### Indiana Coal Movement – Modal Data

By Mode in Tons (millions) and % modal share

<table>
<thead>
<tr>
<th>Mode</th>
<th>IntraState</th>
<th>Outbound</th>
<th>Inbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRUCK</td>
<td>14.5 (41%)</td>
<td>14.5 (30%)</td>
<td>1.0 (1%)</td>
</tr>
<tr>
<td>RAIL</td>
<td>20.9 (59%)</td>
<td>30.0 (62%)</td>
<td>95.8 (94%)</td>
</tr>
<tr>
<td>WATER</td>
<td>-</td>
<td>3.9 (8%)</td>
<td>5.1 (5%)</td>
</tr>
<tr>
<td>Totals</td>
<td>35.4</td>
<td>48.4</td>
<td>101.9</td>
</tr>
</tbody>
</table>

Source: U.S. DOT, FAF 2.2
Modal shift impact - Indiana

- Rail & Water move over 1.25 million truckloads annually
National Freight Transportation

Demand at an All-Time High .... and Growing

Net Freight Tons (in Billions)

Truck
Rail
Water
Other
Air

Source: Global Insight, Inc., TRANSEARCH, 2004
Freight Tonnages by Transportation Mode Inbound to Indiana

Volume (Millions of Short Tons)

Year

2002
2015
2025
2035

Air & Truck
Other Intermodal
Pipeline & Unknown
Rail
Truck
Truck & Rail
Water

Source: FHWA Freight Analysis Framework Version 2.2
Freight Tonnages by Transportation Mode
Outbound from Indiana

Volume (Millions of Short Tons)

Year

2002 2015 2025 2035

Source: FHWA Freight Analysis Framework Version 2.2
Indiana’s Rail Network

40 Freight railroads operating on 4,165 miles. Hauled 298 million tons in 6.8 million railcars. (Source: AAR 2005 data)
Current and Projected Rail Levels of Service (2007, 2035)
## Indiana’s Trading Partners

### Inbound Rail Tonnage by Origin State (2005)

<table>
<thead>
<tr>
<th>State</th>
<th>Tonnage (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MN</td>
<td>1,029</td>
</tr>
<tr>
<td>PA</td>
<td>1,058</td>
</tr>
<tr>
<td>AL</td>
<td>1,096</td>
</tr>
<tr>
<td>KY</td>
<td>1,163</td>
</tr>
<tr>
<td>WY</td>
<td>1,176</td>
</tr>
<tr>
<td>VA</td>
<td>1,595</td>
</tr>
<tr>
<td>MT</td>
<td>1,614</td>
</tr>
<tr>
<td>MI</td>
<td>3,063</td>
</tr>
<tr>
<td>OH</td>
<td>5,106</td>
</tr>
<tr>
<td>WV</td>
<td>7,086</td>
</tr>
<tr>
<td>IL</td>
<td>13,683</td>
</tr>
</tbody>
</table>

### Tonnage Chart

- **x-axis**: States
- **y-axis**: Tonnage (in thousands)
- **IL** has the highest inbound rail tonnage (13,683 thousand)
- **MN** has the lowest inbound rail tonnage (1,029 thousand)
Indiana’s Trading Partners
Outbound Rail Tonnage by Destination State (2005)

<table>
<thead>
<tr>
<th>State</th>
<th>Tonnage (in Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FL</td>
<td>1,188</td>
</tr>
<tr>
<td>KY</td>
<td>1,497</td>
</tr>
<tr>
<td>MI</td>
<td>1,578</td>
</tr>
<tr>
<td>AL</td>
<td>1,883</td>
</tr>
<tr>
<td>NC</td>
<td>2,338</td>
</tr>
<tr>
<td>TN</td>
<td>2,457</td>
</tr>
<tr>
<td>OH</td>
<td>3,480</td>
</tr>
<tr>
<td>GA</td>
<td>3,867</td>
</tr>
<tr>
<td>IL</td>
<td>3,947</td>
</tr>
</tbody>
</table>
Marine Cargo in Indiana

Indiana’s Marine Port Facilities

Indiana’s Waterborne Freight Flows (2001-2006)
Modal Comparisons for Coal Transportation

1 BARGE LOAD = 15 RAILCAR LOADS = 80 TRUCK LOADS
Emissions characteristics by mode

- Part. Matt.
- Hydrocarbon
- Carbon Monoxide
- Nitrogen Oxide

<table>
<thead>
<tr>
<th>Mode</th>
<th>Particles</th>
<th>Hydrocarbons</th>
<th>Carbon Monoxide</th>
<th>Nitrogen Oxide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inland Water</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
</tr>
<tr>
<td>Rail</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>Truck</td>
<td>Low</td>
<td>Low</td>
<td>High</td>
<td>High</td>
</tr>
</tbody>
</table>
Fuel Comparison by mode – ONE gallon of fuel moves ONE ton of freight

- Truck: 132 MILES
- Rail: 436 MILES
- Inland Water: 514 MILES
Indiana’s Energy Industry

Top Coal Consuming States (2006)

- Texas: 100 million short tons
- Indiana: 62 million short tons
- Ohio: 60 million short tons
- Pennsylvania: 58 million short tons
- Illinois: 56 million short tons

Bottom Line

- Indiana’s marine freight industries are vibrant with capacity to expand

- Indiana’s roadway network is healthy and getting better due to Major Moves
  - Indiana lacks rail service to/from the West
  - Indiana lacks efficient north-south rail routes for bulk commodities
  - Lack of east-west roadways in the northern portion of the state results in delays in the movement of freight around the Chicago metropolitan area
Freight Movement is the Economy in Motion

K. Bucklew 2007
For More Information, Contact………

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INDIANA - We get the GIST in Logistics