



COLUMBUS TERMINAL

FACTSHEET | UPDATED: JULY 2012

KEY FACTS AND FIGURES

- Expansion of the Columbus Terminal began in summer 2011 and is expected to create over 400 construction-related jobs.
- The expansion includes a redesign of the site footprint, installation and realignment of tracks, reconfiguration of inbound and outbound truck gates, additional onsite parking, and three, high-tech, rail-mounted, electric wide-span cranes.
- The wide-span cranes will operate with zero emissions and regenerate power back to the terminal grid or to the electric utility.
- The Columbus Terminal expansion will ready the region with the capacity to meet anticipated growth in business and continue to enhance the economical and environmentally friendly rail intermodal service offered to customers.

ABOUT THE NATIONAL GATEWAY

- This terminal is part of National Gateway, linking deep water east coast ports with Midwestern markets. The overall project covers six states and the District of Columbia and includes rail capacity enhancements and intermodal terminal capacity improvements.
- The National Gateway is an approximately \$850 million, multi-state, public-private infrastructure project to improve the flow of freight between the Mid-Atlantic and the Midwest by clearing key freight corridors for double-stack rail service. The National Gateway has received considerable state and federal funding and construction on this key initiative is well underway. CSX is investing approximately \$575 million in the project.
- The National Gateway delivers more than \$1.7 billion of public benefits to Ohio:
 - 2 million tons reduction in carbon dioxide emissions
 - Nearly \$70 million savings in highway maintenance costs
 - \$350 million savings in logistics costs
- The facility allows shippers to take advantage of intermodal transportation, which allows shippers to combine the long-haul efficiencies of rail with the flexibility of short-haul trucks to achieve cost-effective, efficient and reliable freight transport.

