

Intermodal Opportunities Continue to Increase!



Wednesday, May 16, 2018
Union League Club, Chicago



Welcome to the 2018 Rail Supply Chain Summit!

Intermodal Opportunities Continue To Increase

Dear Sponsors, Speakers, Participants, and Guests,

Thank you for your participation in the 2018 Rail Supply Chain Summit!

Each of you contributes to the rousing success of the Summit through your sponsorships, information, and networking. We know your time is valuable, given the demanding responsibilities you have. We are delighted that you are joining us for the 2018 Summit.

It would be impossible to deliver an outstanding conference without the financial support of our loyal and valued sponsors. Their funding enables the Summit to have top, national experts present cutting-edge information for the rail and waterways sectors. This information births new opportunities. We promote collaborative cooperation where appropriate. The rest is up to you.

Because we are in an era of transition, many developments occur between Summits. We invite previous speakers to introduce any key revisions, changes, or developments that have taken place since they spoke. Offering this connectivity is an important component of the Summit.

With seven, sold-out Summits of which the last two have initiated more than ½ billion in deals that are still active, it is time to encourage business leaders to be more pro-active in community outreach. Being involved in communities where your businesses are is a critical factor of doing business today.

Donald L. Babcock, the 2018 recipient of the Diolkos Award, exemplifies the role of a business leader who improves the communities where his company, NIPSCO, does business. As part of this awareness, we are also introducing the Jobs Program that has been successfully launched by the partnership of IIPD with The Rail Supply Chain Summit.

SAVE the DATE
The 2019 Rail Supply Chain Summit
Thursday, May 9, 2019

Respectfully submitted,
Mary Elisabeth Pitz
Founder, The Rail Supply Chain Summit
President & CEO, MEP&A



IIPD's JOBS PROGRAM



Mary Elisabeth Pitz, Founder of the Rail Supply Chain Summit, and Clayton Harris III, Executive Director of the Illinois International Port District, Port of Chicago, have partnered to launch IIPD's Jobs Program under the auspices of the Port of Chicago. The program is designed to provide jobs for young, non-violent felons who have graduated from Cook County Sheriff Tom Dart's rehabilitation program, RENEW, while serving their sentence in the County system.

Harris and Pitz work closely together to give these young men a hands-up to a better life. During the Summit, Harris and Pitz will recognize three companies (Eagle Training Services, Entertainment Cruises, and NASCO) that have provided work opportunities for these young men.

Jobs Make The Difference

The idea for this program occurred thanks to Leo Cattoni. Prior to selling Illinois Marine Towing (IMT) to Canal Barge Company in 2008, Cattoni, founder of IMT, hired 18 graduates over a period of years from the rehabilitation program Dart ran for inmates.

Cattoni says, "About 10 of these men are still working on the rivers today. Three or four went on to get their Western Rivers Master License. There is satisfaction in knowing they got a second chance and made the most of it."

Like Cattoni, Harris feels that the best part of being involved in the program is seeing the outcome. He explains, "We are getting hard workers who want nothing but to succeed, and we are giving them the opportunity to do so. The gratitude exhibited by these men is immeasurable. They're not looking for handouts. They just need the opportunity to work and to get back on their feet."



THE DIOLKOS AWARD

Outstanding Leadership and Commitment

It is no longer enough to be successful in business. True leadership stems from giving back in positive, productive ways that improve the greater good for many, not just a few. Each year, we acknowledge one outstanding leader for his contributions in business and throughout his greater community.



DONALD L. BABCOCK
Director, Economic Development



The 2018 Diolkos recipient is Donald L. Babcock, Director of Economic Development at NIPSCO, the largest energy distribution company in Indiana. For decades, he has worked closely with community and business leaders in companies and organizations across northern Indiana attracting new business, supporting industrial expansion, and creating sustainable jobs. Concurrently, he has dedicated himself to improving the quality of life for residents in Northern Indiana.

Recognition of his significant contributions include his role as a Founding Member of the Lake County IN Economic Alliance as well as his foresight and dedication in the creation of the Energy Solutions Center in Washington, D.C. He was awarded Honorary Secretary of Commerce for the State of Indiana. As the first 3-year Chair of the Northwest Indiana Forum, he helped lead Northwest Indiana's regional development efforts which led to Babcock receiving the One Region Outstanding Contribution Award.

In 2017, he was inducted into the Business & Industry Hall of Fame with the Partner in Progress Award for leadership in building a strong Northwest Indiana by the Times Media Company. As President of the Michigan City Redevelopment Commission from 2016 to the present, Babcock led the multi-million dollar revitalization of Michigan City. Currently, he serves as Chair of Ready NWI that is building a better workforce for Northwest Indiana.

Privately

Babcock has worked tirelessly to improve the quality of life for residents in Northern Indiana. As President of the Boys & Girls Club of Michigan City from 2013 through 2016, he spearheaded the reconstitution of the Board of Directors, hired a new Executive Director, and relocated to a new facility. The club now serves more than 500 young people. The Lubeznik Center for the Arts recognized Babcock with the first Arts Leadership Award. The Purdue Alumni Association Calumet has also awarded him with the Outstanding Alumnus Award.

The Diolkos Wagonway

Our award takes its name from the ancient Diolkos route that demonstrates the innovative thinking that delivered a practical way of transporting freight more than 2,000 years ago. While the men that developed the Diolkos Wagonway are not known to us, their accomplishment is. Their pioneering solution to transporting heavy freight quickly and safely expanded their economy significantly and changed the fate of wars. The Diolkos Wagonway is the mother of the first railroad and the first historical evidence of a highly effective Supply Chain linking water and rail service.

600 B.C. – 50 A.D.

The ancient Greek word Diolkos combined the words “across” and “portage machine”. For more than 600 years, the Diolkos route was important for commerce providing an efficient, safe route to and from the lucrative Athens markets.

This is the first recorded, regular, paying wagonway that transported heavy goods like marble and timber across the Isthmus of Corinth rather than sailing around it. This 5 mile long route was paved with hard limestone. Parallel grooves ran about 63” apart serving as tracks for a wheeled vehicle. Animals and human labor pulled the cargo laden boats along wagonway. During periods of war, the strategic importance of the Diolkos route soared.

Less Risk, Faster

The Diolkos provided easy access to the sheltered waters of the Gulf of Corinth and the Saronic Gulf avoiding the notorious gales that marked passage around the Peloponnese Peninsula. Historians claim the efficiency and speed of this Diolkos was well known throughout the ancient world from the expression “as fast as a Corinthian”. The trackway was open to all upon payment thereby constituting a public railway. This concept did not reoccur until the 19th century when the modern railroad was launched.



KEYNOTE SPEAKERS

Brian D. Hancock and Linda Baur Darr



BRIAN D. HANCOCK
Executive Vice President
Chief Marketing Officer
Kansas City Southern



www.kcsouthern.com

Executive Vice President and Chief Marketing Officer for Kansas City Southern (KCS), Brian D. Hancock has responsibility for the U.S. and Mexico companies of KCS. As Chief Marketing Officer, he directs sales, marketing, customer solutions, and business development.

Trade & NAFTA

KCS is spearheading the campaign to support NAFTA and trade with Mexico, our third largest trading partner after Canada and China. Only 10 U.S. states made up 77% of the Total Mexico Trade. They are: Texas, California, Michigan, Illinois, Arizona, Ohio, Tennessee, Georgia, Indiana, and Florida. Mexico is the #1 market for U.S. corn, soybean meal, and poultry. It is the #2 market for U.S. pork.

During the first year of NAFTA (1994), Mexico comprised 29% of U.S. NAFTA trade. By 2016, Mexico's percent of NAFTA trade had dramatically increased to 49%. Total trade with Mexico increased 543% during the 13 yr. period from 1993 to 2016.

Exports

U.S. Exports to Mexico have grown 450% pre-NAFTA to 2016. In 2015, the majority of goods traded between the U.S. and Mexico (86% or \$455.2 billion), was exchanged at the border. The top five commodity categories for U.S. exports to Mexico represent 61% of U.S. exports to Mexico. They are: Industrial Machinery (598% increase), Electric Machinery (377% increase), Vehicles and Parts (357% increase), Mineral Fuel, Oil, etc. (1744% increase), Plastics and Articles Thereof (667% increase). Prior to Mexico energy reform, trade deficit with Mexico as of 2016 was at \$64B ranking Mexico lower than 8 other countries. Laredo is the premier gateway for trade between the U.S. and Mexico, representing more than 37% (\$198 billion) of all goods traded. The remainder is handled through ocean ports or airports.



LINDA BAUR DARR
President & CEO
American Short Line and
Regional Railroad Association (ASLRRRA)



www.aslrra.org

President & CEO of the American Short Line and Regional Road Association (ASLRRRA), Linda Baur Darr leads ASLRRRA in their initiatives to secure transportation infrastructure that works, to have a balanced regulatory environment, and to obtain a permanent Short-Line tax credit. Previously, Darr worked with every major mode of transportation either as an advocate or a government official. Under Darr's leadership, ASLRRRA is campaigning for a permanent 45G Tax Credit and opposes increasing the size and weight for trucks which have serious impact on public safety and infrastructure.

Short Lines and Regional Railroads

Short line and regional railroads are also referred to as Class II and III railroads. The Standard Transportation Board classifies them by revenue: Class II = \$38.06 - \$475.75 million; Class III – less than \$38.06 million. They move one in 5 carloads annually on the national rail network operating in 49 states and representing 50% or more of the track miles in 16 states.

ASLRRRA delivers the framework and support for members to ensure compliance and provide a strong safety culture through their programming. Staff experts provide representation in Congress and in the regulatory agencies to ensure policies support these 603 railroads that contribute nearly \$5 billion in revenue to the U.S. economy. In 2015, they provided more than \$83 billion in tax revenue.

Partners and Customers

The majority of the time Short Lines partner with Class 1s and other short lines providing the first or last mile service for a longer journey. Most short lines invest a minimum of 25% of their annual revenues in rehabilitation and maintenance, which is far more than almost any other industry in the country. They work with a broad mix of industries serving nearly 10,000 customers and employing 17,800 railroaders nationwide. Just as important is that railroads take significant freight off the nation's aging highway infrastructure.



KEYNOTE SPEAKERS

Mike Toohey and J. T. “Tom” Garrett



MIKE TOOHEY
President & CEO
Waterways Council, Inc.



www.waterwayscouncil.org

Under Mike Toohey’s leadership as President and CEO of the Waterways Council, Inc. (WCI), he has guided the membership successfully in advocating for a modern, efficient, and reliable inland waterways transportation system for the past seven years. Previously, Toohey consistently provided legislative representation for corporations, the U.S. Department of Transportation, and governmental agencies.

WCI

As an advocacy organization, WCI has an impressive record of achievements. For example, through the 2014 policy cost-share change at Olmsted lock and dam to 85% General Fund/15% of the Inland Waterways Trust Fund (IWTF) (from 50%/50%), the project will open this August, four years in advance of the revised plan and at a savings of \$330 million.

Fiscal 2018

WCI is committed to the full use of the IWTF. FY2018 Omnibus Appropriations funding included historic levels for the Corps’ Civil Works Program at \$6.827 billion, an increase of \$789 million (13% above FY2017 appropriated funding), and \$1.8 billion or 36% above the President’s FY2018 budget request of \$5.002 billion.

WCI continues to focus on increasing the Corps’ Operations and Maintenance (O&M) account and advocating for \$10 million for Pre-construction Engineering and Design (PED) funding for the Navigation Ecosystem Sustainability Program (NESP).

Fiscal 2019

WCI is committed to urging Congress to restore cuts made in the Administration’s FY2019 budget request. For example, more than a 22% cut from the FY 2018 Senate Appropriations Committee’s funding is proposed which would be seriously detrimental to the Inland Waters system. Among other issues that are harmful to the Inland Waterways, WCI is also opposing the proposed New User Fee.



J. T. “TOM” GARRETT
President
Paducah & Louisville Railway, Inc.



www.palrr.biz

P&L Transportation, Inc. is the holding company for its operating railroad subsidiaries, Paducah & Louisville Railway, Inc. (“P&L”), Evansville Western Railway, Inc. (“EVWR”) and Appalachian and Ohio Railroad, Inc. (“A&O”).

Since 2010, J. T. “Tom” Garrett has served as President of the P&L, a full-service, Class II, regional railroad that operates more than 280 miles of mainline track between Paducah and Louisville KY. Garrett also oversees P&L’s subsidiary railroads, the EVWR and the A&O. He brings more than 30 years of expertise to the P&L operations. The PLT railroads handle more than 200,000 carloads annually, originating or terminating 99% of these loads.

P&L

As a regional railroad, P&L serves three large rail to barge transfer terminals on the Ohio and Tennessee Rivers. The primary commodities are coal, chemicals, aggregates, and vehicle frames. P&L interchanges with five Class I railroads and serves three large rail to barge transfer terminals. Several bulk terminals, warehouses, and transload facilities are located on the P&L line.

EVWR

EVWR is a Class II railroad that operates more than 125 miles of mainline track between Evansville, IN and Okawville, IL. The railroad’s primary commodities are coal, grain, and chemicals. EVWR interchanges with four Class I railroads and serves two rail to barge transfer terminals. EVWR also owns the Central Florida Intermodal Logistics Center in Winter Haven, FL, a rail to truck intermodal facility.

A&O

A&O is a Class III railroad that operates more than 158 miles of mainline track between Grafton and Cowen, WV. Its primary commodity is coal. A&O interchanges with CSX at Grafton, WV, and three Short Lines.



The 2018 Rail Supply Chain Summit Program



7:15 AM	REGISTRATION OPENS	12:45 PM	“The Diolkos Award” Mary Elisabeth Pitz
7:40	BREAKFAST	12:50	INTRODUCTION TO DONALD L. BABCOCK Andrew Fox , Managing Director, Anacostia & Pacific Company, Anacostia Rail Holdings, Inc.
7:45	Welcome Mary Elisabeth Pitz Founder, The Rail Supply Chain Summit President & CEO, MEP&A	12:55	DIOLKOS AWARD PRESENTATION Mary Elisabeth Pitz
7:50	Safety Briefing Mike Long , Senior Manager of Field Operations Short Line Safety Institute	1:00	“The Resurgence of Industrial and Manufacturing in the U.S. and Impact on BNSF” John H. Miller , Group V.P., Industrial Products BNSF Railway
7:55	Pledge of Allegiance Frank Patton , Founder & Chairman Great Lakes Basin Transportation, Inc.	1:35	“The Short Line Safety Institute” Mike Long , Senior Manager of Field Operations Short Line Safety Institute
8:00	“Building the Next Generation of Free Trade” Brian Hancock , Executive Vice President and Chief Marketing Officer, Kansas City Southern	1:45	“Update on APH’s Marine Highway Innovation” Robert McCormack , Executive Member American Patriot Holdings
8:50	“Beyond the Waterways Capital Development Plan: What’s Next?” Mike Toohey , President & CEO Waterways Council, Inc.	2:00	“Recent North American Trade and Technology Advances Yield Substantial Multimodal Opportunities” John Vickerman , President & CEO Vickerman & Associates
9:25	“Working Better Together for the Customer” Linda Darr , President & CEO American Short Line & Regional Railroads (ASLRRA)	3:00	NETWORKING BREAK
10:00	NETWORKING BREAK	3:15	BREAKOUT SESSION I “IIPD: What’s Next?”Room 700 Clayton K. Harris III , Executive Director, Illinois International Port District, the Port of Chicago
10:15	“Coal Is Still Black Gold for P&L Transportation, Inc.” Thomas J. “TJ” Garrett , President & CEO Paducah & Louisville Railroad		“Cyber Security: Why You Should Be Paying Attention”Room 710 Michael Tiddy , Chief Information Security Officer BNSF Railway
10:45	“Just Getting Started” Brandy Christian , President & CEO Port NOLA; CEO, NOPB	4:15	BREAKOUT SESSION II “Exporting the Cheapest Octane Around the World”Room 700 Phil Thornton , Value Enhanced Project Director Illinois Corn Marketing Board and Illinois Corn Growers Association
11:15	Award Presentation to Clayton Harris, III Executive Director, Illinois International Port District, the Port of Chicago		“How the St. Louis Region Is Using Its World-Class Multimodal Network To Expand Its Global Footprint” Room 710 Mary Lamie , Executive Director St. Louis Regional Freightway
11:20	OUTSTANDING PARTNER AWARDS: • Jeffrey Clark , Managing Partner Eagle Training Services • Stephen Mosher , V.P. North American Stevedoring, LLC (NASCO) • Dan Russell , Regional V.P. Midwest, Entertainment Cruises, Chicago	5:00	NIPSCO RECEPTION Library, 2nd Floor
11:30	NETWORKING BREAK		
11:55	LUNCH		

KEYNOTE SPEAKERS

Brandy Christian and John H. Miller



BRANDY CHRISTIAN

President & CEO, Port NOLA

(New Orleans)

CEO, New Orleans Public Belt Railroad

(NOPB)

As President and CEO of Port NOLA (New Orleans), Brandy Christian brings a global perspective and experience in building high performance teams emphasizing strategic focus, bold action, and collaborative partnerships. Previously, she served for 14 years at the Port of San Diego, California's fourth-largest cargo port.

Port NOLA

Located on the Mississippi River, Port Nola is a deep-draft port with access to more than 30 major hubs via 14,500 miles of waterways, six Class I railroads, and key interstate highways. As a diverse general cargo port with more than \$60 million in revenues, the port employs nearly 300 people, has

invested \$200 million in capital projects, and generates \$2.8 billion in federal tax revenue. For the past three years, the port has set records for container traffic and surpassed 500,000 TEUs. In FY2017, there was a 17% growth in breakbulk.

Port Nola is considered America's Most Intermodal Port offering regular container-on-barge services and on-dock rail access with the Mississippi River Intermodal Terminal.

Part of the Master Plan highlights the expansion of the Napoleon Avenue Container Terminal to 1.5 million TEU capacity allowing for increasing cargo business.

Rankings

In four important areas, the port is ranked #1 as: the Logistics Port, the Importer of Natural Rubber, the U.S. London Metals Exchange Port (Copper, Zinc, Aluminum), and the U.S. Exporter of Frozen Poultry. It is ranked as the #2 U.S. Importer of Coffee.

The NOPB

Recently, the port acquired the NOPB which services all six Class I railroads. This new strategic alignment provides shippers a competitive advantage and enhances the port's multimodal transportation gateway.



JOHN H. MILLER

Group V.P. – Industrial Products

BNSF Railway



In July 2017, John Miller was named Group Vice President, Industrial Products at BNSF. In this role, he has sales and marketing responsibilities for the \$5 billion carload segment, including chemicals, crude oil, petroleum products, building products, construction products, beverages, perishables, and canned goods. Previously, he served as Group Vice President, Agriculture, where he led a marketing team for shippers of whole grain, grain products, fertilizer, ethanol, and bulk foods.

BNSF

Today's BNSF Railway is the product of nearly 400 different railroad lines that merged or were acquired during 160 years. BNSF operates approximately 32,500 route miles of track across the western two-thirds of the United States in 28 states and three Canadian provinces.

Highlights In 2016

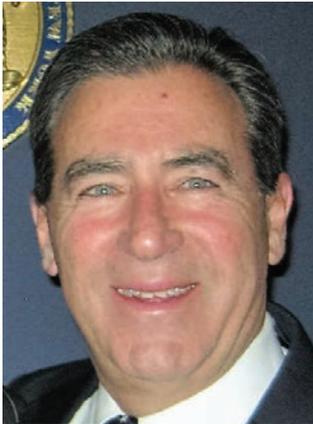
In 2016, BNSF hauled 1.8 million carloads of industrial products. Another landmark was BNSF's new Texas rail yard, Cadet Yard, located about 10 miles southwest of San Antonio. This new switching and classification yard will lower transit times from all lanes out of Mexico and South Texas. It will also relieve switching congestion at the BNSF yard in Temple, Texas. BNSF can now originate solid vehicle trains out of South Texas avoiding having to use the Fort Worth facility.

A major achievement was BNSF service for the military. They ran eight trains in nine days to support the execution of a large-scale delivery of heavy equipment for the First Armored Brigade Combat Team, 34th Military Division. By creatively utilizing camp Ripley's limited track capacity, they hauled hundreds of Humvees, Bradley Fighting Vehicles, Abrams tanks, and other equipment from Camp Ripley in Minnesota to the Mojave Desert, a journey of some 2,000 miles.



KEYNOTE SPEAKERS

Robert W. McCormack and M. John Vickerman



ROBERT W. McCORMACK

Executive Member
American Patriot Holdings



www.americanpatrioholdings.com

American Patriot Holdings LLC (APH) and its subsidiaries focus on ocean and coastwise operations in Oil, Chemical, Bulk, and Container transport. In the Inland Waterways sector APCT, an APH subsidiary, is finalizing plans to construct and operate self-propelled container vessels on the Mississippi and Illinois Rivers. This ground-breaking design, created by Naval Architect Naviform Consulting and Research Ltd, is owned by American Patriot Container Transport LLC (APCT). The design includes two U.S. Patents, with additional patents pending in Europe.

The container vessels planned for service on the Mississippi River can range from 592 ft. to 952 ft. in overall length, with a beam of 100 ft. The respective designs have a Deadweight ranging from 9,489 to 16,079 Long Tons and a TEU capacity ranging from 1,824 to 2,960 TEU.

No Wake Bow

The first patent includes the Exoskeleton Hull Structure, which significantly reduces the lightship weight allowing for maximum container payload. The vessel also includes a patented No Wake Bow Structure that allows the vessel to transit in the inland waterways at speeds of 13 mph with essentially no wake. APCT has entered into an Exclusive Licensing Agreement with Naviform for use and Sub-Licensing of these patents. APCT believes these patents will have worldwide appeal.

Cost Efficient, Reliable

These vessels will revolutionize inland marine transportation of containers by giving shippers un-paralleled cost efficiencies and a reliable liner service, utilizing LNG as the main propulsion fuel.

Initially the Mississippi River system will run between a main container terminal located at Plaquemines Port and two upriver ports in Memphis and in St. Louis. The launch date is first quarter 2020.



M. JOHN VICKERMAN

President
Vickerman & Associates, LLC



www.vickermanassociates.com

Vickerman & Associates, LLC specializes in the planning, design, and operational analysis of port, maritime, and intermodal rail facilities worldwide. As the Founding Principal and President, John Vickerman leads a team that has unparalleled industry knowledge and expertise in strategic master port and intermodal planning and design. The firm is internationally known for their innovative, practical solutions for the marine and intermodal transportation sectors. They set the bar as the pre-eminent port and intermodal industry visionary firm. Among other services, the firm provides operations analysis, existing productivity increases, and future strategic planning for expansion. By planning for increasing operational efficiency, responding to technology advances, and applying “green” design principles for sustainable development on the projects they undertake, Vickerman and Associates delivers practical

plans for sustainable growth for their clients.

MultiModal Services

The firm excels in delivering concepts through to reality. Their portfolio includes more than 10 different services from General Consulting Services to Final Engineering and Architectural Design for Construction.

John Vickerman

Vickerman is considered to be the most creative and knowledgeable thinker today in the port intermodal industry. For more than 35 years, a significant amount of Vickerman’s work has focused on preparing clients (ports and shipping companies) to recognize and adapt to the dramatic changes in markets as well as to the revolutionary advancements in technology. Of the 90 North American deep-water, general cargo ports, Vickerman has been involved in strategic port master planning and development in 67 of these ports. His international work has included Europe, Asia, Australia, Central America, and South America. He is both a licensed civil engineer and a registered architect in 21 states.



2018 IIPD'S JOBS PROGRAM HONOREES

Eagle Training Services | NASCO | Entertainment Cruises, Chicago

Clayton Harris, III, Executive Director of the Port of Chicago, launched the Jobs Program with Mary Elisabeth Pitz, Founder of the Rail Supply Chain Summit, under the auspices of the Port of Chicago. As an ex-Prosecutor, Harris is strongly committed to helping young men find work, make better choices, and become contributors to the community.

The IIPD's Jobs Program provides interviews for entry-level jobs in the freight sector for young, non-violent felons who have graduated from Cook County Sheriff Tom Dart's RENEW program. At the 2018 Summit, three individuals and their companies are being recognized for their outstanding support of IIPD's Jobs Program.

Jeffrey Clark, Managing Partner, Eagle Training Services, recently awarded the Roger Baker Memorial scholarship to the IIPD's Jobs Program. This is a full scholarship for Eagle Training Services' four-week truck driving school. Although truck drivers are in great demand, becoming certified as a driver is a costly process, beyond the reach of these young men. The recipient of the scholarship will be certified as a Class A truck driver upon completion of the four-week course. In addition, Clark will help him secure a position with a recognized trucking company.

Stephen Mosher, V.P., North American Stevedoring, LLC (NASCO), a proud tenant of the Port of Chicago, is a strong supporter of IIPD's Jobs Program. When Mosher learned of the program that Harris was initiating, he immediately arranged to have his Human Resource Department interview and hire a group of six young men to work as stevedores last autumn. This group of six performed very well from their first day until the end of the season when the St. Lawrence Seaway closed for the winter.

Dan Russell, Regional V.P. – Midwest, Entertainment Cruises, Chicago, learned of IIPD's Jobs Program at a 2017 Chicago Harbor Safety Committee meeting. As a significant seasonal employer in Chicago, Russell wanted Entertainment Cruises to participate in offering summer employment to IIPD's candidates as part of their community outreach. These young men are being hired initially as deck hands with the option of permanent work. They will also be able to improve their skills and upgrade their assignments through additional on-the-job training this summer.



ANDREW FOX
Managing Director
Anacostia Rail Holdings Co.



www.anacostia.com

The first Diolkos award was given to Andrew Fox when he was President of Chicago South Shore Freight Railroad (CSS), an Anacostia owner railroad. Because NIPSCO is a considerable client of Anacostia and has been since CSS was formed in 1989, it is fitting that Fox introduces Don Babcock, this year's recipient.

During the 1920's, the operations of both companies were housed under one corporate umbrella. Today they are strong business partners.



MICHAEL LONG
Senior Manager of Field Operations
Short Line Safety Institute (SLSI)



www.shortlinesafety.org

As the Senior Manager of Field Operations for the Short Line Safety Institute (SLSI), Michael Long brings more than 23 years of experience working with Class Ones, Short Lines, and the Federal Rail Administration to his position. His current responsibilities include rail safety, safety operations, and regulatory safety issues.

A non-profit organization, SLSI is tasked with safety education, training, and research for short line and regional railroads.



BREAKOUT SESSION I

Clayton Harris, III and Michael Tiddy



CLAYTON HARRIS, III
Executive Director
Illinois International Port District
Port of Chicago



www.theportofchicago.com

Clayton Harris III, Executive Director of the Illinois International Port District, has responsibility for America's Fourth Coast, the Port of Chicago. An ex-Prosecutor, Harris is tasked with generating and expanding economic development of the port while maintaining environmental integrity and fostering community outreach.

Multimodal

As a multimodal port, the port of Chicago links the inland river networks and the Great Lakes to the global markets offering easy access to six Class One Railroads (BNSF, Canadian National, Canadian Pacific, CSX Transportation, Norfolk Southern Corporation, and United Pacific) and two international airports (O'Hare International and Midway International) with immediate access to five major interstate highways (I-90-94, I-80, I-57, I-55, and I-65). Unlike other Great Lakes ports, the Port of Chicago operates 12 months a year with access to the Great Lakes as well as to the Illinois and Mississippi River Systems.

Key Advantages

Situated on more than 1,600 acres of land, the Port of Chicago consists of several major port facilities and is operated by the Illinois International Port District under Harris' administration. Clients served on the port represent a diverse tenant base. The port's Iroquois Landing Terminal provides unparalleled access by ocean, lake, and river vessels because of its deep draft and shallow draft terminal giving it a unique advantage within the Great Lakes and inland river systems. Barges transport more than 40% of the port's cargo on the Illinois and Mississippi Rivers between the Port of Chicago and Port NOLA as well as to the Gulf of Mexico. With more than 17.5 million tons of port shipments through the Great Lakes, the port serves as a leading center of commerce.



MICHAEL TIDDY
Chief Information Security Officer
BNSF Railway



www.bnsf.com

With cyber security considered the most critical issue facing business today, BNSF has appointed Michael Tiddy as their Chief Information Security Officer. He is responsible for the security of BNSF's railroad considered to be the most technologically advanced and efficient railroad in the industry.

Cyber Attacks

BNSF is faced with more than seven million cyber attacks each month. The origins of the attacks change over time and vary from those orchestrated by large nation states to individuals. Regardless of the source, the total volume of attacks remains consistent on a monthly basis.

Tiddy leads the railroad's multi-faceted approach to cyber security focusing on a strongly proactive defense. The company's plan for cyber security is based upon a holistic strategy aimed at BNSF employees because they believe that their employees are an important key to a successful cyber security strategy. BNSF's cyber security team works to educate every employee on being more aware of the risks that can be introduced to the company via their on-line activities. Additionally, the cyber security team extends its security awareness culture and testing processes beyond the company's walls to include contractors, suppliers, and where possible, its customers.

Expanded Team

BNSF's security controls are continually tested by independent auditors and security experts to ensure its cyber program is working as designed. The cyber security team also continually monitors intelligence with an eye toward modifying its processes and controls as threats evolve. Going forward, BNSF's cyber security team will continue to evolve their efforts to reduce attacks by implementing a more proactive preventative program.



BREAKOUT SESSION II

Mary Lamie, P.E. and Phil Thornton



MARY LAMIE, P.E.
Executive Director
St. Louis Regional Freightway



www.thefreightway.com

Mary Lamie, P.E., Executive Director of the St. Louis Regional Freightway, is tasked with developing public-private partnerships and creating the foundation for planning, marketing, and advocacy of the bi-state region as a national freight hub. With more than 25 years of experience in transportation, engineering, and management including 23 years with the Illinois Department of Transportation (IDOT), where she was Deputy Director of Highways Region 5 Engineer, Lamie is uniquely qualified to lead the Freightway.

America's Ag Coast

Known as America's Ag Coast, the St. Louis region delivers the highest level of grain barge handling capacity in the country along a 15-mile stretch of the Mississippi River.

4 Ports

The Freightway is composed of America's Central Port (Graite City, IL), the Jefferson County Port Authority, the Kaskaskia Regional Port Authority, and the Port Authority of St. Louis. The Port of Metropolitan St. Louis is the third largest inland port in the U. S. The Port of Kaskaskia is the eighth largest inland port in the U.S. for domestic tonnage. The four ports, two in Illinois and two in Missouri, coordinate freight activity, provide site selection, and offer other services to manufacturing, logistics, and multimodal transportation companies and their service providers.

The Freightway

This innovative organization unites the bi-state region by establishing strategic partnerships with a variety of governmental boundaries, public and private sectors, industries, and modes of transportation.

As a business enterprise of the Bi-State Development Corporation, the Freightway plays a critical role in the growth of the region's manufacturing and distribution sector within the City of St. Louis and seven adjacent counties in Missouri and Illinois.



PHIL THORNTON
Value Enhanced Project Director
Illinois Corn Growers Association
Illinois Corn Marketing Board



With approximately 5,000 members, the Illinois Corn Growers Association (ICGA) is largely comprised of family businesses. More than 90% of farms today are family businesses. ICGA utilizes membership dues to sustain a notable legislative presence in Springfield, IL and Washington, D.C., because the Illinois Corn Marketing Act precludes the use of corn checkoff dollars for legislative activities. Illinois is the #1 exporter of corn.

Ethanol

Ethanol is the fastest growing market for corn. The new market for corn-based ethanol is Japan. Thanks to Japan's new biofuel policy, imports of ETBE made from U.S. corn-based ethanol are now allowed. Research funded with Illinois corn checkoff dollars through the Illinois Corn Marketing Board (ICMB) helped provide the essential information to open up this market. Since farm profitability is facing significant challenges as corn prices remain at or below the cost of production in many areas, this is a win for U.S. corn farmers. This biofuel policy is a win for Japanese citizens as their tailpipe emissions will be improved by using corn-based ethanol in the production of ETBE.

The Rivers

Improving the Illinois, Mississippi, and Ohio River system has been an ICGA priority for more than 20 years. In Illinois, the Waterways give Illinois farmers and other Illinois industries a competitive advantage over other states for transportation of grain and other agricultural products. Making export growth a priority means making the locks and dams a priority. With Illinois' link through their river systems to the Gulf, ICGA and ICMB pro-actively advocate for and support an effective infrastructure repair and maintenance program for the locks and dams.





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