

Logistics and Multimodal Transportation Northwest Ohio Areas of Strength

1. Brief Description of Logistics and Multi-Modal Transportation Strengths

- ➔ Northwest Ohio can emerge as an international transportation, logistics, and distribution center. It is a straightforward matter as the region is endowed with strategic geography and the convergence of major highway, rail, sea, air, and pipeline transportation assets. In addition there is academic transportation expertise and a critical mass of coordinated public, private, and legislative transportation stakeholders. In a global economy, winners will be ultimately determined by who can best market its value added logistics and transportation systems.

2. Detailed Information and Data Supporting Logistics and Multi-Modal Transportation

- ➔ Strategic Geography
 - N.W. Ohio offers convenient access to an extensive interstate highway system, one of the most active railroad centers in the country, a regional airport that serves as a major air freight transportation and distribution center, and one of the largest seaports on the Great Lakes.
 - Market Access
 - This region is the center of the largest concentration of industrial businesses in North America
 - Within a 300 mile radius of Toledo:
 - 37 of 64 assembly plants in the US and Canada
 - 126 of the top 150 OEM supplier headquarters and over 60% of their facilities in the US and Canada
 - Four Billion square feet of industrial space is accessible.
 - Over 30% of industrial space in the U.S. and 54% of industrial space in Canada is accessible within round-trip 1-day drive
 - The destination of more than half of all imported automotive parts
 - Access to global markets via air and water
 - N.W. Ohio provides preferred single source, port to door routing from manufacturer to distributor
 - Metropolitan Toledo provides an optimum location for receipt of goods for manufacturing or distribution within the U.S. This is the critical element is paramount for long-term, cost-effective logistics.
 - Proximity to agricultural and other export commodities (back-haul)
 - Highway accessibility
 - Located near one of the nation's busiest crossroads of both road (I-75 & I-80) and rail
 - Rail connectivity, supplied by ample rail yards
 - Region is the center of the largest concentration of automotive related industries in North America
 - Availability of Skilled Labor
- ➔ Maritime Dynamics... The Port of Toledo :
 - General cargos, including lumbars, aggregates, sugars, fertilizer. Metals, liquids, ores, grains, coals and cokes, finished products and project cargos are handled by and stored at either of Toledo's two major general cargo terminals, Midwest and Kuhlman's.

- The Port of Toledo is one of the most diverse and productive ports on the Great Lakes/St. Lawrence Seaway system. The Port is on a solid growth trend and hosts the most entrepreneurial terminal operations on the Great Lakes. Toledo's terminals are equipped with the full range of cargo handling equipment and its' operators are modernizing to handle everything ships carry.
- A strategically located inland port, The Port of Toledo, offers more efficient global connectivity, which brings a distinct, substantial, and necessary competitive advantage to the region's industrial base.
- Amongst the busiest and the largest landmass seaport on the great lakes it supports maritime transportation independent industry. Available land enables it to absorb future growth.
- Corn, soybeans and wheat are the major grains shipped from The Andersons, ADM/Countrymark Cooperative Inc., and Cargill Incorporated (operated by The Andersons) terminals. Riverfront grain terminals have easy access to ship, rail, and road. The port's three terminals have a 22 million bushel storage capacity. This includes:
 - The Andersons with seven million bushels
 - ADM with nine million bushels
 - Andersons-E with six million bushels
- Toledo is one of the largest capacity coal and iron ore ports in the U.S. with facilities located at the confluence of the Maumee River and Lake Erie.
- Taconite shipped to Toledo's TORCO dock via the St. Lawrence River and from Duluth Superior's self-unloading vessels and can accommodate 1,000 feet long lake vessels.
- Coal shipping is conducted through the CSX Transportation Docks with historical capacity exceeding 40+ million tons per year.
- Toledo is a major intermodal transportation hub serving the U.S. Midwest with efficient, effective connections to marine, rail, pipeline, truck and airborne transportation. Our 150-acre overseas cargo center is located along nearly one mile of straight line wharf at the mouth of the Maumee River on Lake Erie. The cargo center includes companies such as, Midwest Terminals International - as the overseas cargo operators, Kuhlman Corporation – ag products and aggregate handling, Toledo Ship repair Yard, Cemex and Lafarge Cement, Westway Terminal Company - liquid storage, MidWest Terminals - stone unloading with a total of 19 cargo handling terminals at the Port of Toledo including two shipyards.
- The Port of Toledo is a designated Foreign Trade Zone area and can be customized to meet unique needs and objectives.
- The Port of Toledo provides
 - International trade access
 - Seaway access
 - West coast access
 - Gulf coast access
- Potential short sea shipping connectivity via the Great Lakes/St Lawrence Seaway System to St. Lawrence River and East coast ports
- Intra-lakes shipping (includes Canada & US)
- Provides an alternate ability to cope with highway and rail congestion

- ➔ Rail Transportation Dynamics:
 - Toledo is the third largest rail hub in the United States, with major trunk lines providing service to the entire region. With the ability to break bulk onsite at the Port of Toledo, along with intermodal terminals for Trailers on Flat Cars and Containers on Flat Cars, Northwest Ohio is a region highly accessible to most locations across North America.
 - The Toledo area is centrally located on the eastern railroad network. Five major freight railroads move freight through the region. With several rail yards loading petroleum products, automotive parts, completed automobiles, bulk and break-bulk cargo, and food products, Toledo ranks as the third largest rail hub in the United States. Norfolk/Southern's Chicago-Cleveland mainline, the busiest freight artery east of Chicago, passes through Toledo, as does CSX Transportation's primary route to Detroit. The Chicago mains of CSX and Norfolk Southern traverse northwest Ohio further south, intersecting in Fostoria.
 - Up to 100,000 passengers pass through Dr. Martin Luther King, Jr. Plaza each year, making it Ohio's busiest passenger rail hub.
 - In 1996, the Port Authority completed an \$8.5 million renovation of the historic facility and it now serves as a modern, intermodal train and bus terminal and office complex.
 - Toledo is served by four passenger trains daily to Chicago and several destinations to the east including Washington, D.C., Boston, Pittsburgh, New York, Cleveland, and Philadelphia.
- ➔ Highway Transportation Elements:
 - Three of the country's most traveled interstates cross through Toledo: I-80 (east/west from New York to California), I-90 (east/west from Massachusetts to Washington), and I-75 (north/south from Michigan to Florida). Its location has made it a center for the trucking industry, including distribution centers for such companies as UPS and Federal Express.
 - Minimal highway congestion
 - Over \$500 Million dollars of Major highway infrastructure projects have been completed or are in progress
 - Maumee River Crossing
 - US 24 Fort to Port
 - Major Interstate System Interchange projects
 - Upwards of 100 truck lines give shippers single-line truck service to every metropolitan area in the United States and many areas of Canada. Common, contract, refrigerated and liquid bulk carriers are all available in ample supply in the area.
 - Northwest Ohio is served by satellite terminals of almost all the major truck lines. Whatever a company's over-the-road transportation needs may be, they can be efficiently and cost-effectively served in northwest Ohio.
- ➔ Air Transportation Assets:
 - At the center of the region sits Toledo Express Airport, which offers convenience and affordability while providing service to national and international destinations.
 - 500-acre air-cargo and logistics park
 - 300-acre ground transportation and distribution park
 - Expansion potential up to 700 total acres

- Toledo airspace is not dependent on Detroit or Cleveland. In addition, Toledo is not impacted by congestion and delays.
- Networks of airports in the surrounding counties are also accessible, as is Detroit Metro Airport, less than an hour's drive away.
- Toledo Express Airport is the site of the 30th busiest cargo airport in the nation (50th in the World) and second only to Chicago O'Hare in the Great Lakes Region.
- It is also the international air cargo hub for BAX Global, Utilizing a sprawling 279,000-square-foot facility, BAX Global Corporation works around the clock, and providing time-sensitive air freight delivery service for the region's top businesses. BAX Global ships packages around the world around the clock.
- Toledo Express Airport can land any commercial aircraft in the world
- Toledo Express also provides daily passenger flights to major passenger hubs in the Midwest including Orlando, Tampa Bay, Atlanta, Chicago O'Hare, Cincinnati, Detroit, and Cleveland. Detroit Metro Airport is located less than an hour north of Toledo and offers daily direct flights to national and international destinations. Other smaller airports in the region offer general aviation services.
- Toledo Metcalf Airport, operated by the Toledo-Lucas County Port Authority, provides general aviation services through its fixed-based operator, Crow, Inc. Metcalf lies south of Toledo near I-280, about seven miles from downtown Toledo. Airside facilities include runways and taxiways, navigation aids, and airport lighting. Toledo Metcalf Airport is equipped with two runways one-100 x 4,600 feet and other – 75 x 3,300 feet.
 - Landside facilities include the airport terminal/administration building, hangar facilities, and aircraft parking aprons, fuel storage, and automobile parking. Approximately 4,600 square feet is set aside for administrative and general aviation terminal facilities, which include pilot's lounge, pilot services, avionics shop, aircraft storage, fuel service, major and minor general aviation aircraft maintenance chartering, flight instruction, aircraft rental and sales, cargo handling and air ambulance.
- Airlines servicing Detroit Metro (as of August 2003) include: American Airlines, British Airways, Air Canada, Champion Air, Comair, Continental, Delta, KLM, Lufthansa, Mesaba, Northwest Airlines, Pinnacle, Royal Jordanian, Southwest Airlines, Spirit, United Airlines and US Airways plus numerous seasonal charters.
- ➔ The University of Toledo Intermodal Transportation Institute and University Transportation Center is:
 - A Federal University Transportation Center. The theme is Intermodal Transportation focusing on Supply Chains, Infrastructure Utilization, and Alternate Energy. UT-UTC partners are BGSU and WSU.
 - A partner in the Michigan-Ohio University Transportation Center (MIOH-UTC) led by the University of Detroit-Mercy. Other partners are BGSU, WSU, and Grand Valley State University.
 - An affiliate in the Great Lakes Maritime Research Institute (GLMRI). The goal is to help, maintain, and promote maritime transportation on the Great Lakes.

3. Logistics and Multi-Modal Transportation future/vision

- ➔ Develop Transportation Opportunity District Concept
 - A Transportation Opportunity District (TOD) is a geographically defined economic development space that focuses on the logistics and transportation of basic raw materials/industrial commodities, manufactured goods/industrial products, and/or wholesale and retail products. It is a logistics and supply center that is located and operated to improve delivery time, enhance system reliability, increase productivity, and reduce operating costs. A TOD often brings together two or more modes of transportation in a synergistic way. The TOD provides one-stop access to and support for incentive programs currently available from federal, state, and local authorities. It is designed and planned through cooperative efforts by public and private sector partners to enhance economic development in the region.
- ➔ Advantages of Transportation Opportunity District
 - A TOD can have government incentives, economies of scale in infrastructure, and operating improvements that encourage private-sector companies to invest and locate manufacturing, transportation, and distribution facilities in a region. Government incentives are programs that reduce initial investment costs and/or continuing operating costs such as infrastructure assistance or job creation incentives. Economies of scale in investing in a TOD result from many firms sharing infrastructure such as loading and unloading equipment and access road that would otherwise have to be created for each firm. Operating improvements are on-going advantages that companies achieve by choosing to locate in a TOD such as the ability to access turnpike triples or to shift freight from one mode to another efficiently.
- ➔ Types of Transportation Opportunity Districts
 - Water Port Anchored TOD: This should be located close to the Port of Toledo with on-site access to both rail and truck for transporting products to and from the port. The items most likely to move through this TOD would be:
 - Raw materials/industrial commodities
 - Manufactured goods/industrial products
 - Certain finished products for wholesale and retail distribution
 - Airport Anchored TOD: This could be located close to Toledo Express Airport with on-site access to truck, which would be used extensively to move product from the airport to customers. The items most likely to move through this TOD would be:
 - Perishable product
 - High value, time sensitive manufactured goods/industrial products and finished products
 - Surface Transportation Anchored TOD: This could be located in various places where both important highway routes and rail lines exist. This allows companies to shift items between modes to create the best transportation arrangement. Access to long combination vehicles that use triple trailers further enhance the attractiveness of this option. An initial study has been done to evaluate locations for such a facility with access to the turnpike. The items most likely to move through this TOD would be:
 - Raw materials/industrial commodities
 - Manufactured goods/industrial products
 - Finished products for wholesale and retail distribution

4. Partners Assisting in Developing Strengths Document

- ➔ Transportation Advisory Group of Northwest Ohio (TAGNO)
- ➔ ODOT District 2
- ➔ Toledo Metropolitan Area Council of Governments
- ➔ Lucas County Port Authority
- ➔ University of Toledo
- ➔ Global Partners LTD
- ➔ City of Toledo