



May 5, 2013

Toward A Remote & Intermodal Terminal Network Strategy? CN/WCG Intermodal Committee

- 1. Purpose: Consider how intermodal will contribute to:**
 - Long term goal, more sustainable, competitive density on CN/WC lines; and
 - A 5-year, prioritized strategy moving toward the long term goal.

- 2. Intermodal lexicon:**
 - “Remote” – 3/5 pack(s); scheduled days; blocks, balance; manifest service.
 - “Terminal” (must optimize operations to overcome other challenges) –
 - Min. 100 car intermodal trains; 5-7 days; blocks & balance; 10k' track(s);
 - In/out train and dray operations, minimum congestion, conflicts.

- 3. Full SC visibility & transparency, optimizing dray and train service?**
 - Project remote & terminal location network, shipper vol. & OD profiles?
 - Tailor dray to network, flexibility to dray to match available OD blocks?
 - Shortest dray to matching blocks?
 - Optimize dray trips per driver HOS, load/unload, avoid congestion?
 - But, hot load bypass direct to RR connections, Joliet & other gateways?
 - Cut-offs, scheduling (fixed & real time) transparent to shipper, dray and RR?
 - Sourcing railcars, chaises and containers? Constraints and compatibility?
 - Potential role of shipper association model? RR membership/sponsorship?

- 4. Linked anchor shippers (OD blocks) foundation/build-up priority, e.g.:**
 - FRP, Park Falls; PCA, Tomahawk; Wausau Papers, Rhinelander?
 - GBay – GP, P&G, Shopko, Pinnacle, Schrieber, other survey identified?
 - By area – Minneapolis/Chippewa Falls; central WI; Fox Valley; etc.?
 - Consider options for international/domestic together & reefers?
 - Consider TOFC for closed loop, high vol. lane? Reefer interim solution?
 - Nature of necessary shipper “commitment”?
 - Intermodal emissions reduction, plus potential use of NGVs for drays?
 - Public-private funding for rail or ancillary equipment, facilities?
 - Payload & other incentives based on emissions/roadwear dividend?

- 5. RR routing:**
 - Manifest to/from intermodal trains, international/domestic?
 - Efficiencies and opportunities afforded at crew change points?
 - Blocks to/from key gateways, e.g. Memphis, CSX Northwest Ohio hub.