

INTERMODAL

101

PART 1

INTRODUCTION TO INTERMODAL RAIL



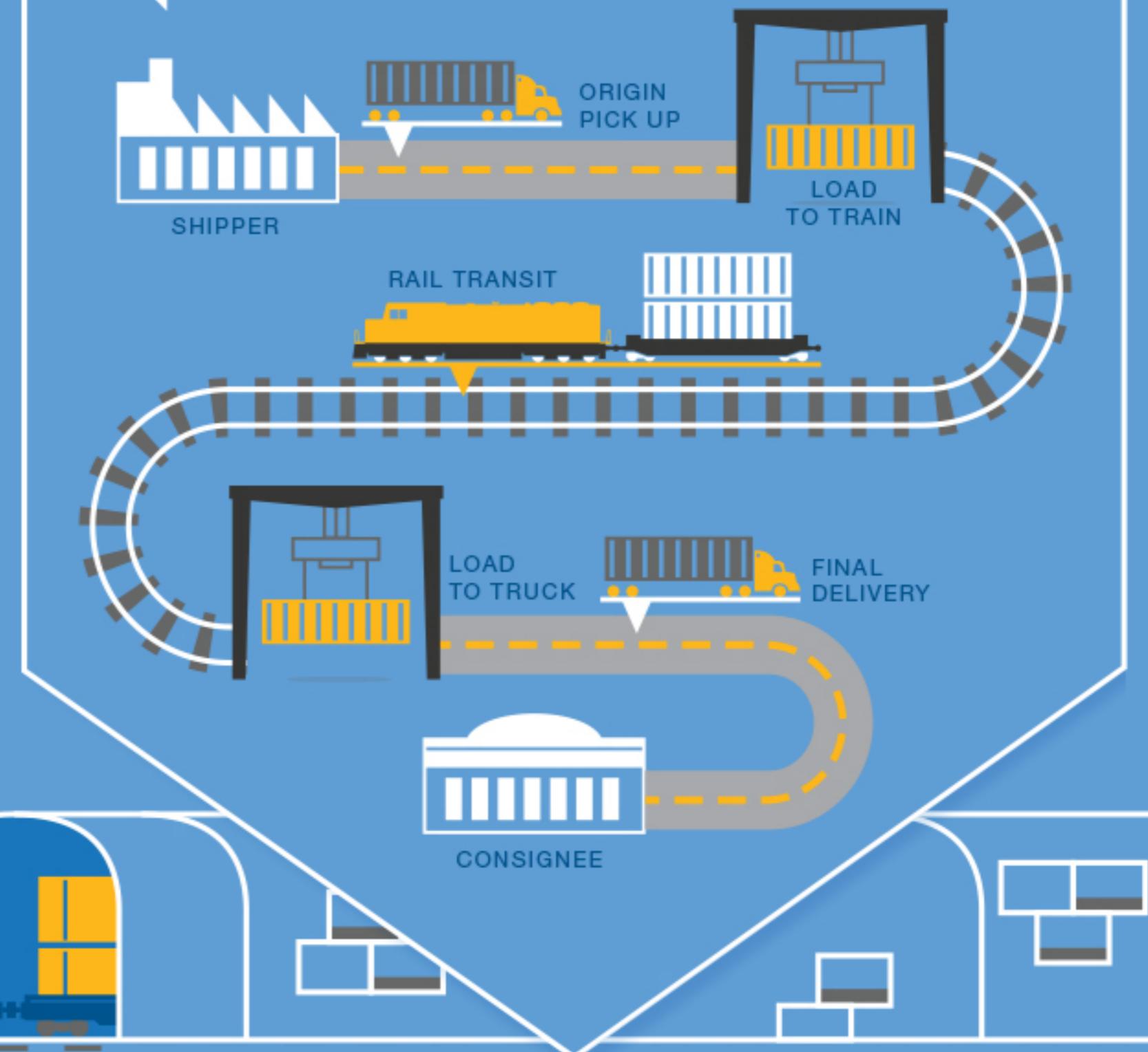
HOW INTERMODAL RAIL FITS INTO SUPPLY CHAINS

Full truckload freight moving 500 miles or more is generally a best fit for intermodal rail conversion.



TRIP OF A LIFETIME

THE JOURNEY FROM RAIL TO SALE





INTERMODAL

3
THREE WAYS TO
GREATER
VALUE

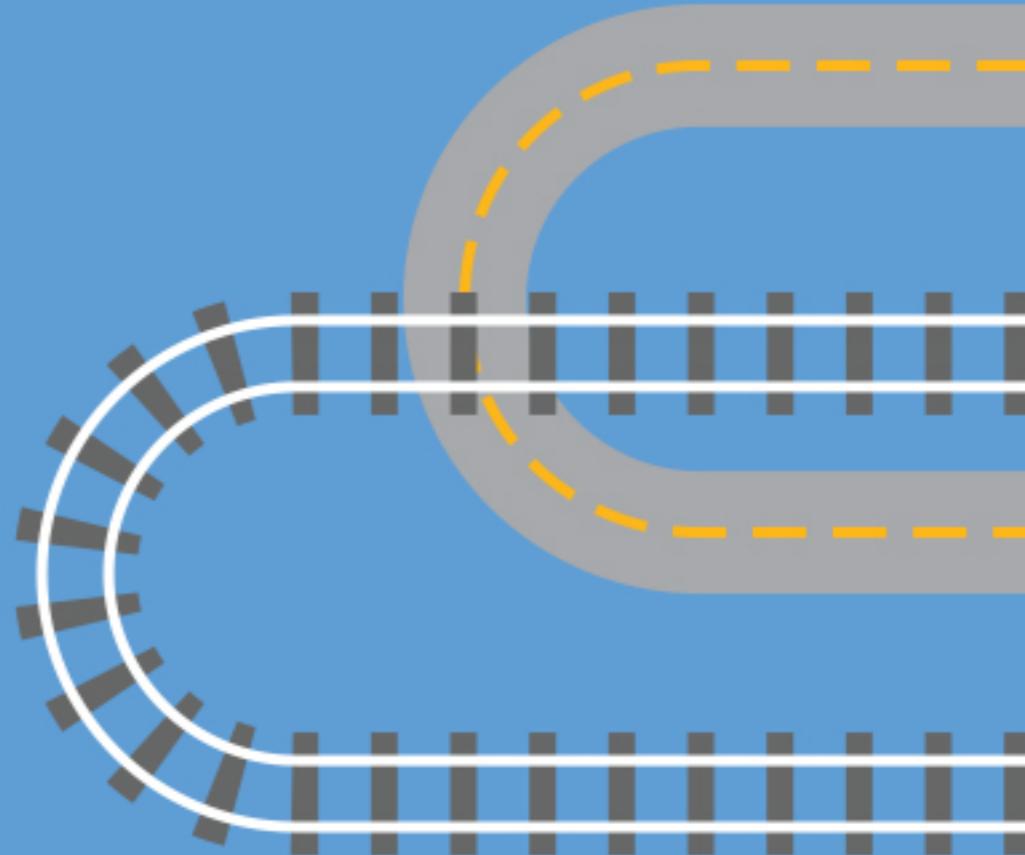
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PART 2



SCALABLE

It's not trains replacing trucks. It's trains and trucks, and often cargo ships, working together to deliver goods with improved efficiency.



AN INTERMODAL TRAIN
CAN CARRY THE LOAD OF

280
TRUCKS[†]

†AAR. (2015). The Environmental Benefits of Moving Freight by Rail.

COST EFFICIENT

Intermodal rail transportation can provide substantial cost savings.

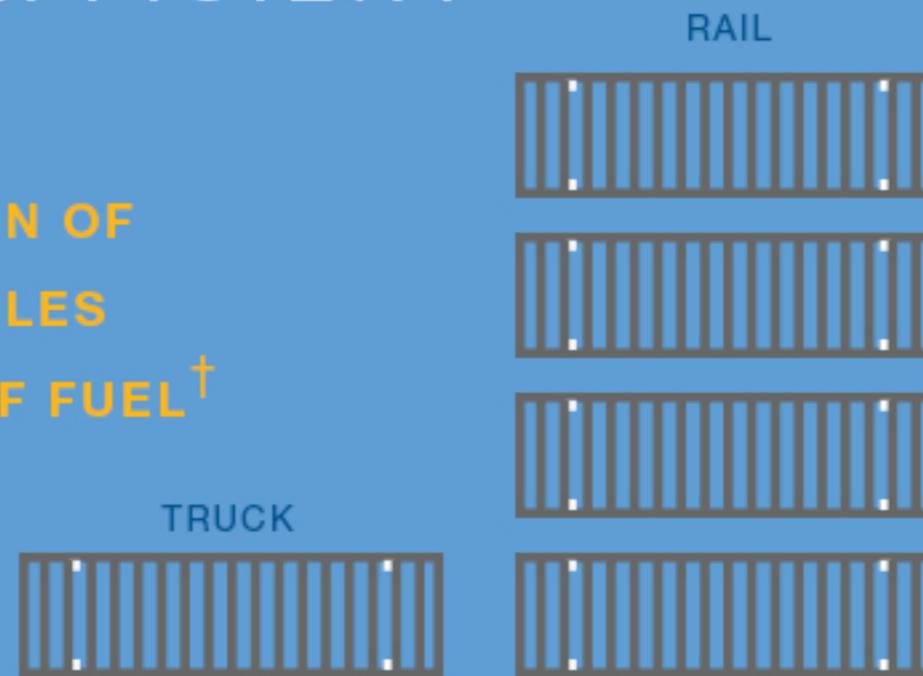


*Based on all shipper truckload files analyzed in 2016 by the CSXT Intermodal H2R Optimizer.

ENVIRONMENTALLY RESPONSIBLE

RAIL IS **4X**
MORE FUEL EFFICIENT
THAN TRUCK

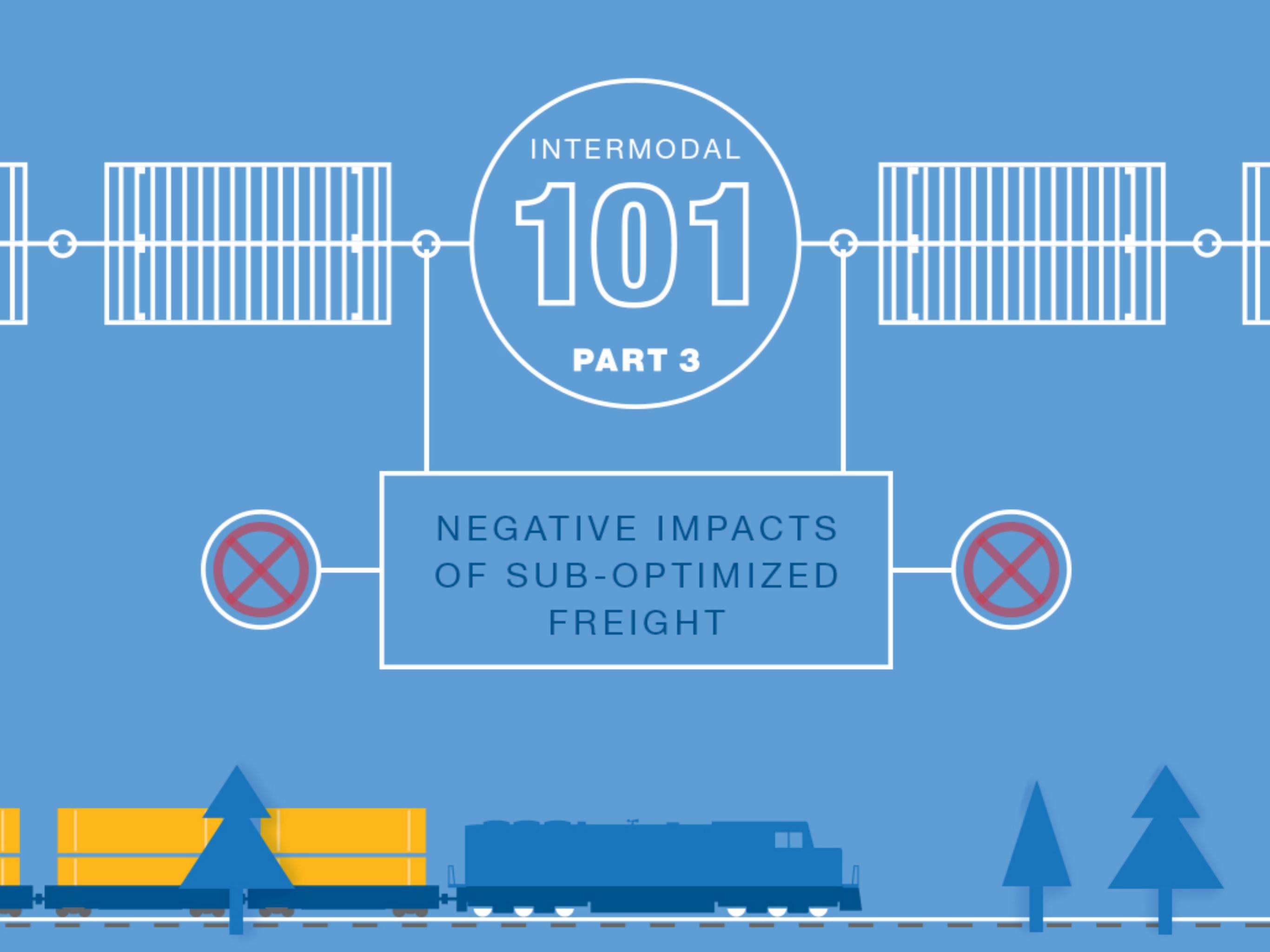
RAIL CAN MOVE ONE TON OF
FREIGHT NEARLY 450 MILES
ON A SINGLE GALLON OF FUEL[†]



[†]AAR. (2015).
The Environmental Benefits
of Moving Freight by Rail.



OF LONG-HAUL
HIGHWAY FREIGHT
CONVERTED TO RAIL,
GREENHOUSE GAS
EMISSIONS WOULD
FALL BY
**9 MILLION
TONS**



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PART 3

NEGATIVE IMPACTS
OF SUB-OPTIMIZED
FREIGHT



NEGATIVE IMPACTS OF SUB-OPTIMIZED FREIGHT

Modal selection is key to an optimized supply chain. There are a number of negative consequences that can result from sub-optimized freight, including:



Decreased Efficiency in Resource Planning



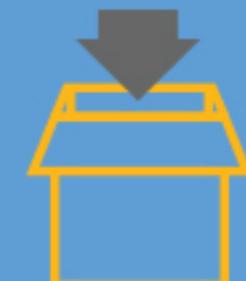
Decreased Customer Service Levels on Outbound Freight



Increased Transportation Costs



Increased Inventory Costs Due to Unpredictable Supply



Decreased Sales Opportunities

YOUR
INTERMODAL
JOURNEY
STARTS NOW



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