CSX operates over 21,000 route miles within 23 Eastern states and the District of Columbia.

- Access to more than 70 ports
- Defined by geographic region
  - Atlantic
  - Gulf
  - Lake
  - River
The current environment is unsettled.

- Economic environment is weakening
  - *Housing and auto sectors remain weak, industrial sector softening*

- Financial momentum remains strong
  - *Momentum has been sustained in declining volume environment*

- Fundamentals of the *Rail Renaissance* remain intact
  - *Long-term view still require more freight by rail*
Imports are expected to decline and then grow steadily.
Exports are forecasted to remain flat through 2010 before significantly growing again.
Transportation demand will increase as a result.
Highway congestion will become worse, especially around major population centers.

Today

2020

Source: USDOT FHWA Freight Analysis Framework
CSX is promoting the National Gateway to connect Mid-Atlantic ports and the Midwest.

- Over $724 million in terminal and infrastructure improvements
  - Federal & state = 50%, CSX = 50%
  - Create thousands of jobs
  - Move freight off of crowded highways
- OH & PA governors favor this project

NC - VA - MD via DC
DC - Northwest OH via PIT
Wilmington - Charlotte
The National Gateway creates an efficient intermodal network.

- Creates a double stack network along key corridors
- Additional terminal construction begins 2011
- Targeted completion by 2015

Terminal Construction: 2008
Planned Construction

www.nationalgateway.org
National Gateway Project
Double Stack Clearance
Existing or Planned
The major East Coast ports reportedly investing $6.4 billion for infrastructure improvements.*

- Driven by containerization
- Port infrastructure issues
  - Availability of deep water
  - Rail connectivity
  - On-dock intermodal container transfer facility
  - Warehouses & logistics centers
- Break bulk cargo strategy
- Environmental and community impact
- Potential partnerships

*Port of Tampa = $1.7 billion