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CN/WCGROUP LOG COMMITTEE INITIAL PROJECTS
Identified Per Meeting at CN Depot, Stevens Point, November 12, 2013

Project One – Pine from Somerset & Plover to Western Upper Peninsula.

- Coordinate northbound backhaul for logs southbound to central WI mills.
- Build and coordinated log freight base to improve car & crew utilization.

Project Two – L'Anse MI Subdivision, Optimize RR-Shipper Asset Utilization.

- Increase and coordination log service demands,
- Near term, selective RR-shipper infrastructure investment.

Project Three – Logs To/From Northern MN (Arrowhead Region).

- Aged Birch to Park Falls WI, as backhaul & for off-peak rail asset utilization.
- Build coordinated two-way log freight base to improve car & crew utilization.

Relationship of Log Committee Initial Projects and Strategic Objectives

1. Initial Projects via-a-vis Ladysmith-Prentice, Rhinelander-Goodman segments:
 - Currently secure to RR freight with short miles via these segments; and
 - Thus, contribute to business case for reinstating out-of-service segments.
2. Identify other freight for building density on lines serving raw forest products:
 - Build and maintain actionable shipper origin-destination data base;
 - Including both private and public sector shippers.
3. Identify infrastructure investment necessary end-state operations.
 - Sustainable, competitive rail service throughout CN/WC Region.
 - Consensus on minimum 40 MPH capability with limited exception?
 - Account for rail, rail-related and public investment, benefits & costs?
4. Identify potential role for public sector funding for public sector benefits;
Benefit-cost analyses of ultimately feasible modal shifts from truck to truck-rail?
5. Consider “Pricing for Strategic Advantage”:
 - Only in circumstances in which target freight satisfies strategic criteria;
 - Only to facilitate achieving end-state strategic objectives?