



FALL 2023 MRA RAIL UPDATE

A publication of the
Michigan Railroads Association

FREIGHT RAILROADS ARE PART OF THE SOLUTION TO CLIMATE CHANGE

As cumulative global emissions and CO₂-attributable warming continue to rise annually, immediate emissions reductions and smart policies to transition toward a net-zero economy are critical. Railroads remain a responsible partner capable of delivering sustainable transportation solutions in the near term and for the long haul.

With an eye trained on that goal, freight railroads are developing and implementing new technologies, refining operating practices, and working with their suppliers, customers and supply chain partners to reduce GHG emissions.

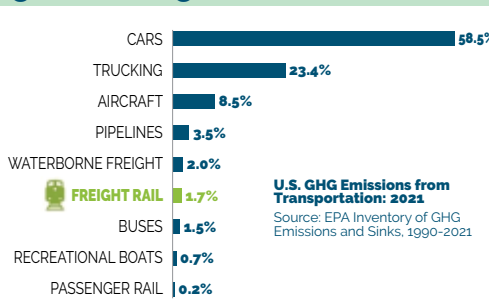
REDUCING GHG EMISSIONS

Greenhouse gas (GHG) emissions are directly related to fuel consumption. According to EPA data, freight railroads account for just 0.5% of total U.S. GHG emissions and just 1.7% of transportation-related GHG emissions. Moving freight by rail instead of truck lowers GHG

emissions by up to 75%, on average.

Through strategic, targeted investments, railroads have worked to improve fuel efficiency and drive down GHG emissions associated with their locomotives. Class I railroads are also working to decarbonize yard equipment, such as switcher locomotives, cranes, and service trucks.

Shipping by rail helps reduce greenhouse gas emissions.



Each yard asset represents an opportunity to drive down GHG and criteria pollutant emissions and lessen impacts on local communities.

- Acquiring or retrofitting thousands of more fuel-efficient locomotives that emit fewer criteria air pollutants and GHGs over the past decade.
- Developing more aerodynamic, high-strength, lighter-weight steel railcars in partnership with U.S. Steel to extend the useful life of railcars and decrease the fuel needed to haul this freight.
- Developing and installing fuel management and network optimization systems that calculate the most fuel-efficient speed for a train over a given route, determine the most efficient spacing and timing of trains on a railroad's network, minimize the need to slow or stop

CONTINUED PAGE 2 ►



Jon Cool, President
@MI_FreightRail

FROM THE PRESIDENT

Why does the MRA promote Rail Safety Week messaging each year? Every 3 hours in the United States a person or vehicle is hit by a train. More

than 2,100 people are injured or killed annually in crossing and trespassing incidents in North America.

The MRA partnered with Operation Lifesaver to hold two featured Rail Safety Week events in September to promote rail safety and awareness.

We kicked off the week in Pontiac with strong participation from Sen. Jeremy Moss, Rep. Brenda Carter, and Mayor Tim Greimel. All spoke to the necessity to increase awareness of track tragedies and education.

Thank you to MSP First Lt. Michael Shaw and railroad police for joining in the call for rail safety advocacy.

The second event was held in Grand Rapids with Cong. Hillary Scholten addressing rail safety

CONTINUED PAGE 2 ►

IN THIS ISSUE

Moving Michigan	3
Hazmat Training Drill	4
Operation Lifesaver	5
MSP Hazmat Tour	5
Rail Operations Tour	6

FREIGHT RAILROADS ARE PART OF THE SOLUTION TO CLIMATE CHANGE

► CONTINUED FROM PAGE 1

trains during trips, and monitor locomotives to ensure peak performance and efficiency.

- Working with locomotive manufacturers and refiners to test higher percentage blends of low-carbon fuels, including biodiesel and renewable diesel, which could result in substantial GHG emissions savings.
- Expanding the use of technologies, such as automated gate systems, to help trucks get in and out of yards more quickly, reducing idling and fuel usage. These investments reduce GHG and criteria pollutant emissions near yards.
- Exploring technologies that would allow railroads to use alternative fuels in their existing locomotive fleets and hybrid diesel-electric propulsion technology, which would work much like a plug-in hybrid car.
- Deploying near-zero and zero-emission yard equipment, such as natural gas and battery-electric service trucks (which reduce ambient noise and recharge their batteries each time they brake), as well as hybrid and electric cranes.

REDUCING HIGHWAY CONGESTION

A single freight train can take several hundred trucks off the nation's highways. Not only does this help motorists breathe easier, but it also helps reduce the enormous economic costs of highway congestion. According to the Texas Transportation Institute, highway congestion cost Americans \$190 billion in wasted time (8.7 billion hours) and wasted fuel (3.5 billion gallons) in 2019. Lost productivity, cargo delays and other costs add tens of billions of dollars to this tab.

Shifting freight from roads to rail also reduces highway wear and tear and the pressure to build costly new highways. And, with taxes and fees paid by commercial trucks falling far short of covering the cost of the highway damage they

cause, privately owned freight railroads – which spent an average of well above \$23 billion a year over the past five years in private capital annually on their network – relieve taxpayer burden, as well.

Railroads are the most fuel-efficient way to move freight over land.

- One train can carry the freight of hundreds of trucks, which reduces highway congestion.**
- Moving freight by train instead of truck reduces GHG emissions by up to 75%.
- Freight railroads are 3-4 times more fuel efficient than trucks, on average.
- If railroads did not move freight in the United States, it would take over 83 million additional trucks traveling on public roadways and would take about four times more fuel than rail to handle the freight Americans rely on every day.

BUILDING RESILIENCY

Railroads operate an expansive nationwide network exposed to the increasing frequency of climate-driven natural disasters, such as floods, wildfires, droughts, storms and unpredictable temperature shifts.

Freight railroads invest an average of \$23 billion each year to improve their networks, including maintaining and enhancing infrastructure and equipment. Railroads are improving infrastructure and operations to withstand climate-related hazards, which helps maintain economic stability by reducing the impact of

climate-related disruptions on the supply chain. As a result of these investments, the American Society of Civil Engineers awarded rail the highest grade in its last two Infrastructure Report Cards.

- Geo-mapped areas of track prone to wildfires, extreme temperature fluctuations, and flooding to identify and assess vulnerabilities.
- Instituted fire prevention programs that clear rights-of-way of grasses and brush to prevent wildfires and reduce the risk of damaging critical technology and infrastructure throughout the system.
- Built specialized “fire trains” that carry thousands of gallons of water and other firefighting equipment to deploy along railroad rights-of-way.
- Installed seismic, wind and water detectors along high-risk parts of the network. Railroads have also replaced wooden infrastructure with concrete or steel where possible, raised thousands of miles of track to avoid flooding impacts and prevent washouts, and adjusted the timing of track installation and maintenance projects to reduce track-buckling that can be associated with temperature changes.

EVOLVING OPERATIONS

Railroads continually find new ways to make their infrastructure, equipment and day-to-day operations more efficient. For example, improved rail car designs and distributed power (placing a locomotive in the middle or rear of a train) reduce the horsepower needed to move a train, which saves fuel.

Not only are freight railroads committed to driving down emissions through technologies and smart operations, but they also recycle, reuse and manage resources, increase office operation efficiencies and conserve electricity, and protect the landscapes their trains move through.

Source: AAR

FROM THE PRESIDENT

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topics. We appreciate the Congresswoman's remarks on promoting safety at rail crossings. Sen. Mark Huizenga, Rep. John Fitzgerald and Rep. Rachel Hood all engaged in making a difference in West Michigan regarding safety near rail property.

Local officials from Kent County, Ottawa County and Grand Rapids participated in the event, too. Thank you to everyone who contributed to the Rail Safety Week mission of increasing awareness at rail crossings and rail property.

Governor Gretchen Whitmer signed the Local Grade Separation legislation into law this summer. After five years of discussions, advocacy and committee hearings, Michigan now has a program in place for local governments – and railroads – to jointly apply to MDOT for a Grade Separation grant.

Thank you to Governor Whitmer, Sen. Darrin Camilleri and Rep. Jaime Churches for supporting this legislation. This is a truly bipartisan public infrastructure program. We also thank all other

stakeholders who supported this program.

Please contact the MDOT Office of Rail for further information on the Local Grade Separation Program.

Norfolk Southern held a comprehensive first responder hazmat training program in Ypsilanti this summer. Five Metro-Detroit counties took part in various drills, education, and training exercises. Thank you Norfolk Southern, for bringing your Operation Awareness & Response (OAR) program into Michigan.

MOVING MICHIGAN

FEATURING



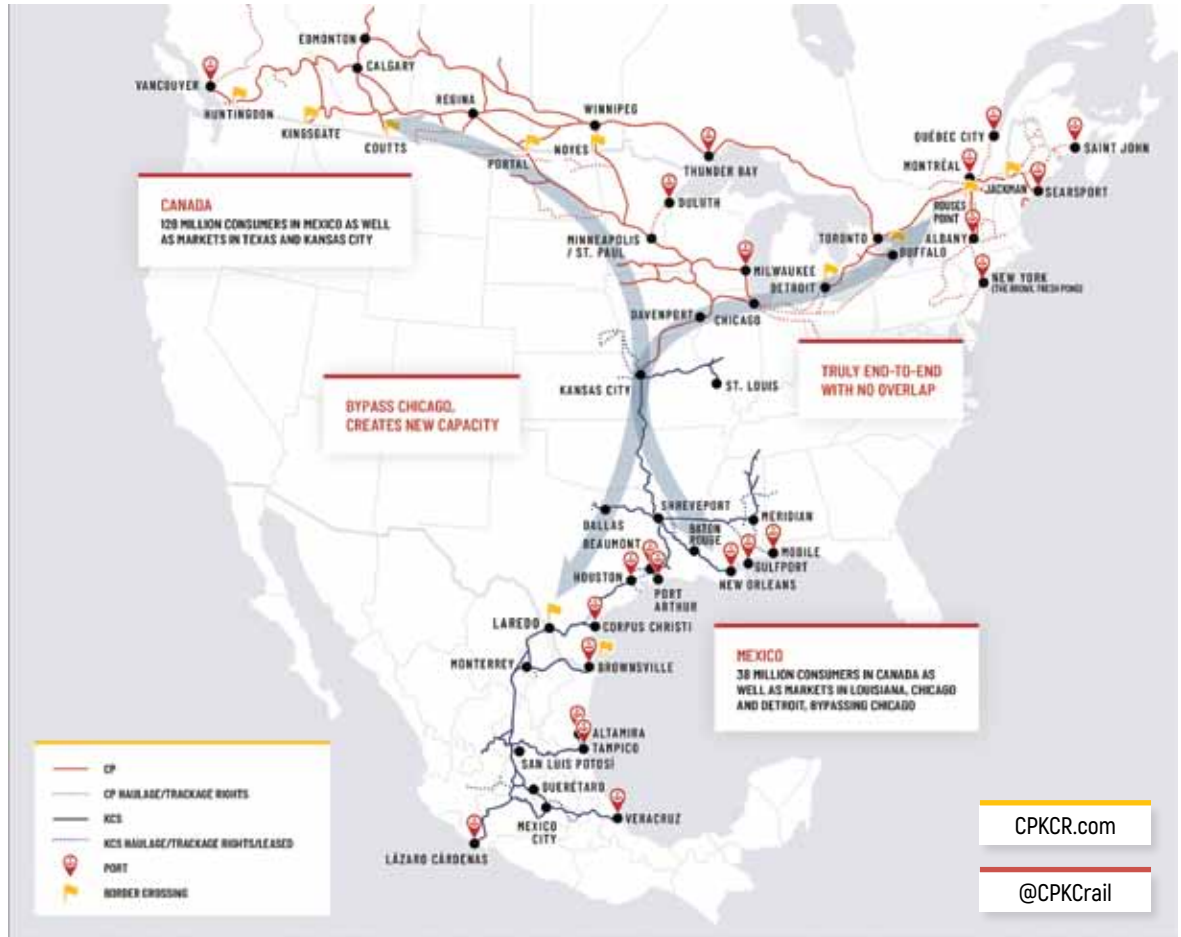
Canadian Pacific Kansas City (CPKC) may be Michigan's newest railroad but it brings the precision of Canadian Pacific's (CP) railroading legacy in the state with the unparalleled geographic reach of the first transnational transcontinental railroad.

On April 14, Canadian Pacific and Kansas City Southern ("KCS") combined to create CPKC, as authorized by the U.S. Surface Transportation Board's March 15, 2023 decision, creating the first single-line railway to connect Canada, the U.S., and Mexico.

With its global headquarters in Calgary, Alta., Canada, CPKC is the only railway connecting North America and has unrivaled port access on coasts around the continent, from Vancouver to Atlantic Canada to the Gulf of Mexico to Lázaro Cárdenas on Mexico's Pacific coast.

While remaining the smallest of six U.S. Class 1 railroads by revenue, the new combined company has a much larger and more competitive network, operating approximately 20,000 miles of rail, and employing close to 20,000 people. Full integration of CP and KCS is expected to take place over the next three years, unlocking the benefits of the combination.

While the physical CPKC network in Michigan will remain relatively small, through legacy-CP's



trackage rights with NS and CSX, CPKC brings Michigan an expanded continental reach. For instance, CPKC will be able to move intermodal containers seamlessly between Mexico and Detroit, diverting over 3,201,500 truck miles annually from Michigan highways.

For those Michigan shippers already using rail to ship on this corridor, the CPKC combination

will eliminate the switching of freight with other railroads in Chicago allowing CPKC to offer truck-like levels of reliability and enhanced efficiency. In addition, CPKC will also support the expansion of Amtrak on the CPKC network, which for Michigan includes passenger service through the Detroit River Tunnel between Michigan and Windsor, Ontario.

It is also important to note that prior to the combination of CP and KCS, Canadian Pacific's purchase of the Central Maine & Quebec Railway and acquisition of the full ownership of the Detroit River Tunnel Partnership strengthened their eastern network and marked CP's return as a truly coast-to-coast railroad.

For Michigan shippers on the CP network these acquisitions mean they now have seamless, safe and efficient access to deep-water, congestion-free Atlantic Ocean ports at Searsport, Maine, and Saint John, New Brunswick.



Photo courtesy of CPKC

CONTINUED PAGE 4 ►

MOVING MICHIGAN

FEATURING



► CONTINUED FROM PAGE 3

The Port of Saint John can move products in every line of our business, including containers, automotive and bulk commodities. The Port of Searsport provides materials handling in many

areas, including bulk, break-bulk, heavy lift and liquid transfer. This expansion of the CP (and now CPKC) network directly and efficiently connects Atlantic Canada to the U.S. Midwest.

The new CPKC network, with Michigan at its heart, will connect communities far and wide while fostering growth and economic opportunity across all of North America.



Photo courtesy of CPKC



Photo courtesy of CPKC

NORFOLK SOUTHERN HOSTS HAZMAT TRAINING DRILL WITH LOCAL FIRST RESPONDERS

The Norfolk Southern Operation Awareness and Response (OAR) safety train was in Ypsilanti Township, Washtenaw County, from August 15-17 for hazmat training and drills.

The safety train included both pressurized and non-pressurized tank cars, intermodal flatcars, boxcars, and locomotives, helping to train more than 150 Michigan first responders for a variety of railroad emergency response scenarios. Railroad safety training culminated with a comprehensive large scale, joint exercise involving 110 first responders.

Participating agencies included Downriver HazMat, Huron Valley Ambulance, Livingston County Hazmat, Ypsilanti Township Fire Department, St. Joe Mercy Hospital, Van Buren Fire Department, Washtenaw County Emergency Management Agency, Washtenaw County Hazmat, Washtenaw County sUAS Team, Western Wayne Hazmat, Wayne County Homeland Security, Federal Bureau of Investigative HazMat/Evidence Team, Macomb Oakland sUAS Team, University of Michigan Health, Emergent Health, Trinity Health, Michigan MABAS, Michigan State Police, and CN Railroad.

The drills included first responders from five Southeast Michigan counties.

Drills performed included C-Kit Installation, Midland Kit Installation, Plugging/Patching Leaks, Consist Review/Chemical Research, Fingerprinting/Evidence Collection, Medical Response to "mock patients," and Mutual Aid considerations.

Norfolk Southern OAR will train responders in 15 locations across their network.

The Norfolk Southern team provides a menu of emergency response training options. If you are an emergency responder (including: fire department, law enforcement, emergency medical services, hazmat response team, emergency management personnel, military, homeland security personnel, shippers, and customers) and are interested in training, please contact us at Robert.Wood2@nscorp.com to provide you options in your community. All of the training options provided by Norfolk Southern are free to attendees.

*Photos from TOP:
1-3. First responders train with Norfolk Southern hazmat specialists.*

4. Van Buren Township Fire Chief David McNally discusses the value of local first responders training with Norfolk Southern hazmat specialists. Photos courtesy of Norfolk Southern.



MICHIGAN OPERATION LIFESAVER UPDATE



Operation Lifesaver's (OL) mission statement is to "Reduce and eliminate collisions, fatalities, and injuries at highway-rail crossings and trespassing on or near railroad tracks."

With the support of public education, enhanced enforcement initiatives and improved engineering programs, we have seen an overall improvement of 83% nationally for crashes since the inception of OLI in 1972.

FRA reports show fatalities in Michigan for the first half of 2023 were even with last year's numbers of four fatalities involving 16 crashes.

Trespasser incidents in the state were even in both years with two people killed and four suicides YTD, up by two over 2022.

- The new Rail Investigation Safety Course is being presented to law enforcement agencies. The program is being handled by railroad police.
- Several booths were set up at events and manned by OLAV's for county fairs, safety towns and festivals across the state. Over 2,000 attended the Isabella County Fair in Mt. Pleasant. OLAV Anthony Veasey manned the booth for six days.
- "See Tracks - Think Train" stencils have been used to paint our message on sidewalks near schools and other high foot traffic areas.
- Gas Station TV ads with OLI safety slogans were run on gas pumps all during September for Rail Safety Week.
- A memorial service for the late Amtrak Engineer

and OLAV, Charles Allen, included an Operation Lifesaver presentation. It was a request he had asked for before his death.

- Rail Safety Week (RSW) kicked off in Pontiac September 18. An educational event was held at an elementary school in New Buffalo. We capped off RSW with an event in Grand Rapids with Congresswoman Hillary Scholten, Sen. Mark Huizenga and Reps. John Fitzgerald and Rachel Hood. We appreciate local officials and law enforcement personnel for participating.
- O.L. State Coordinator: Curtis Stewart - frmn2009@sbcglobal.net or (P) 517.974.1737

SOME RECENT OLI ACTIVITIES IN MICHIGAN INCLUDE:

- OLI has published and distributed a new volunteer manual for existing and new volunteers (OLAV). All OLAVs have been mailed the new handbook. Classes will be set up for existing OLAVs to review the changes.
- Rail Fan's weekend was a success in August at the Crossroads Village & Huckleberry Railroad near Flint for over 900 attendees. MI-OL had six OLAV's on hand to speak to most of the guests passing our display.



Rep. Brenda Carter, Sen. Jeremy Moss and Mayor Tim Greimel joined OL, FRA and law enforcement for the Rail Safety Week kickoff event in Pontiac.



L-R Rep. Rachel Hood, Cong. Hillary Scholten, Rep. John Fitzgerald and Sen. Mark Huizenga at Rail Safety Day in Grand Rapids.

LEGISLATORS TOUR MICHIGAN STATE POLICE HAZMAT FACILITY

Michigan State Police (MSP) and the MRA invited legislators and staff to tour the MSP hazardous materials training facility outside of Lansing. The railroad industry helped fund the creation of this training facility in 1991 and continues to support its work. Annually, 5,000 Michigan firefighters receive hazmat training on donated rail tanker cars at this site. We thank House Transportation Committee chairman Nate Shannon and MSP subcommittee chairman Jason Morgan for helping to organize this visit.



MSP Sgt. Travis Fletcher & MSP Hazmat Training Facility manager Wendy Galbreath welcome legislators and staff to the MSP hazmat training facility.



Sgt. Travis Fletcher and Chairman Nate Shannon discuss hazmat training at the MSP training facility.

MRA

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Members of the Michigan Railroads Association are: Adrian & Blissfield Railroad Co., Ann Arbor Railroad, CPKC, Charlotte Southern Railroad Co., CN, Consolidated Rail Corp. (Conrail), CSX Transportation, Delray Connecting Railroad, Detroit Connecting Railroad Co., Escanaba & Lake Superior Railroad, Grand Elk Railroad, Grand Rapids Eastern Railroad, Great Lakes Central Railroad, Hamilton Northwestern Railroad Co., Huron & Eastern Railway, Indiana Northeastern Railroad, Jackson & Lansing Line, Lake State Railway Co., Lake Superior & Ishpeming Railroad, Lapeer Industrial Railroad Co., Marquette Rail, Michigan Shore Railroad, Michigan Southern Railroad, Mid-Michigan Railroad, Mineral Range, Inc., Norfolk Southern Corp. and West Michigan Railroad Co.

RAILROADERS MEET WITH CITY OF DETROIT OFFICIALS

Team members from four freight rail carriers met with Hassan Beydoun – Economic Development & Legal Counsel and Sam Krassenstein – Chief of Infrastructure to discuss rail operations, logistics and local economic development in Detroit and SE Michigan. We appreciate Hassan and Sam visiting rail operations in Detroit and Ferndale and look forward to continuing to build partnerships.



L-R: Kevin Donahue (CN), Hassan Beydoun (City of Detroit), David Woodruff (CN), Sam Krassenstein (City of Detroit), Herman Searcy-Plunkett, (CN) and Rick Stec (CN) at CN Intermodal in Ferndale, MI.



L-R: Herbert Smith (NS), Arielle Giordano (CPKC), Sam Krassenstein (City of Detroit), Hassan Beydoun (City of Detroit), Kory Johnson (Conrail) and Bill Ayars (Conrail) at Conrail-CSX-Norfolk Southern Livernois rail operations in Detroit.

