

Van Wert Super Site Logistical Strengths Analysis

Office of Jobs and Commerce

2012

Welcome Home

VAN WERT COUNTY • OHIO
ECONOMIC DEVELOPMENT GROUP

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OVERVIEW OF NORTHWEST OHIO

Due to its close proximity to large cities such as Chicago, Cleveland, Columbus, Detroit, Fort Wayne, Indianapolis, Toronto and several others, Northwest Ohio has become a hub for major distribution centers. The largest of these include Fed Ex Ground, UPS, Menards, Walgreens, Ohio Logistics, Home Depot, Lowes, Khol's, Campbell's, P&G and Best Buy. As a result of the enormous amounts of goods which are moved to, from and through Northwest Ohio daily, one of the best transportation infrastructures in the nation has been created. This transportation network makes the region a perfect location for businesses seeking to quickly and cost effectively move their goods throughout the country and the entire globe.

One of Northwest Ohio's greatest assets is its road network. Several heavy haul US routes and interstates run through Northwest Ohio including I-75 / I-475, I-75 / I-280, I-80 / I-90 (also known as the Ohio Turnpike), US 30, US 23, US 24, US 6, US 20 and US 33, facilitating large volumes of truck traffic while avoiding the congestion that plagues many similar regions in the US. \$1.44 billion in current and planned construction is being invested along these routes in Northwest Ohio, speaking to the importance of the region to the state as well as the nation.

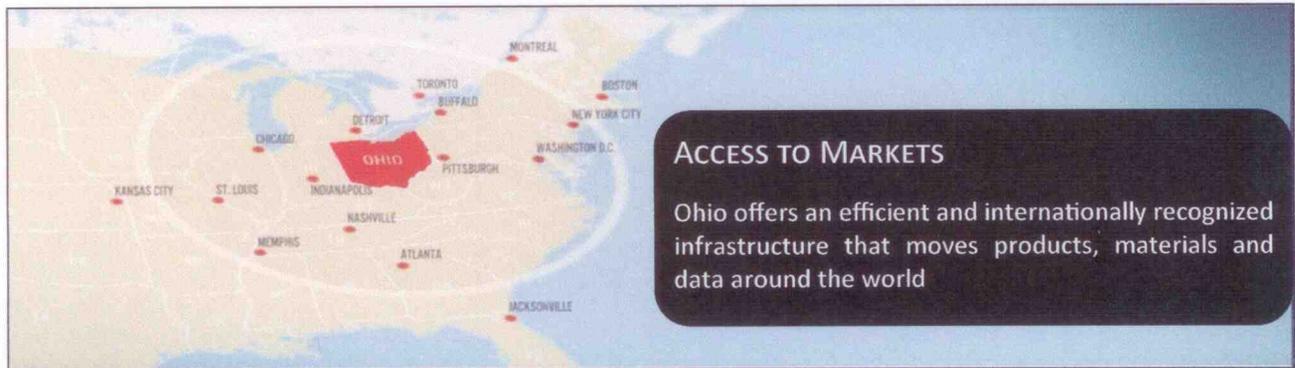
In addition to a road network which ensures the quick and efficient movement of businesses goods, Northwest Ohio has become the center of one of the largest hub and spoke freight systems in the country. At CSX's new North Baltimore facility, freight is consolidated and then shipped directly to locations across the country, eliminating the hassle of dealing with Chicago's extremely congested facilities. Locating in Northwest Ohio puts businesses directly on major freight networks rather than forcing them to pay to get their goods to these networks.

An often overlooked logistical strength of locating in Ohio, especially in terms of global movement of goods, is the access to waterways which provides the cheapest form of long distance hauling. In addition to being located close to one of the nation's premiere ports in the Port of Toledo, Northwest Ohio is within a three hour truck drive of ports in Cleveland and Cincinnati. Access to Lake Erie provides a direct route to Europe through the St Lawrence Seaway at a cheaper cost than hauling goods to the coast. Further, access to the Ohio River allows goods to travel to Gulf via the Mississippi River or the faster and more reliable Tennessee Tombigbee waterway, where they can be shipped directly to Mexico and South America or through the newly upgraded Panama Canal to Asia.

A final logistical strength of Northwest Ohio is the ability for businesses to utilize air freight. Toledo Express airport and Rickenbacker International Airport in Columbus are among the nation's best air cargo airports and are capable of handling any aircraft in the world.

In summary, Northwest Ohio has amazing strengths utilizing all modes of transportation. The road network in Northwest Ohio is among the best in the nation with vast heavy haul routing options which dramatically decrease congestion. The region has also become the epicenter of CSX operations with direct connections to rail terminals across the country. Adding to this the outstanding access to waterways and close proximity to world class international airports, it is easy to see why Northwest Ohio is a premiere location in the entire country for locating a business.

OHIO INFRASTRUCTURE FACTS



TRANSPORTATION INFRASTRUCTURE

- 8 interstate highways, 5 international airports, and some of the world's largest public and private airports dedicated solely to cargo shipment
- 4th largest highway system in US
- 25 ports and terminals on 700 miles of navigable waterways leading to the Gulf of Mexico and the Saint Lawrence Seaway
 - ◆ 9 of these ports are ranked in the nation's top 100 ports
- 4,526 miles of class I Railroads
 - ◆ 4th in the nation in freight rail traffic
- Top five in country for warehousing and storage as well as value of goods shipped by any method

MOVEMENT OF GOODS

- Only state in the nation to see an increase in exports every year since 1998
- First in US in total number of exporting companies with over 11,000 exporting companies located in the State
 - ◆ This is largely due to Ohio's ten foreign trade zones (FTZ), within which goods are treated as outside of US customs territory for the purpose of customs duty payment until the goods leave the zone and are formally entered into US customs territory
- 7th largest exporter in US
- Total yearly exports exceeding \$45 Billion, including over \$1 Billion to 8 separate countries
- Exports on the rise (40% increase in vehicles, 31% increase in plastics, 39% increase in iron and 27% increase in steel) since 2009
- 5th in nation in machinery exports

LOGISTICAL STRENGTHS OF THE VAN WERT SITE

ROAD ACCESS

- Located on US 30 (E,W); a 4 lane, divided, limited access highway
- Positioned 26 miles East of US24 (E,W), 31 miles West of I-75 (N,S), 36 miles East of I-69 (N,S) in Indiana and 55 miles South of the Ohio Turnpike (E,W)
- Location eliminates routing trucks through small towns en route to interstate

RAIL ACCESS

- Located on Rail America Line with direct switch access to class I rail (CSX and Norfolk Southern) at Lima rail yard
- Within 100 miles of 6 strategically located truck/rail intermodal facilities
 - ◆ Columbus- Buckeye Yard (CSX)
 - ◆ Marion Intermodal (CSX)
 - ◆ Marysville (CSX)
 - ◆ North Baltimore (CSX)
 - ◆ Sandusky (NS Triple Crown)
 - ◆ Toledo Airline Junction (NS)

MARITIME ACCESS

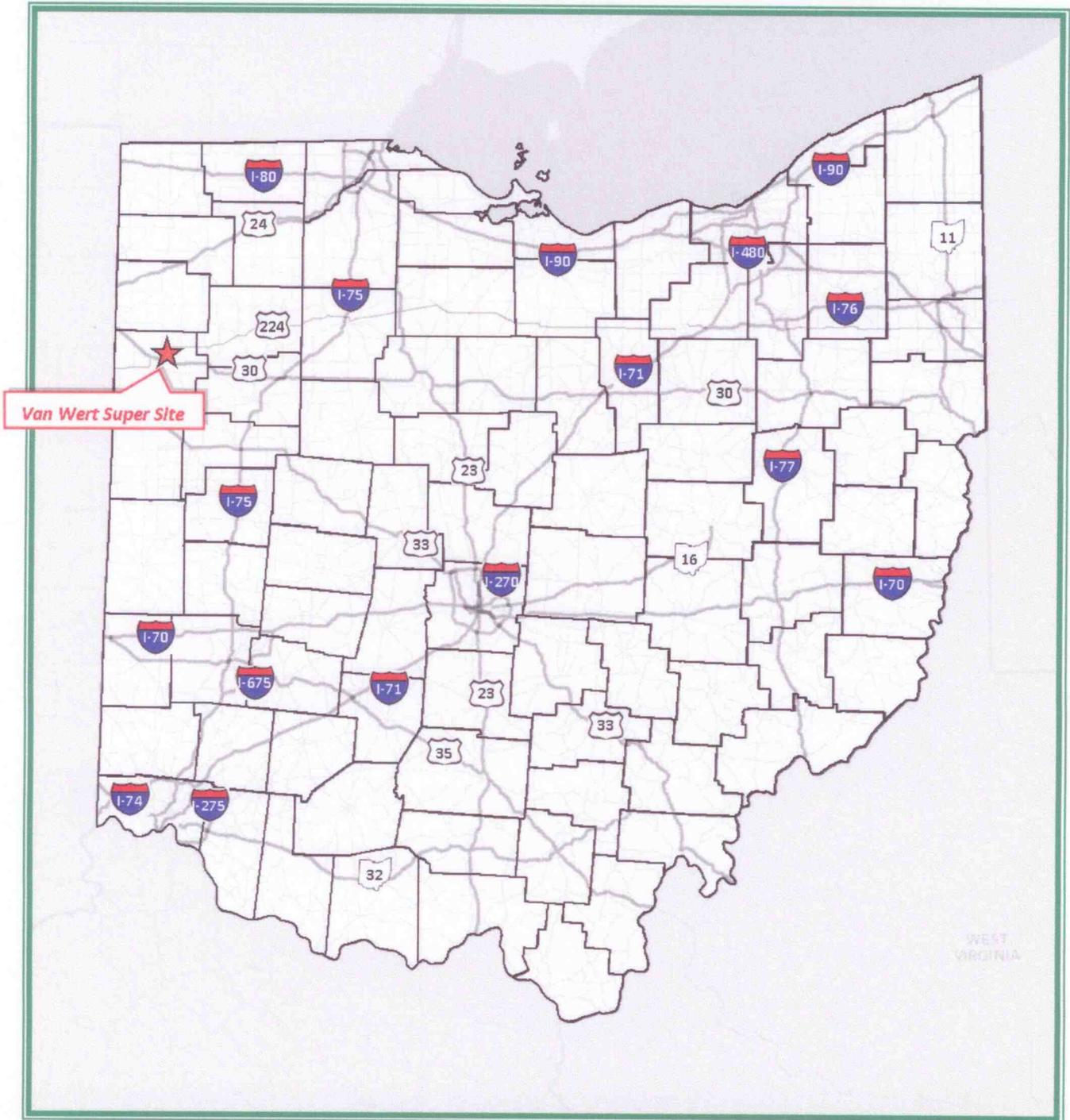
- Within 3 hour truck drive of ports of Toledo, Cleveland and Cincinnati, which connect directly to global markets via east and west coast ports, as well as Saint Lawrence Seaway
- Access to the Tennessee Tombigbee Waterway via the Ohio River saving time over the Mississippi River en route to Gulf of Mexico and adding options for inland waterway transport

OTHER STRENGTHS

- Multiple global exporting routes using several modes of transportation for flexibility in routing
 - ◆ Lower transportation costs
 - ◆ Ability to move products anywhere in the world

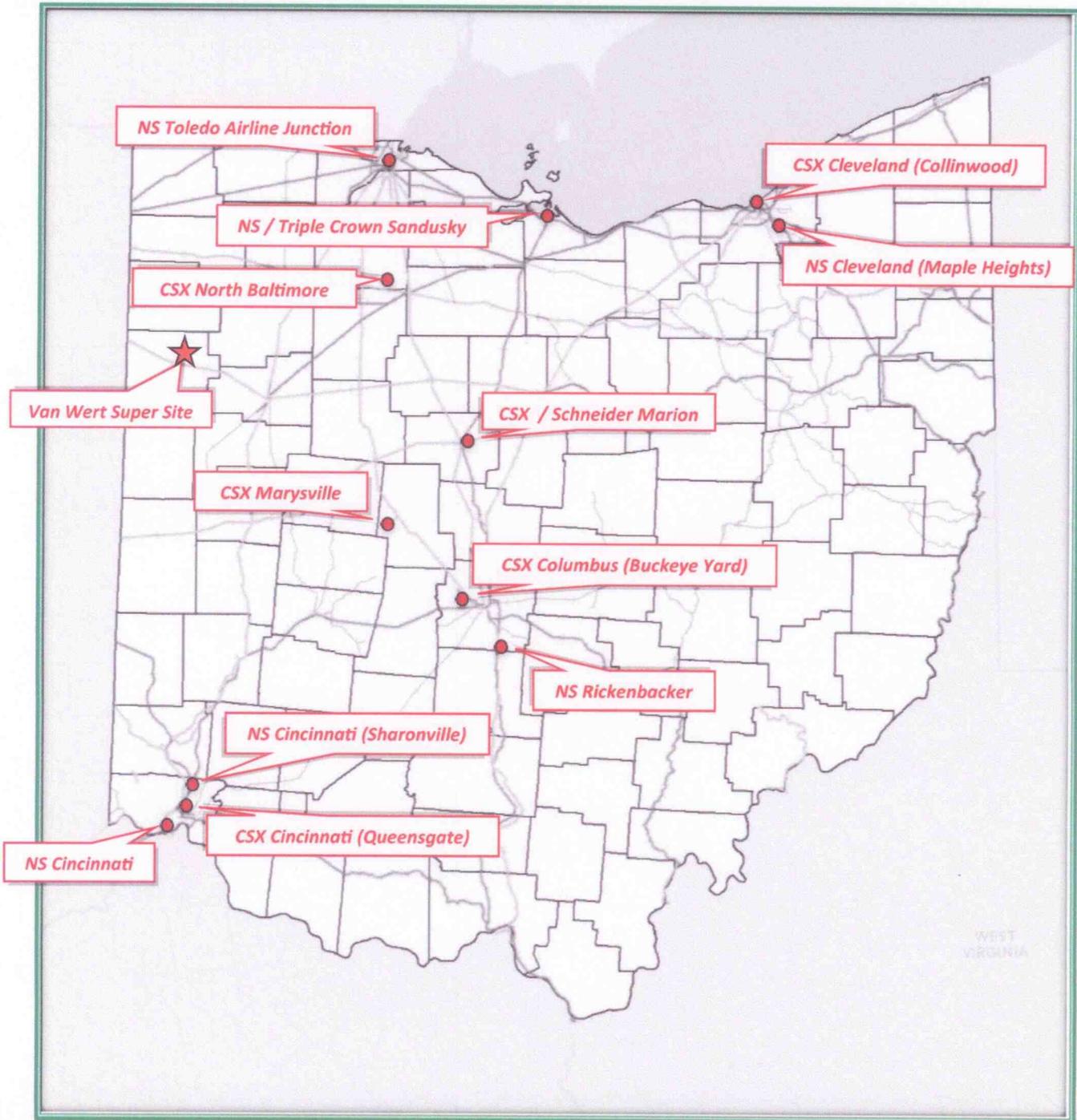
HIGH LEVEL ROAD MAP

Ohio boasts the 4th largest highway system in the US. The Van Wert Super Site is located directly on this network via US 30: a four lane, divided, limited access highway. In addition to this strategic asset, the site has great access to I-75, US 224, US 24, and I-69 in Eastern Indiana. The nature of Ohio's highway infrastructure allows for the safe and efficient movement of goods to and from local businesses.



TRUCK/RAIL INTERMODAL CONTAINER TERMINALS

Ohio is ranked 5th in the nation for miles of freight rail. CSX and Norfolk Southern are the primary Class I rail providers and connect directly to cities across the US from their Ohio facilities. At all of the facilities shown below truck containers can be moved between truck and rail quickly and cost effectively. The North Baltimore Intermodal facility is the newest and largest in Ohio, capable of facilitating entire loads of double stacked containers in a fraction of the time of similar sized facilities.



TRUCK/RAIL INTERMODAL CONTAINER TERMINALS

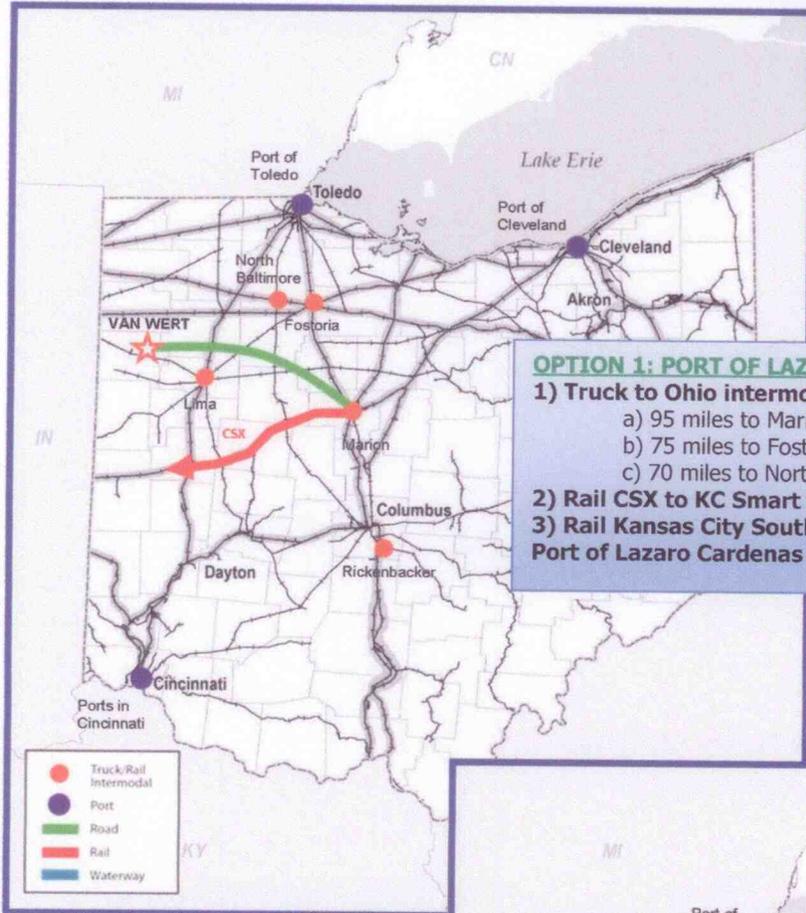
CARRIER	FACILITY NAME/ TELEPHONE	ADDRESS	CAPACITY (LIFTS PER YEAR)	CITIES ON TRAIN SCHEDULE
CSX	Columbus (Buckeye Yard) 614.850.1710	2351 West Belt Drive Columbus	67,000	Chicago; New York/New Jersey; Orlando; Miami; Jacksonville; Portsmouth, VA; Worcester, MA
CSX	Marysville 937.303.000	20500 SR 739 Marysville	N/A	Chicago
CSX	Cleveland (Collinwood) 216.268.7068	601 E. 152 nd St. Cleveland	17,000	Chicago; New York/New Jersey; Orlando; Miami; Jacksonville; Portsmouth, VA; Worcester, MA
CSX	Cincinnati (Queensgate) 513.369.5291	2149 Western Ave. Cincinnati	N/A	Chicago; New York/New Jersey; Orlando; Miami; Jacksonville; Portsmouth, VA; Worcester, MA; Savannah
CSX	North Baltimore 419.257.1231	17000 Deshler Rd. North Baltimore	630,000	Access to all CSX terminals
NS	Cincinnati 513.977.3201	1400 Gest St. Cincinnati	N/A	Charleston, Chicago, Jacksonville, Miami, Savannah
NS	Cincinnati (Sharonville) 513.772.3276	3155 E. Sharon Rd. Sharonville	N/A	Norfolk
NS	Cleveland (Maple Heights) 216.518.8407	5300 Greenhurst Dr. Maple Heights	N/A	Chicago; New York/New Jersey; Norfolk/Portsmouth, VA
NS	Toledo Airline Junction	2101 Hill St. Toledo	60,000	Ayer, MA; Buffalo; Chicago; New York/ New Jersey
NS	Rickenbacker 614.492.4808	3329 Thoroughbred Dr. Columbus	400,000	Norfolk, VA; Chicago; New York/ New Jersey
NS/ Triple Crown	Sandusky	3811 Old Railroad Road Sandusky	N/A	Atlanta; Dallas/ Ft. Worth; Bethlehem, PA; Harrisburg; Jacksonville; Minneapolis/ St. Paul; Kansas City; St. Louis
CSX/ Schneider	Marion Intermodal	SR 309 Clarion Township	100,000	Kansas City

INTRODUCTION TO ROUTING OPTIONS MAPS

The following routing maps illustrate Van Wert and Ohio's logistical strengths in utilizing multi-modes of transportation to reach any destination in the world. These capabilities greatly benefit a company's profitability by lowering freight costs, expanding supply-chain opportunities, and increasing possible sales markets. ODOT has chosen the following international locations based on the industrial sector targeted by Van Wert for the Super Site. The geographic locations represent both export destinations for finished goods and import origins for raw materials/supplies. The following routing options are not meant to comprise an exhaustive list of potential freight routes; rather, they are designed to highlight intermodal opportunities as well as demonstrate a high level view of the extensive routing options which are available.

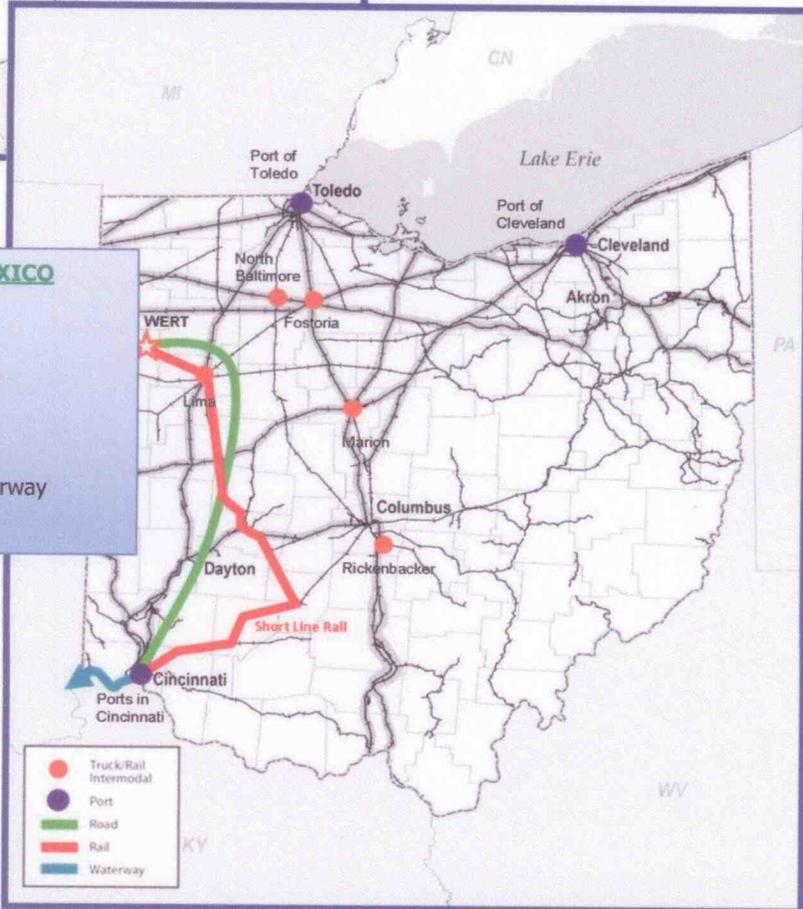
ROUTING OPTIONS TO MEXICO

Van Wert to Mexico



OPTION 1: PORT OF LAZARO CARDENAS

- 1) Truck to Ohio intermodal facility
 - a) 95 miles to Marion Intermodal
 - b) 75 miles to Fostoria rail yard
 - c) 70 miles to North Baltimore Intermodal
- 2) Rail CSX to KC Smart Port
- 3) Rail Kansas City Southern Railroad direct to Port of Lazaro Cardenas



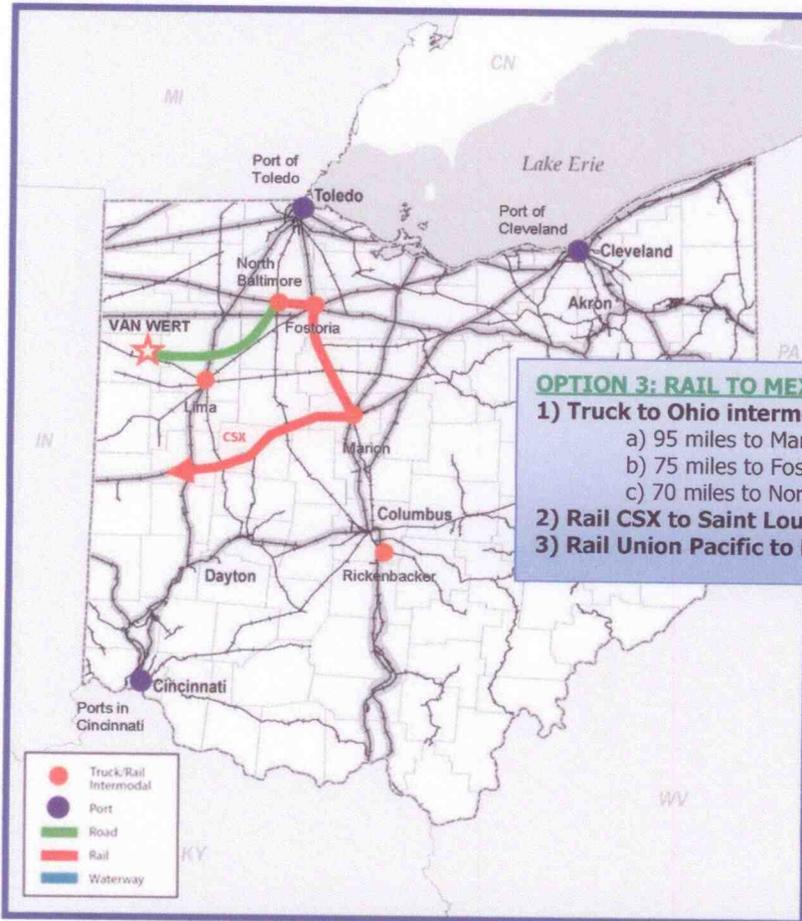
OPTION 2: GULF OF MEXICO TO MEXICO

- 1) Direct to Port in Cincinnati
 - a) 150 mile truck
 - b) Rail America Short Line
- 2) Transload to barge on Ohio River
 - a) Port of New Orleans via Mississippi River
 - b) Port of Mobile, Alabama via Tennessee Tombigbee Waterway
- 3) Ship to Mexico

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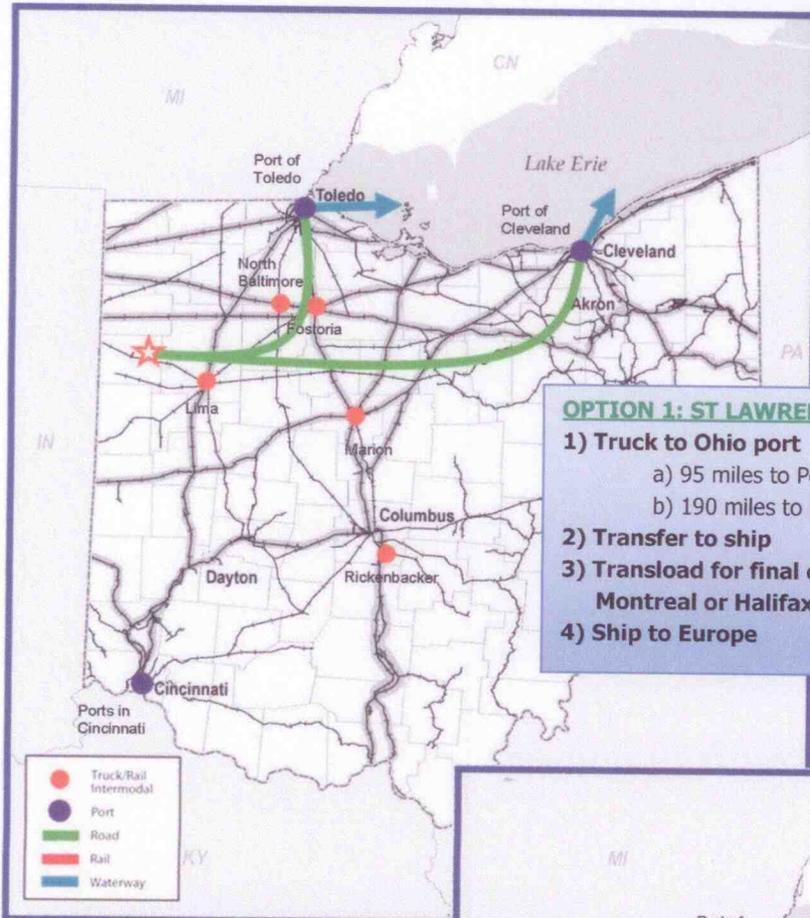
Van Wert to Mexico



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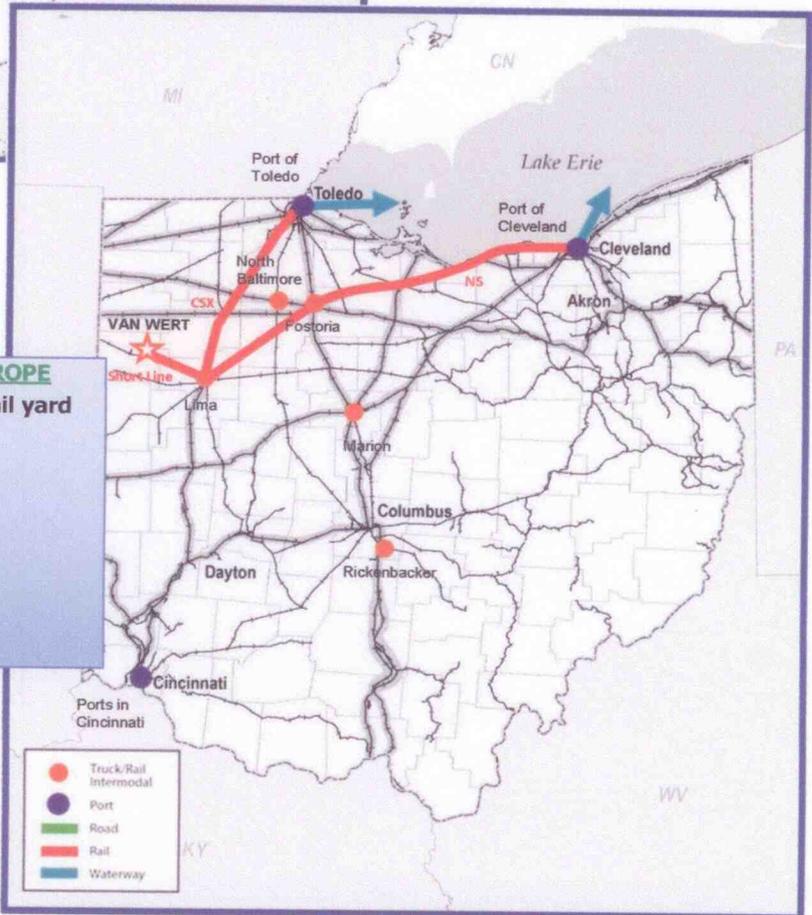
ROUTING OPTIONS TO EUROPE

Van Wert to Europe



OPTION 1: ST LAWRENCE SEAWAY TO EUROPE

- 1) Truck to Ohio port
 - a) 95 miles to Port of Toledo
 - b) 190 miles to Port of Cleveland
- 2) Transfer to ship
- 3) Transload for final destination in Montreal or Halifax, Canada
- 4) Ship to Europe

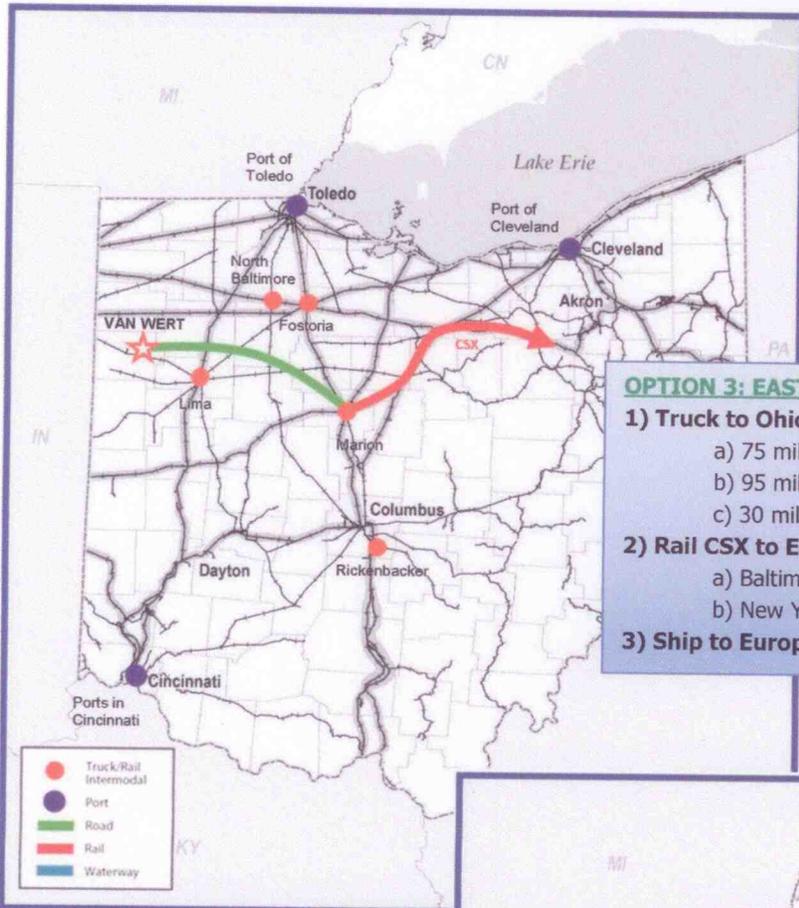


OPTION 2: ST LAWRENCE SEAWAY TO EUROPE

- 1) Rail America Short Line Rail to Lima rail yard
- 2) Rail to Ohio port
 - a) Rail CSX to Port of Toledo
 - b) Rail NS to Port of Cleveland
- 3) Transfer directly from rail to ship
- 4) Transload for final destination in Montreal or Halifax, Canada
- 5) Ship to Europe

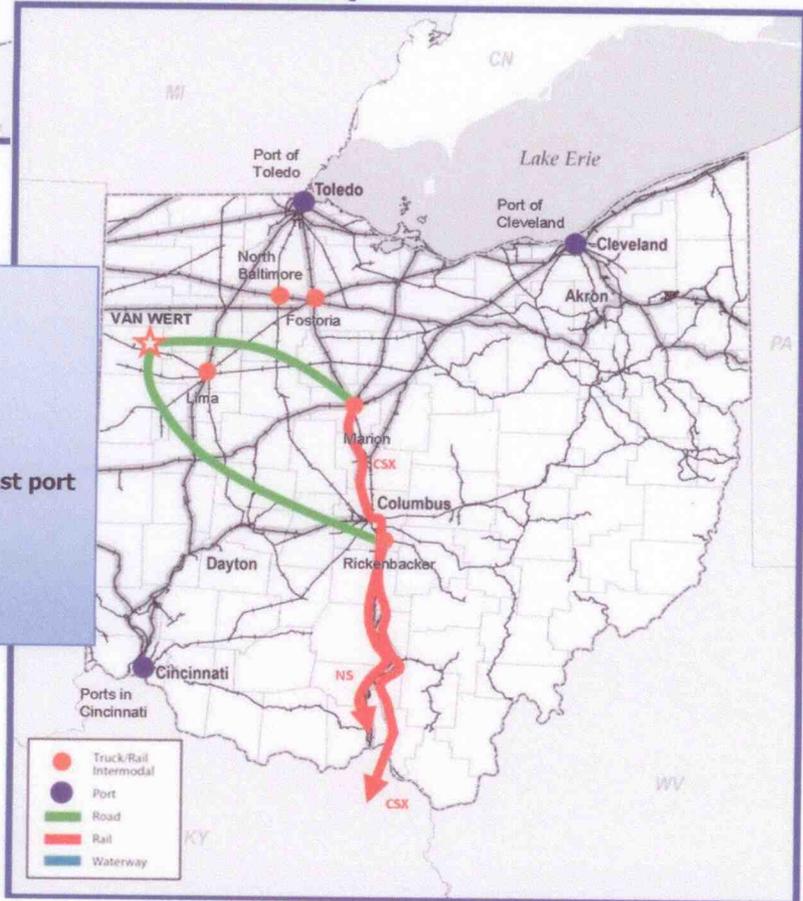


Van Wert to Europe



OPTION 3: EAST COAST PORTS TO EUROPE

- 1) Truck to Ohio intermodal facility
 - a) 75 miles to Fostoria rail yard
 - b) 95 miles to Marion Intermodal
 - c) 30 miles to Lima rail yard
- 2) Rail CSX to East Coast port
 - a) Baltimore, MD
 - b) New York and New Jersey
- 3) Ship to Europe

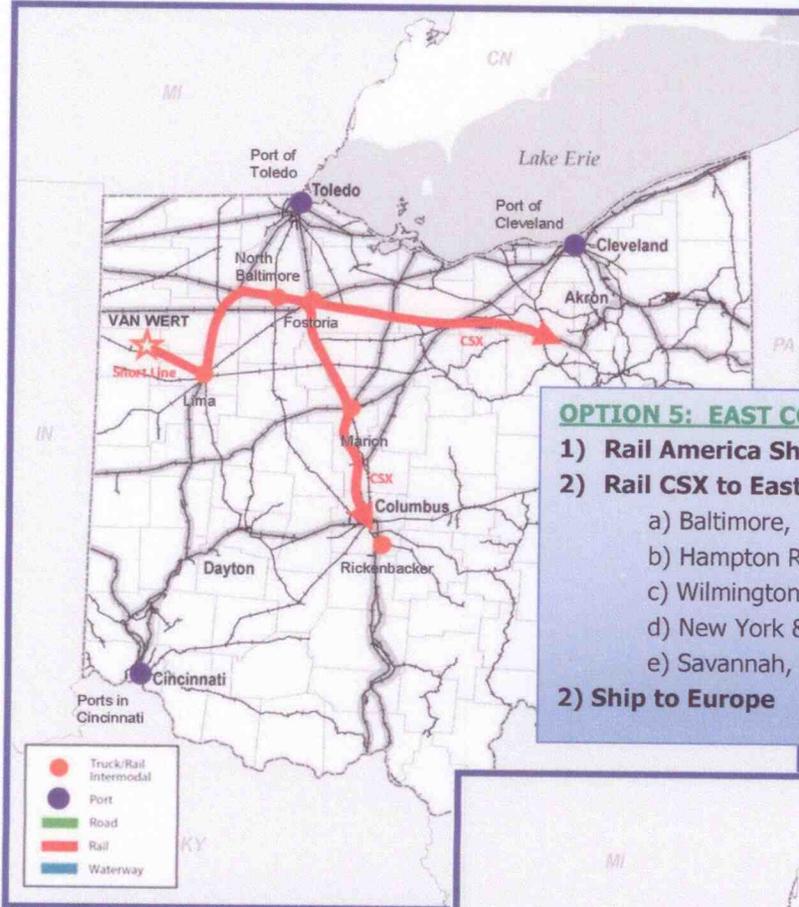


OPTION 4: EAST COAST PORTS TO EUROPE

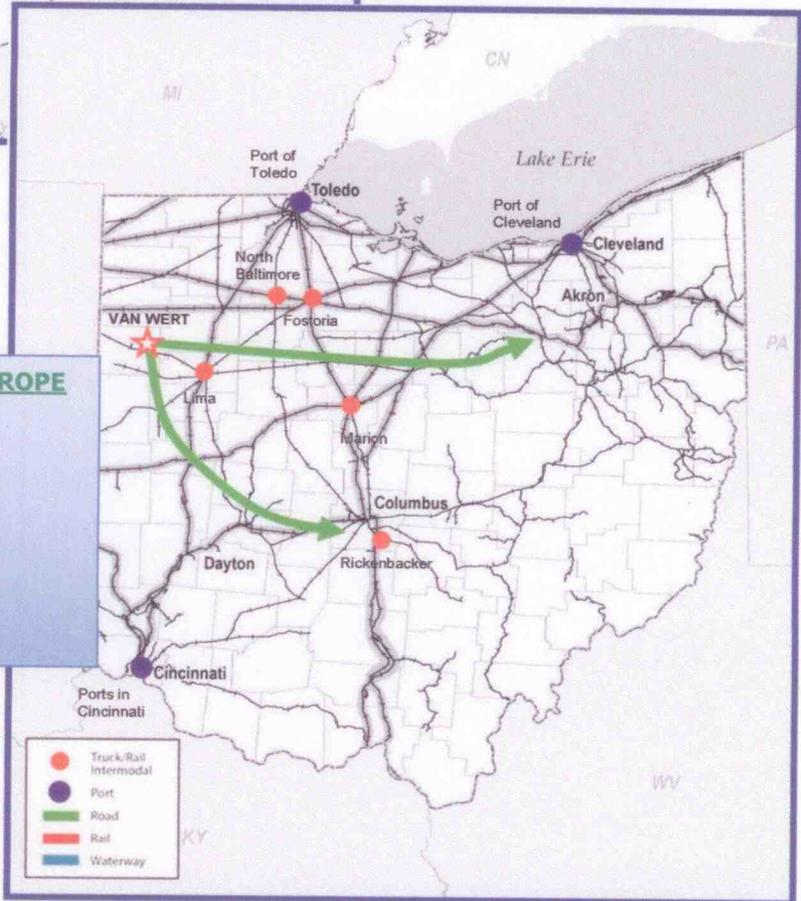
- 1) Truck to Ohio intermodal facility
 - a) CSX
 - i) 95 miles to Marion Intermodal
 - ii) 115 miles to Rickenbacker
 - b) Norfolk Southern
- 2) Rail CSX or Norfolk Southern to East Coast port
 - a) Hampton Roads, VA
 - b) Wilmington, NC
 - c) Savannah, GA
- 3) Ship to Europe



Van Wert to Europe



- OPTION 5: EAST COAST PORTS TO EUROPE**
- 1) Rail America Short Line Rail to Lima rail yard
 - 2) Rail CSX to East Coast port
 - a) Baltimore, MD
 - b) Hampton Roads, VA
 - c) Wilmington, NC
 - d) New York & New Jersey
 - e) Savannah, GA
 - 2) Ship to Europe

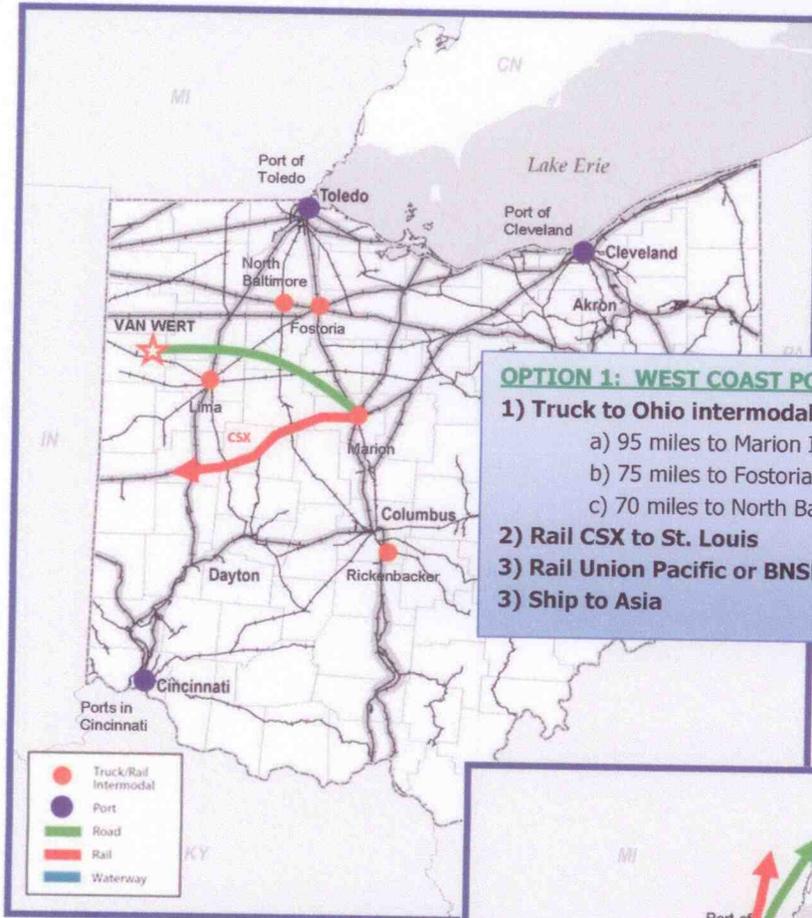


- OPTION 6: EAST COAST PORTS TO EUROPE**
- 1) Truck to East Coast port
 - a) Baltimore, MD
 - b) Hampton Roads, VA
 - c) Wilmington, NC
 - d) New York & New Jersey
 - e) Savannah, GA
 - 2) Ship to Europe

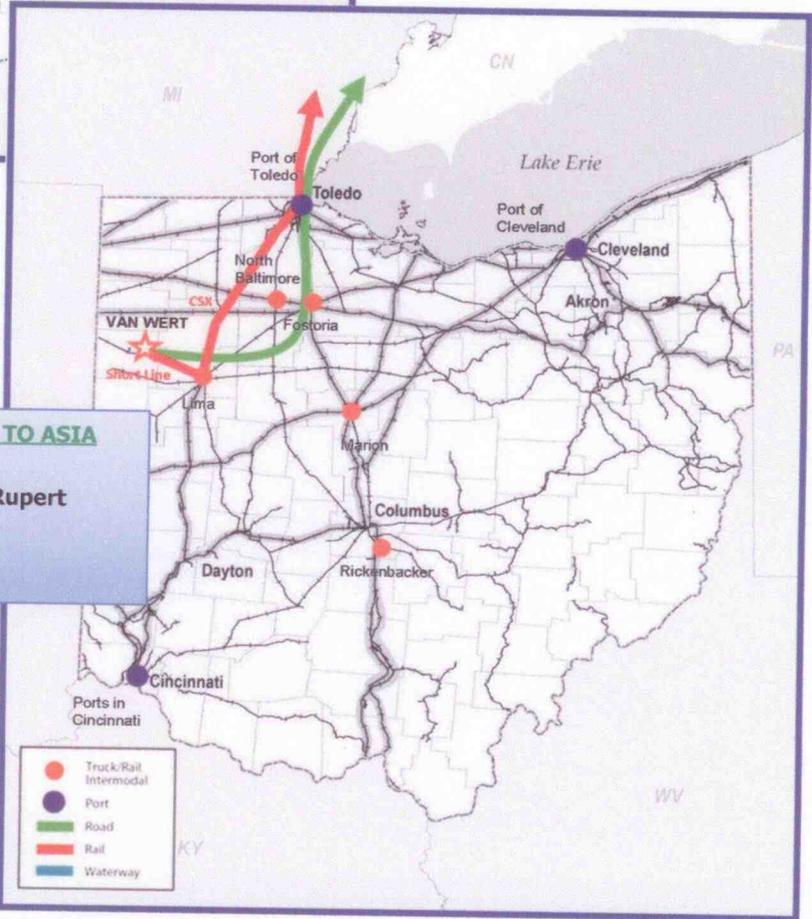


ROUTING OPTIONS TO ASIA

Van Wert to Asia



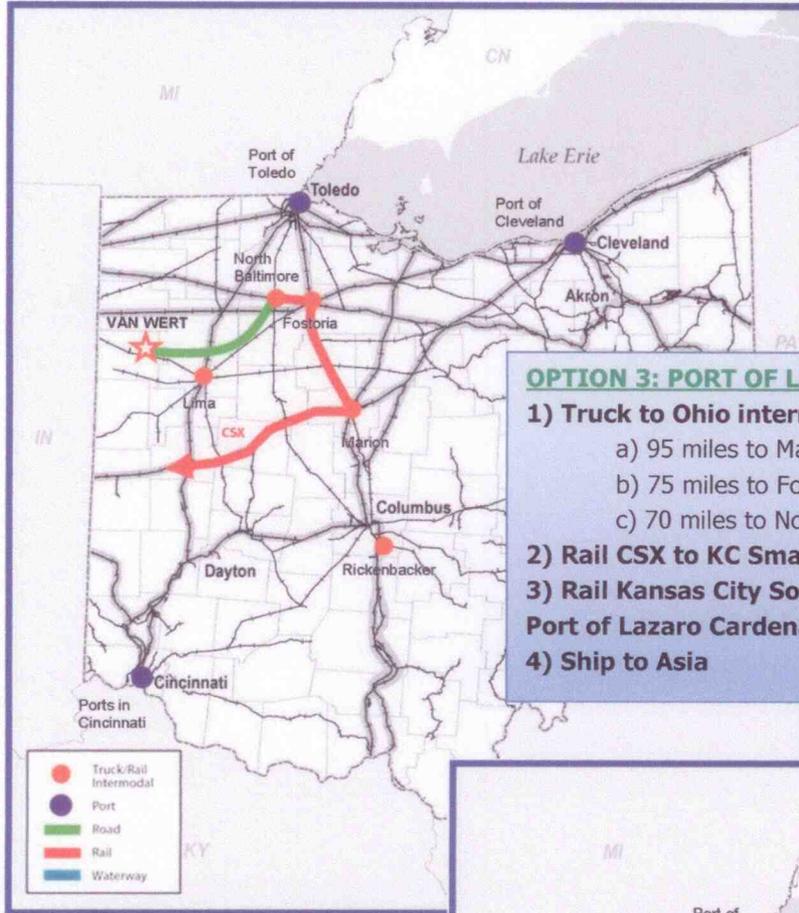
- OPTION 1: WEST COAST PORTS TO ASIA**
- 1) Truck to Ohio intermodal facility
 - a) 95 miles to Marion Intermodal
 - b) 75 miles to Fostoria rail yard
 - c) 70 miles to North Baltimore Intermodal
 - 2) Rail CSX to St. Louis
 - 3) Rail Union Pacific or BNSF to West Coast port
 - 3) Ship to Asia



- OPTION 2: PRINCE RUPERT SOUND TO ASIA**
- 1) Truck or Rail to Toronto
 - 2) Rail Canadian National to Prince Rupert Sound, Canada
 - 3) Ship to Asia

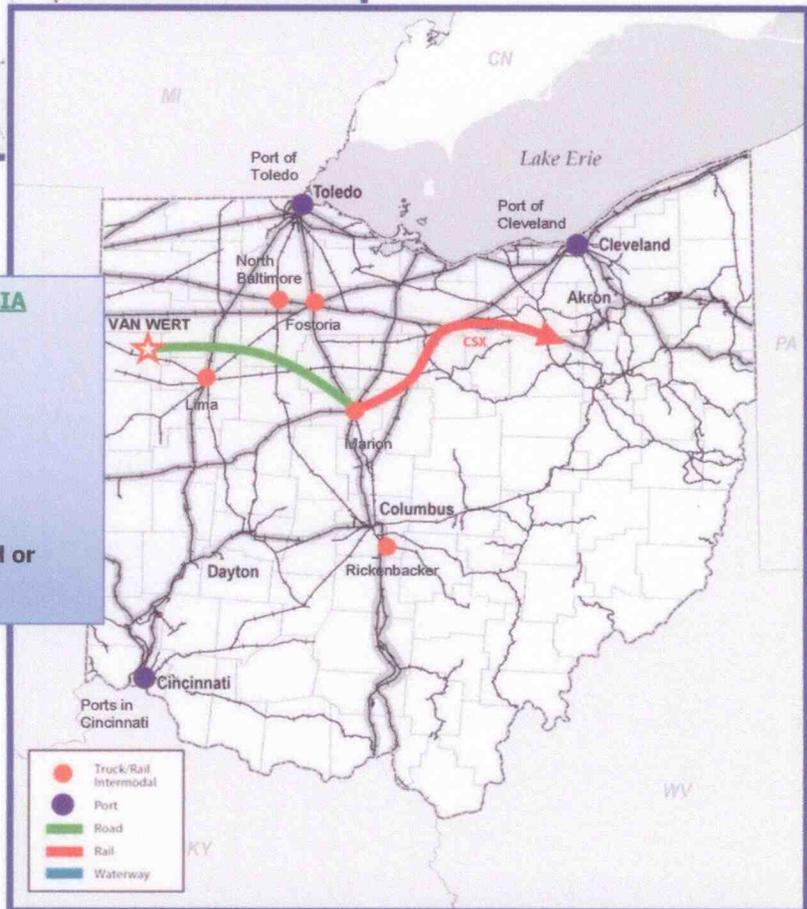
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Van Wert to Asia



OPTION 3: PORT OF LAZARO CARDENAS TO ASIA

- 1) Truck to Ohio intermodal facility
 - a) 95 miles to Marion Intermodal
 - b) 75 miles to Fostoria rail yard
 - c) 70 miles to North Baltimore Intermodal
- 2) Rail CSX to KC Smart Port
- 3) Rail Kansas City Southern Railroad direct to Port of Lazaro Cardenas
- 4) Ship to Asia

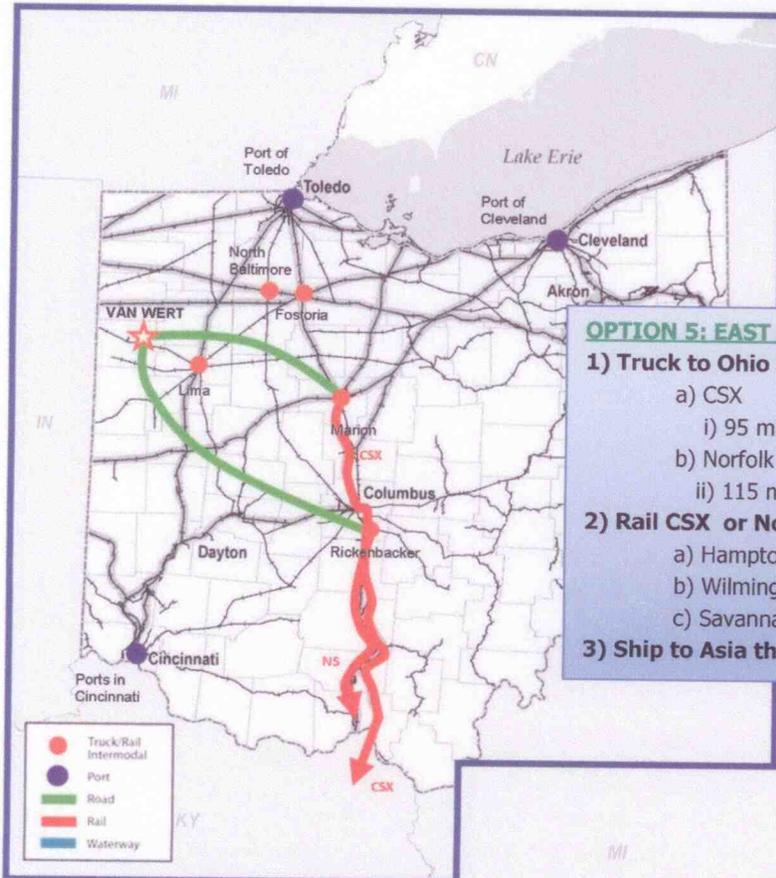


OPTION 4: EAST COAST PORTS TO ASIA

- 1) Truck to Ohio intermodal facility
 - a) 75 miles to Fostoria rail yard
 - b) 95 miles to Marion Intermodal
 - c) 30 miles to Lima rail yard
- 2) Rail CSX to East Coast port
 - a) Baltimore, MD
 - b) New York and New Jersey
- 3) Ship to Asia through Panama Canal or Suez Canal



Van Wert to Asia

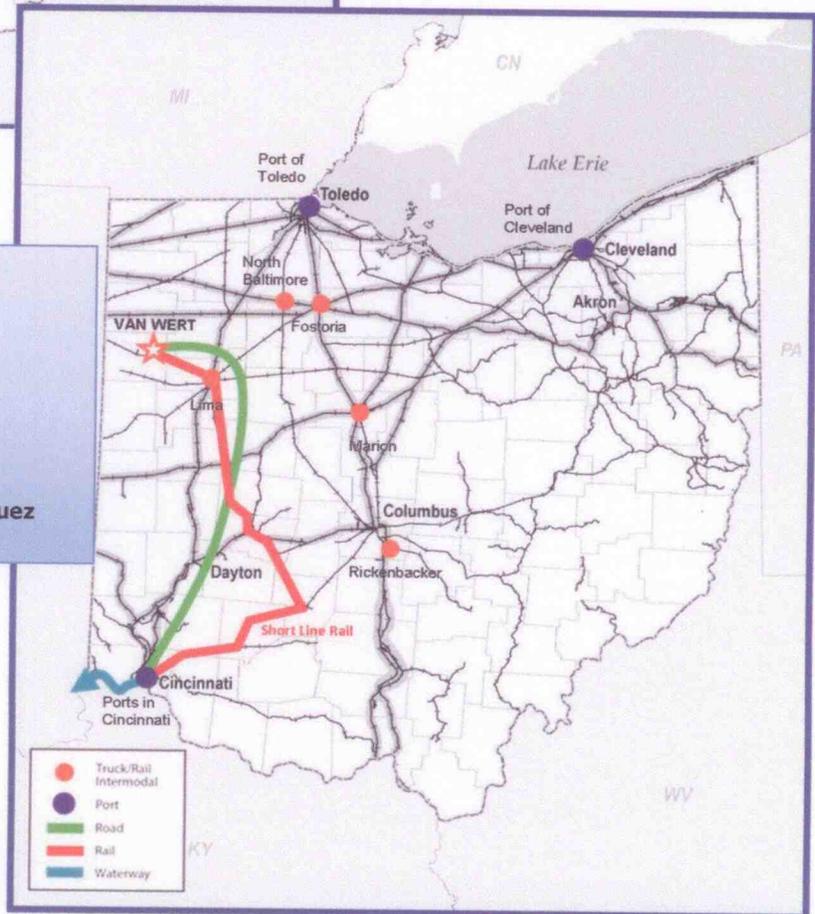


OPTION 5: EAST COAST PORTS TO ASIA

- 1) Truck to Ohio intermodal facility
 - a) CSX
 - i) 95 miles to Marion Intermodal
 - b) Norfolk Southern
 - ii) 115 miles to Rickenbacker
- 2) Rail CSX or Norfolk Southern to East Coast port
 - a) Hampton Roads, VA
 - b) Wilmington, NC
 - c) Savannah, GA
- 3) Ship to Asia through Panama Canal or Suez Canal

OPTION 6: GULF OF MEXICO TO ASIA

- 1) Direct to Port in Cincinnati
 - a) 150 mile truck
 - b) Rail America Short Line
- 2) Transload to barge on Ohio River
 - a) Port of New Orleans via Mississippi River
 - b) Port of Mobile, Alabama via Tennessee Tombigbee Waterway
- 3) Ship to Asia through Panama Canal or Suez Canal

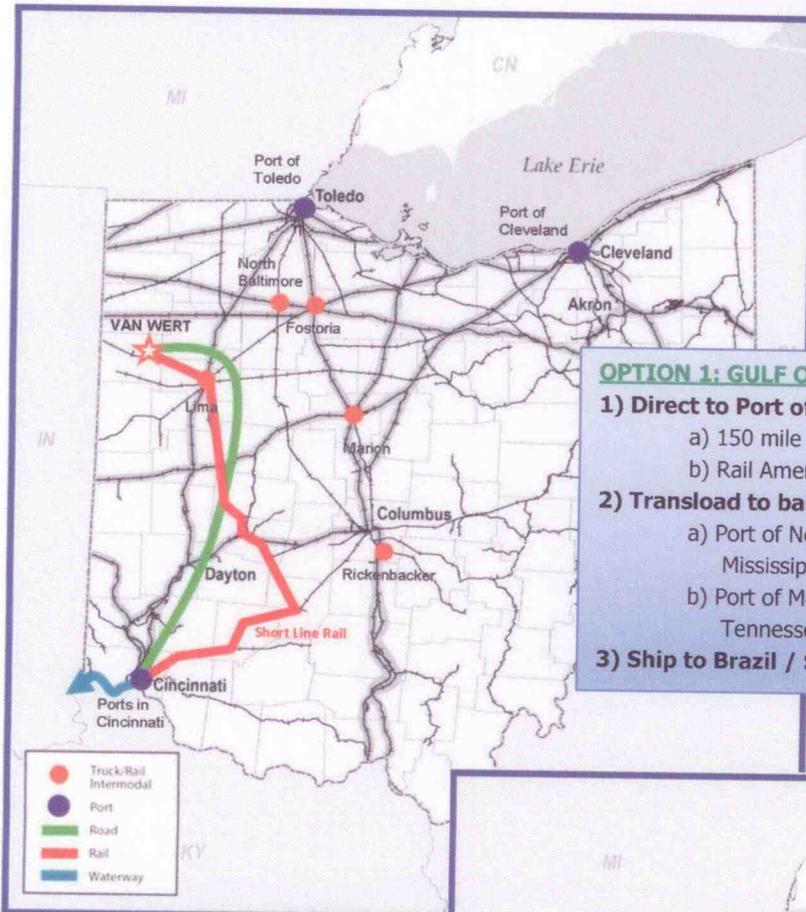


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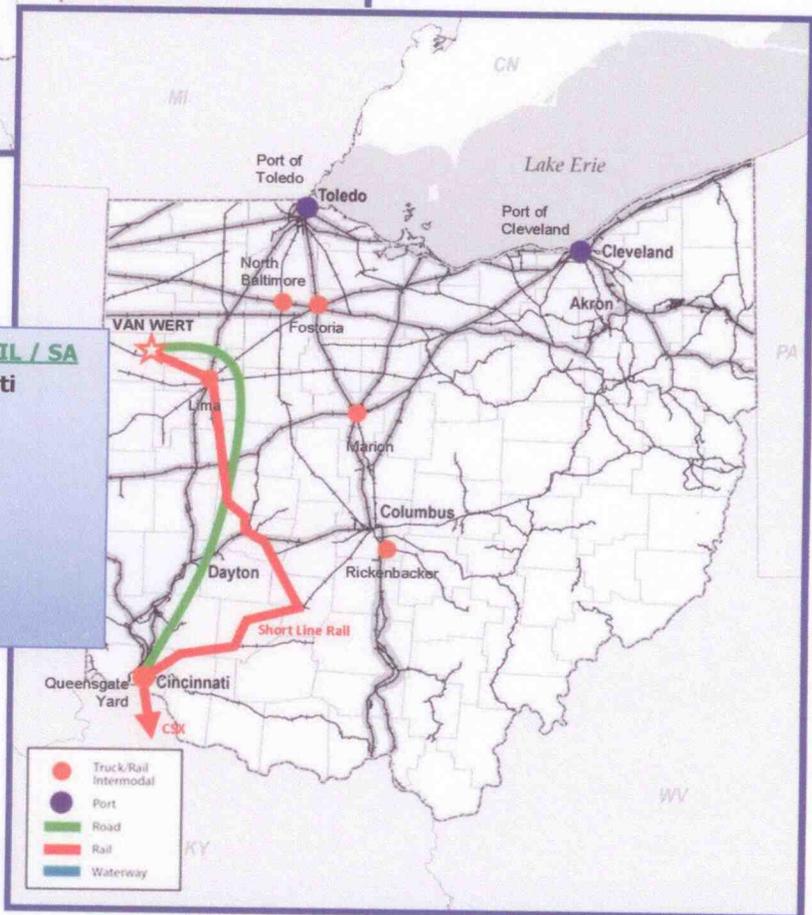
ROUTING OPTIONS TO BRAZIL / SOUTH AMERICA

Van Wert to Brazil / SA



OPTION 1: GULF OF MEXICO TO BRAZIL / SA

- 1) Direct to Port of Cincinnati
 - a) 150 mile truck
 - b) Rail America Short Line
- 2) Transload to barge on Ohio River
 - a) Port of New Orleans via Mississippi River
 - b) Port of Mobile, Alabama via Tennessee Tombigbee Waterway
- 3) Ship to Brazil / SA

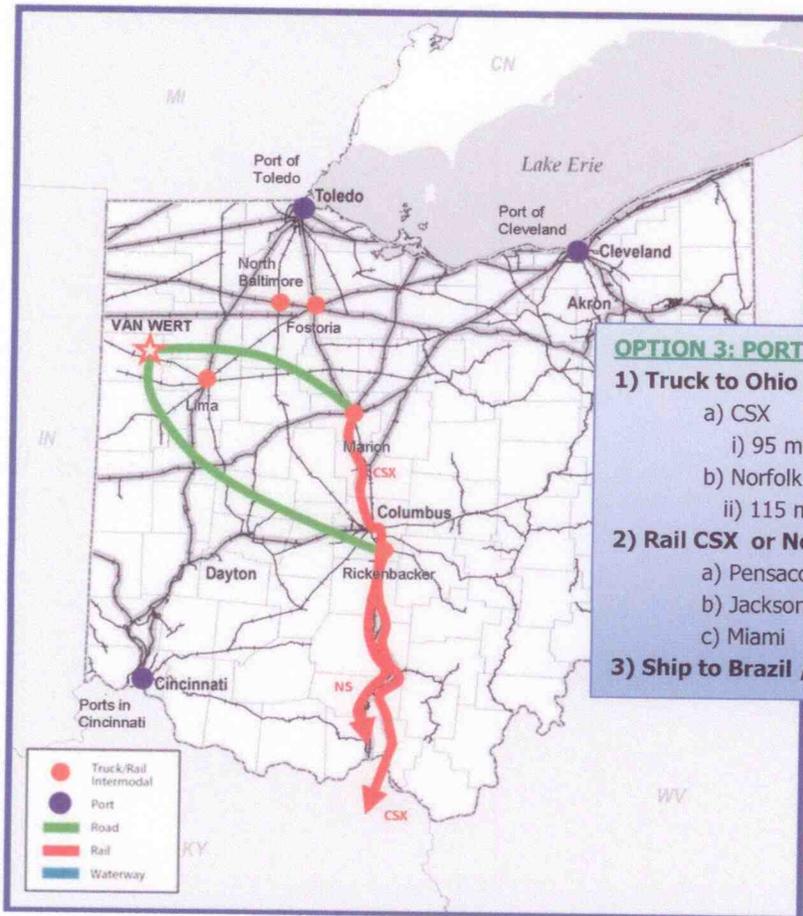


OPTION 2: PORT IN FLORIDA TO BRAZIL / SA

- 1) Direct to Queensgate Yard, Cincinnati
 - a) 150 mile truck
 - b) Rail America Short Line
- 2) Rail CSX to Port in Florida
 - a) Pensacola
 - b) Jacksonville
 - c) Miami
- 3) Ship to Brazil / SA

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Van Wert to Brazil / SA



- OPTION 3: PORT IN FLORIDA TO BRAZIL / SA**
- 1) Truck to Ohio intermodal facility**
 - a) CSX
 - i) 95 miles to Marion Intermodal
 - ii) 115 miles to Rickenbacker
 - b) Norfolk Southern
 - 2) Rail CSX or Norfolk Southern to port in Florida**
 - a) Pensacola
 - b) Jacksonville
 - c) Miami
 - 3) Ship to Brazil / SA**

Questions or Concerns?

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