

Team Transportation Moves to Rickenbacker

Team Transportation, the operating company providing scheduled ground transportation for Team Worldwide, has recently expanded to a warehouse facility at Rickenbacker International Airport.

"The move to Rickenbacker is part of our network expansion plan that will support our existing Team Transportation hub at our corporate facility in Texas," said Bobby Brunson, CEO of Team Worldwide. "We are excited about capitalizing on the new Rickenbacker location and believe it will help serve our clients' needs by having the capability of providing overnight transportation to a large portion of the U.S. population."

Team Transportation's new 28,800 square-foot hub at Rickenbacker has office space, 10 dock doors and two drive-up ramp doors allowing the company to continue its mission of expedited coast-to-coast ground transportation. Team Transportation will maintain focus on delivering its customers' shipments to destinations with the most accurate routing and in the timeliest manner.

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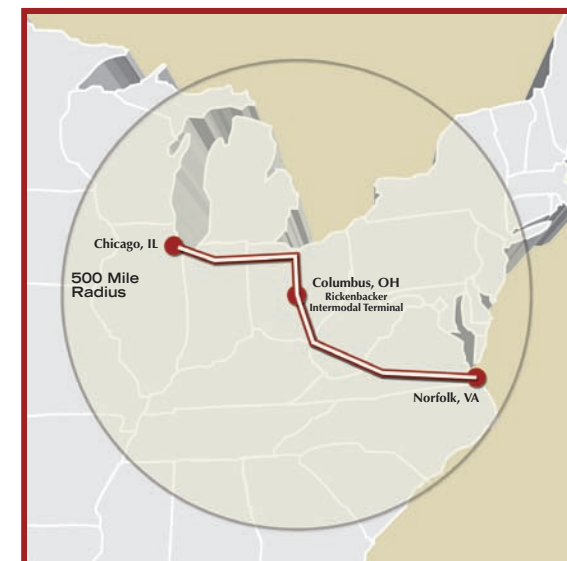
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New Intermodal Terminal

Norfolk Southern opened the Rickenbacker Intermodal Terminal in Columbus, Ohio, in March. The \$68.5 million facility is adjacent to the Rickenbacker Global Logistics Park, one of the largest integrated logistics complexes in the U.S.

"The construction of the Rickenbacker Terminal punctuates Norfolk Southern's commitment to servicing the growing intermodal demands of shippers," said Wick Moorman, Norfolk Southern's chief executive officer. "Rickenbacker, one of five Norfolk Southern intermodal terminals in Ohio, will anchor our Heartland Corridor and provide customers with improved service and increased capacity and efficiency."

In its initial phase, the Rickenbacker Intermodal Terminal occupies approximately 175 acres and has the capacity to handle more than 250,000 containers and trailers annually. The terminal was designed with significant expansion capability with another 125 acres available and means of handling 400,000 containers as traffic volumes grow. Also adjacent to the terminal is property potentially available for ancillary operations such as container yards. The intermodal has the latest in gate and terminal automation technology and accommodates delivery of overweight containers to nearby customers. Six trains daily – four between Rickenbacker and Chicago and two between Rickenbacker and Norfolk, Va. – serve the terminal.



Heartland Corridor

The Heartland Corridor is a three-year railway capacity improvement project scheduled to be completed in 2010. It is expected to significantly increase the speed of containerized freight moving in double-stack trains between the East Coast and the Midwest. Currently, double-stack trains must take longer routes by way of Harrisburg, Pa., or Knoxville, Tenn. The Heartland Corridor goes across Virginia, through southern West Virginia and north through the Rickenbacker Intermodal Terminal to Chicago.

Logistically
Speaking

Foreign-Trade Zone Manager Earns Customs Broker License

A Foreign-Trade Zone (FTZ) is a site within the U.S. that is legally considered outside of customs territory, so goods may be brought into the site duty-free and without formal customs entry.

Nearly 5,000 acres (2,023 hectares) at Rickenbacker is designated as FTZ No. 138, which accommodates distribution and manufacturing. The Columbus Regional Airport Authority is the grantee of the FTZ at Rickenbacker and is led by Katherine Mills, Manager Business Development – International Trade.

Along with assisting companies with the specifics of the FTZ, Mills is actively involved on the Board of Directors for the National Association of Foreign-Trade Zones. Mills explains the non-profit trade association as connecting global businesses with local communities and decreasing

certain obstacles, such as customs duties, associated with manufacturing in the United States.

"To expand upon my knowledge of customs from working with FTZ matters, I recently received my customs broker license," says Mills. "Now I can assist shippers importing into and exporting out of Rickenbacker meet federal requirements and answer questions about submitting the necessary information and appropriate payments to the U.S. Customs and Border Protection."

Contact Mills with any FTZ, customs or shipping questions or needs you may have at (614) 409-3606 or kmills@ColumbusAirports.com.



Board member of the National Association of Foreign-Trade Zones, Katherine Mills has received her customs broker license and is available to assist shippers doing business in central Ohio.

The Rickenbacker Intermodal Terminal is now open and is moving approximately 400 trucks daily through its facility. Overweight containers can be hauled from the terminal to locations within Rickenbacker Global Logistics Park via the main road.



STAYING CONNECTED

We have been anticipating and communicating the many innovations at Rickenbacker as we strive to stay at the forefront and meet the demands of the logistics industry.

One of the most current advancements of the area is the opening of the Norfolk Southern Rickenbacker Intermodal Terminal. It is Norfolk Southern's third largest intermodal terminal in the nation and averages 400 trucks moving through its Automatic Gate System daily. It is a very large and modern terminal that allows for current and future growth.

Another milestone is the continued development of our Foreign-Trade Zone Manager, Katherine Mills, who recently received her customs broker license. We now have someone on staff who is actively involved with assisting shippers in understanding Rickenbacker's multi-mode logistics park, Foreign-Trade Zone and U.S Customs and Border Protection laws.

We also have been continuing development of our industrial park – Rickenbacker Global Logistics Park – and the area around Rickenbacker International Airport. The main roadway within the park has been designated as an overweight hauling zone. This allows current and future tenants to efficiently operate overweight vehicles

and move overweight loads within the park. In addition, we recently welcomed Team Transportation as a new tenant at the airport. Team Transportation is a logistics provider that expects its Midwest hub at Rickenbacker to be a great addition to help service its clients across the continental U.S.

In close proximity to Team Transportation's new hub we are near completion of the 48,000 square-foot (4,459 m²) clearspan, single or multi-tenant air cargo terminal. The airside facility is within a one-day truck drive to half of the U.S. and Canadian population and is at a global logistics hub servicing air, truck, rail and ocean via the Heartland Corridor.

Take advantage of Rickenbacker's modern resources and stay ahead of the logistics industry. Contact us and we will show you how or visit us online at www.ColumbusAirports.com and learn about the intermodal terminal, Foreign-Trade Zone, real estate and air cargo opportunities.

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Overweight Hauling Zone Designated in Rickenbacker Global Logistics Park

The new Rickenbacker Intermodal Terminal (see front cover) is adjacent to the prime industrial development initiative branded the Rickenbacker Global Logistics Park (RGLP). The 1,576 acres of the RGLP will accommodate over 29 million square-foot (2,694,188 m²) of development and has recently expanded to a fifth campus.

Tenants in the five RGLP campuses have direct access to three major transportation modes – road, rail and air. Combined with the recent announcement that the main roadway within the park has been designated as an overweight hauling zone, tenants can easily operate overweight vehicles or move overweight loads within the park.

"Designation as an overweight hauling zone aids in the integration of various components of intermodal transportation in the RGLP, thereby enhancing the efficiency of the logistical supply chain," said Jim Clark, Senior Vice President of Duke's Columbus operations, a partner in the development of the RGLP. "Companies located in the park will be able to transfer goods in less time and at lower costs than in other warehouse/distribution business parks, because they will be able to maximize container capacity, increasing load volume by up to 20 percent."

The maximum gross vehicle weight allowed in the overweight hauling zone in the RGLP will be 120,000 pounds.

"When we began developing Rickenbacker Global Logistics Park, we knew that one of the keys to shrinking delivery times and reducing costs was allowing companies to transport loads that were heavier than allowed on public highways," said Robin Holderman, Vice President, Real Estate, Columbus Regional Airport Authority, also a partner in the development of RGLP. "This designation will be very attractive to companies wishing to capitalize on the advantages the intermodal terminal can offer."

Hyperlogistics Group Inc., a third-party logistics provider, recently moved its world headquarters in the RGLP close to the intermodal terminal. It was the first company to obtain the special hauling permit necessary to transport overweight loads and operate overweight vehicles in the park. The company plans to use the permit to dray products directly to its facility to be warehoused, transloaded to legal weight for public roads, or consolidated with other shipments for distribution.