CARGO FLOW SOLUTIONS

The IMCTF Approach

Integrated Multimodal Cargo Transfer Facility

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Transportation Data Supported By:

STRATEGIC RAIL FINANCE

What is the IMCTF Model?

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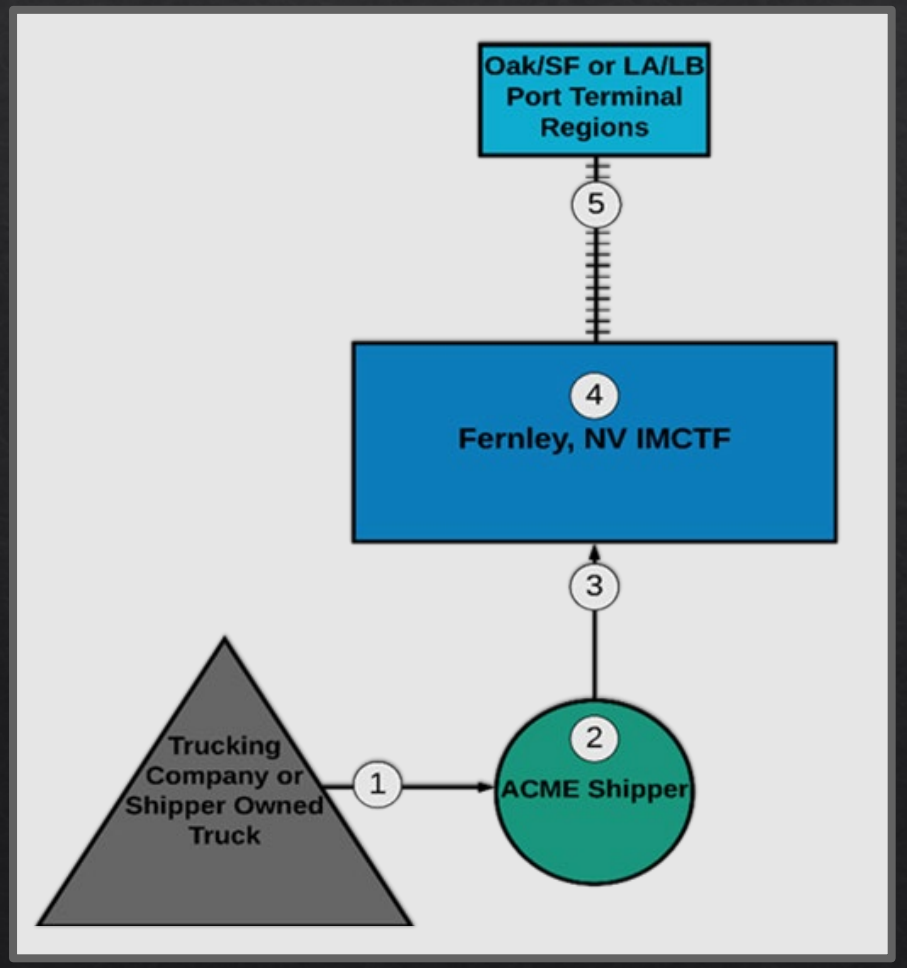
- IMCTF is an abbreviation for Integrated Multimodal Cargo Transload Facility.
- Rail is an integral part of a safe, efficient and sustainable transportation system for an IMCTF and the State of Nevada.
- The IMCTF model represents the integration of multimodal (Ocean/Rail/Truck) transportation methods with a cargo transfer facility that is strategically placed to maximize the efficiency of each transportation mode move from the point of origin to the point of delivery destination.
- The Cargo Transload Facility location is driven by several factors such as interstate corridor access, class 1 rail access, land access and topography, shipment volumes, shipment origins and destinations and much more.
- The IMCTF model moves the pivot point of sizeable volumes of cargo to a strategically identified location within catchment area where shipments traveling long distances by truck can have the cargo transferred to/from their trailers for final destination delivery. This provides for the most efficient utilization of both rail and truck for the movement of the cargo involved. Compared to the *traditional ICTF model utilizing truck/container/chassis* movement for final leg of delivery, the IMCTF model replaces the use of truck/container/chassis equipment with more standardized and available Truck/Trailer combinations. This reduces dependency on chassis equipment, provides for much shorter container turn times (container dwell time) and remove up to 50% of road miles due to not needing to return containers to an ICTF.

IMCTF Model Flow Chart



1. Truck with standard 53’ trailer travels to shipper to pickup a shipment.
2. Shipment is loaded into truck/trailer.
3. Shipment is transported from shipper to the Fernley, NV IMCTF for transloading.
4. Shipment is transloaded into appropriate container, rail car, etc. that best meets cargo needs and is loaded onto train for rail transport to Oakland/SF or LA/LB Port Terminal Regions.
5. Shipments arrive loaded in containerized equipment at Port Terminal Region for loading onto ocean vessel or further final destination service.

ICTF – The Traditional Model

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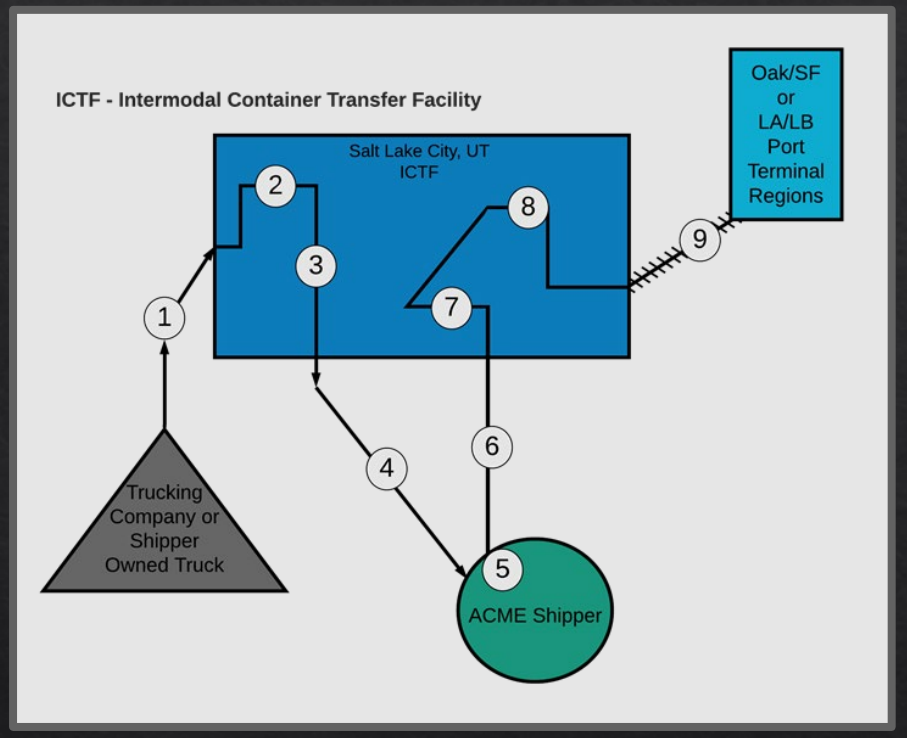
- ICTF (Intermodal Container Transfer Facility)
- This traditional ICTF model can be found in many locations throughout the country, and they are referred to using many different terms such as container yards, rail yards, intermodal terminals, inland port terminals and container hubs to name a handful of terms I've heard used for this model that I refer to as an ICTF model.
- The traditional operational process within the ICTF model, focuses on moving containers of cargo between their respective ICTF location and ocean port terminals and/or other major points for further transfer by utilizing truck/container/chassis movement to final destination.
- Rail is very good at their core business of transporting the equipment that holds the cargo by rail. Rail is one of the most efficient modes of land transportation in terms of fuel usage and carbon emissions per ton of cargo moved per mile when compared to today's diesel fuel trucks. We should be building system/process solutions that allow shippers and the supply chain to take advantage of rail in the most efficient manner.

Traditional ICTF Model Flow Chart



1. Shipper hired truck carrier travels to ICTF to pickup necessary equipment for shipper.
2. Truck arrives and goes to ICTF yard location to pickup chassis after conducting a safety check.
3. Truck/Chassis then position to ICTF yard location for an empty container to be set onto the chassis.
4. Truck/Chassis/Container are then transported to the shipper for loading.
5. Shipment is loaded into the container at shipper.
6. Truck/Chassis/Container loaded with shipment are returned to the ICTF.
7. At the ICTF, the loaded container is removed from the Chassis.
8. The chassis is then removed and left at the proper ICTF yard location.
9. Shipment in container is then loaded onto train for rail transport to Oakland/SF or LA/LB Port Terminal Regions.

Key Values of IMCTF

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- **Ocean Carriers** – shorter dwell time on container equipment and access to potential new business opportunities from shippers looking to take advantage of utilizing the IMCTF model.
- **Ocean Ports/Terminal Operators** - Fewer trucks to process on port, allowing for safer and less congested operations.
- **Truck Carriers to/from IMCTF** – Ability to utilize standard trailer equipment for transporting cargo, easy accessibility to/from the interstate highway system, shorter distance hauling in many cases.
- **Rail Operator** – New business opportunities as the rail will be the single source transportation solution between the IMCTF and the regional port terminal destination. The IMCTF is expected to provide consistent daily full train volumes.
- **Shippers/Receivers** – Greater truck accessibility due to standardized truck/trailer combinations, expected cost savings between 15% and 20% when shippers utilize an IMCTF instead of the traditional model and increased service to customers
- **State/Community** – Reduced trucking converted to rail miles that leads to safer roads, less road wear, cleaner air and improved economic development opportunities for the local communities surround the IMCTF.

Container Volumes in TEU's

Terminals	TEUs in 2020
Los Angeles	9,213,396
https://www.portoflosangeles.org/business/statistics/container-statistics	
Long Beach	8,100,000
https://www.polb.com/business/port-statistics#yearly-teus	
Oakland Port	2,461,279
https://www.oaklandseaport.com/performance/facts-figures/	

THANK YOU


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QUESTIONS?

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