven Class I railroads with a transportation network spanning 21,000 miles with service to 23 eastern states and the District of Columbia. The CSX network connects more than 240 short line and regional railroads and more than 70 ocean, river and lake ports. By redesigning its intermodal service and operating the North Baltimore terminal as a network hub, the CSXIT facility handles over 30 trains per day with service to over 25 different markets and 1.1 to 1.2 million TEU per year. The North Baltimore intermodal facility is part of the \$850 million CSX National Gateway network.



*By early 2015 there will be a total of 7 ultra-efficient Kuenz RMG wide span electric cranes in the North Baltimore intermodal terminal. The cranes create no emissions in their operations and generate a portion of the electricity required to operate them.*

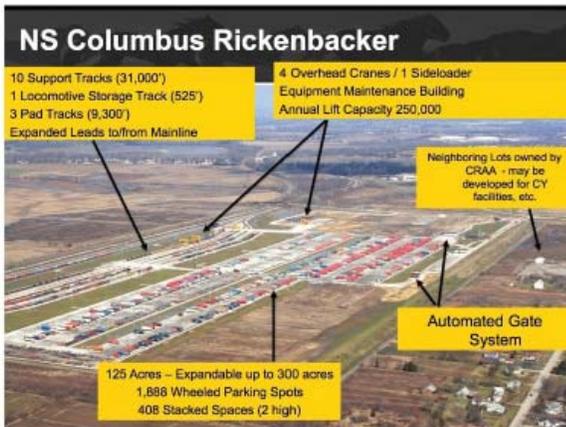
## **Hancock-Wood Cooperative Stands Ready to Serve**

When CSX was in the planning stage of the North Baltimore intermodal expansion, Hancock-Wood Electric Cooperative installed a special substation to provide redundant power and extra capacity to support the intermodal and surrounding industrial development's future growth and expansion.

## **Norfolk Southern's Rickenbacker Intermodal Serves the Midwest's Fastest Route**

Norfolk Southern's Heartland Corridor officially opened to double-stack intermodal traffic in 2010 and created the shortest, fastest route for double-stack container trains moving between the Port of Virginia and the Midwest. NS can now route 100% of traffic moving between Norfolk and Chicago over the corridor, significantly reducing transit times to just under 48 hours.

Norfolk Southern operates the most extensive intermodal network in the East including the NS Rickenbacker Intermodal Terminal which is located in the heart of the Rickenbacker Inland Port and adjacent to the 1,576-acre Rickenbacker Global Logistics Park (RGLP) in central Ohio. Covering approximately 21,000 route miles in 22 states and the District of Columbia, Norfolk Southern serves every major container port in the eastern United States and provides efficient connections to other rail carriers.



NS Rickenbacker Intermodal Terminal is capable of handling more than 400,000 containers annually and provides direct double-stack, next-day rail service to and from the port of Norfolk, Virginia. Customers of the NS Rickenbacker Intermodal facility also benefit from the FTZ designation and Loaded-to-Capacity Zone that allows the movement of containers with gross vehicle weight up to 120,000 pounds between the NS Intermodal Terminal and designated RGLP campuses without needing to reconfigure or trans-load into two or more containers.

### Redundant Power Ensures Continuous Intermodal Operations

South Central Power Electric Cooperative serves the NS Rickenbacker Intermodal Terminal and RGLP with five substations including three in very close proximity that provide redundant power sources.

South Central has a continuous capacity expansion program to ensure there is sufficient power for the growth of existing operations and new power users. When a transformer load reaches 80% capacity at peak usage, additional transformers will be added. The capacity of the Obetz substation (which is one of the five substations in the Rickenbacker area loop-feed) will be doubled in 2015 with the installation of additional transformers.

### Continued Rail Investment Expands Ohio's Powerful Legacy

Ohio's railroad legacy took root nearly 200 years ago when America's first common carrier, the Baltimore and Ohio Rail Road Company, was chartered in 1827. As of 1840, railroads had only constructed 40 miles of track in Ohio<sup>3</sup> but by 1860 Ohio had more miles of track than any other state.<sup>4</sup>

The U.S. Federal Highway Administration estimates that total U.S. freight shipments will increase from an estimated 19.7 billion tons in 2012 to 28.5 billion tons in 2040, a 45% increase.<sup>5</sup>

North America's railroads are prepared to rapidly scale to meet the market's demands. America's freight railroads have reinvested more than \$550 billion since 1980 – including more than \$25 billion in both 2012 and 2013 – to create a freight rail network that is second to none.<sup>6</sup>

Ohio's intermodal facilities and electric cooperatives will be at the center of this activity and powering the way forward with efficient operations and the capacity for economic growth.

#### Sources:

1. U.S. DOT
2. 2013 figures from U.S. Government
3. Ohiohistorycentral.org
4. Knorek.com
- 5.,6. Association of American Railroads

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## Buckeye Power and Ohio's Electric Cooperatives can help with:

- Comprehensive site and building portfolios
- Preliminary site studies
- Site search tours
- Assistance in identifying financial incentives
- Electric rate analyses
- Community profiles
- State and local government contacts
- Contractor introductions



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