

Commodity Flow & Logistics Assessment

prepared for:



prepared by:



Specializing in the Planning, Engineering and Implementation of
Advanced Material Handling, Information and Control Systems
Supporting Logistics, Manufacturing and Distribution Excellence.

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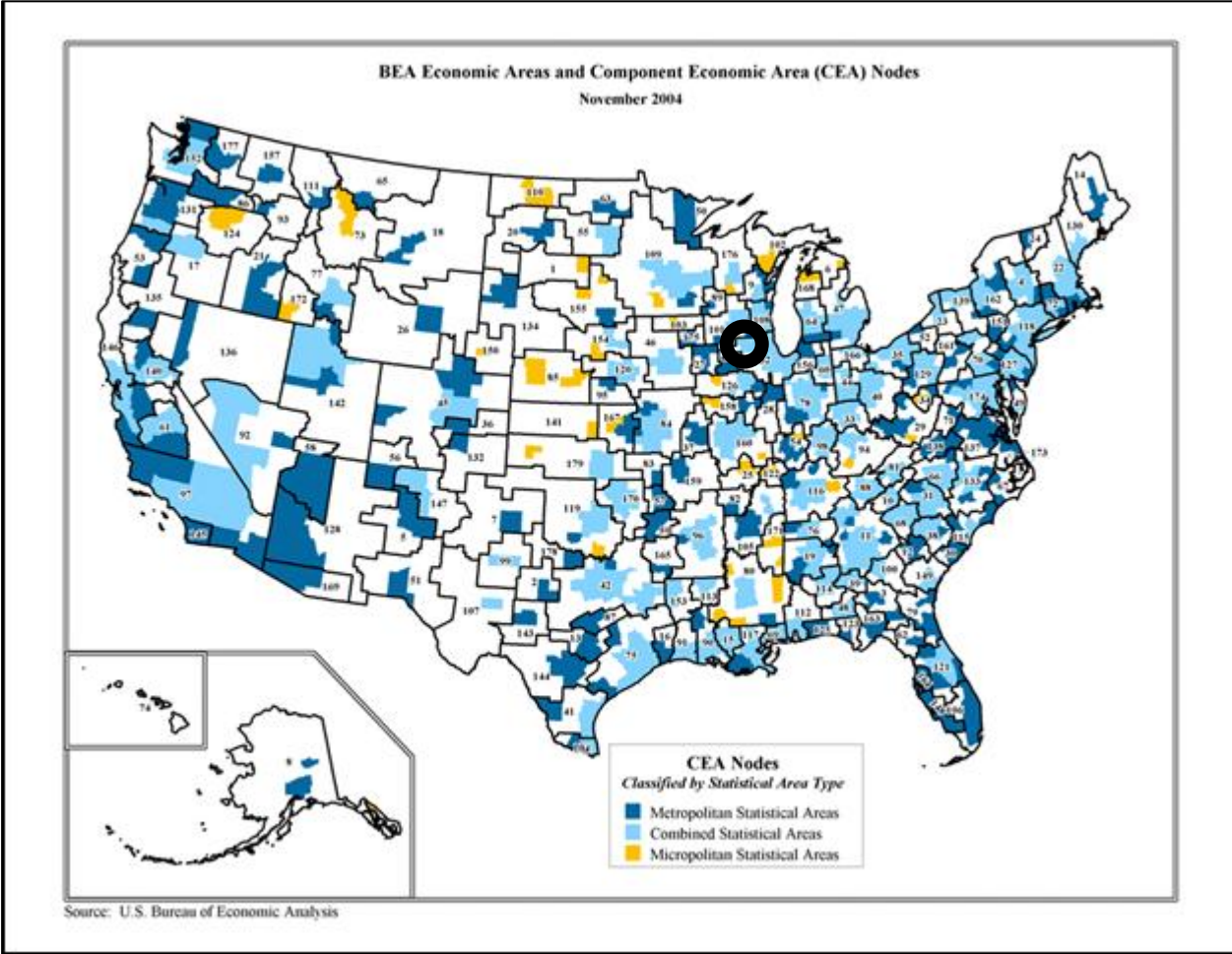
1. INTRODUCTION

1.1. Report Background

This report is organized to reflect the transportation and commodity flows within and around the transportation region affecting commerce of the I-39 logistics corridor.

The I-39 Logistics Corridor encompasses 10,000 square miles and spans 165 miles from Janesville, WI, on the north to Bloomington, IL, on the south, and 65 miles from Sycamore, IL, on the east to Sterling, IL, on the west. It covers two states and 14 counties including Rock County in Wisconsin and all or portions of the following Illinois counties: Winnebago, Boone, Stephenson, Whiteside, Ogle, Lee, DeKalb, LaSalle, Bureau, Marshall, Livingston, Woodford, and McLean.

This includes the BEA's¹ of Chicago IL, Rockford IL², and Peoria, Illinois. These BEA's are part of the National Transportation Analysis Region (NTAR) referred to as Chicago-Rockford-Peoria, IL-Davenport IA. Transportation and commodity flows utilizing the node are intra BEA, state wide, regional, national and international. Each of these is examined.



¹ A BEA is a Business Economic Area as defined by the Bureau of Economic Analysis.

² Chicago and Rockford Commodity Flows are combined in this analysis

There is a convergence of transportation flows affecting Interstate-39. These are local and regional flows, national flows and international flows. Evaluating the transportation flows of the Chicago, Rockford and Peoria BEA's which comprise the NTAR begins the process of understanding these important dynamics.

BEA	BEA_NAME	NTAR	NTAR_NAME
088	Rockford, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA

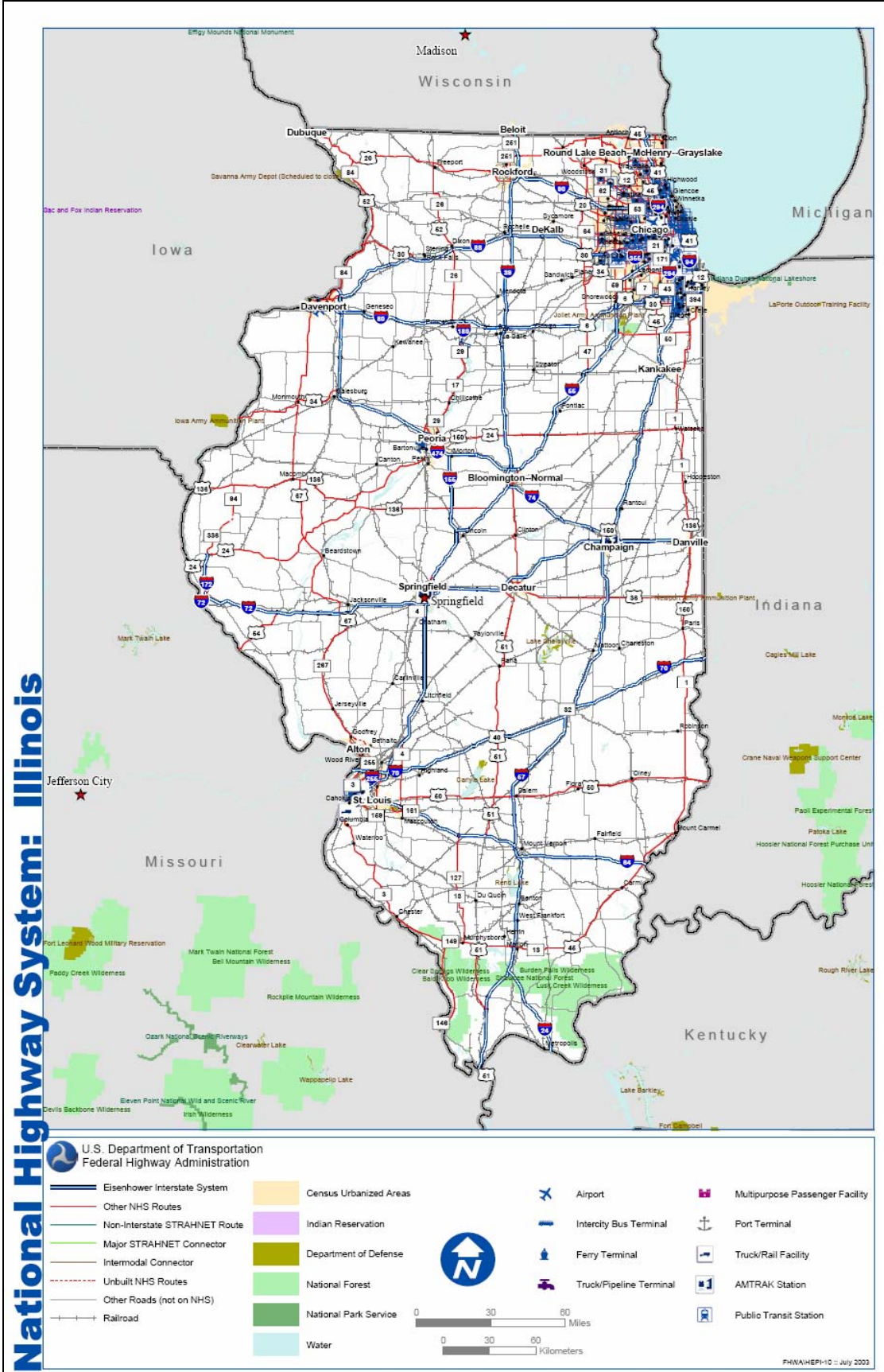
FIPS	COUNTY	BEA_NAME	NTAR	NTAR_NAME
17011	Bureau, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17031	Cook, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17037	De Kalb, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17043	Du Page, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17063	Grundy, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17075	Iroquois, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17089	Kane, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17091	Kankakee, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17093	Kendall, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17097	Lake, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17099	La Salle, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17105	Livingston, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17111	McHenry, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17155	Putnam, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17197	Will, IL	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
18073	Jasper, IN	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
18089	Lake, IN	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
18091	La Porte, IN	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
18111	Newton, IN	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
18127	Porter, IN	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
18131	Pulaski, IN	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
18149	Starke, IN	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
55059	Kenosha, WI	Chicago, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA

FIPS	COUNTY	BEA	BEA_NAME	NTAR	NTAR_NAME
17057	Fulton, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17095	Knox, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17109	McDonough, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17113	McLean, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17123	Marshall, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17125	Mason, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17143	Peoria, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17169	Schuyler, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17175	Stark, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17179	Tazewell, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17187	Warren, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA
17203	Woodford, IL	087	Peoria, IL	083	Chicago-Rockford-Peoria, IL-Davenport, IA

The nodes of interest include I-39 and I-80 located in LaSalle County, I-39 and I-88 located in Ogle County, I-39 and I-90 located in Winnebago County, and I-39 and I -43 located in Rock County Wisconsin. Other sites of potential competitive interest include Will County and Indianapolis due to the presence of new intermodal centers in these locations.

The purpose of this analysis is to determine likely users and providers of logistics services that could be targeted for recruitment to prospective sites near the node under the umbrella of a marketing strategy that is logistics friendly to manufacturers and distributors. Understanding the transportation infrastructure, its uses and its strengths and weaknesses enables focus on the appropriate modes, sources of related commodities and development priorities.





1.2. Data Sources

1.	Norfolk Southern Commodity Flow Data Base
2.	Global Insights Commodity Flow Data Base for Chicago, Rockford and Peoria BEA.
3.	P.I.E.R.S Commodity Flow Data Base
4.	Inbound and Outbound Profile for Indianapolis BEA 2003
5.	United States Department Foreign Trade Administration Commodity Flow Data Base (US Census Bureau)
6.	Commodity Flow Survey 1997 – Updated 2002. Bureau of Transportation Statistics.
7.	United States Department of Commerce. Office of Trade and Economic Analysis & the International Trade Administration.
8.	Bureau of Transportation Statistics
9.	Federal Highway Administration Office of Operations
10.	Bureau of Economic Analysis.
11.	ERI Economic Research Institute Salary Assessor Database
12.	Texas Transportation Research Institute. Urban Mobility Report for 2003 and 2004.
13.	United States Department of Transportation. Federal Highway Administration. Office of Operations Unit.
14.	United States Army Corp of Engineers. Waterborne Commerce in the United States. 1991 revised 2004.
15.	Federal Railroad Administration
16.	MARAD. Marine Administration
17.	Illinois Tollway Construction Program and the I-Pass Expansion Project.
18.	CATS Chicago Area Transportation Study. Advisory Task Force on Intermodal Transportation
19.	Preliminary Engineering Study of the Prairie Parkway
20.	I-74 Iowa-Illinois Corridor Study
21.	Central Indiana Transportation and Mobility Study
22.	Indianapolis Regional Transportation Plan
23.	Others as noted.

2. RECOMMENDATIONS

2.1. Findings

- The Chicago NTAR, which includes the Chicago, Rockford and Peoria BEA's, is a major user of transportation services of all types. Shipping and receiving in excess of 1.15 billion tons, the Chicago-Rockford BEA dominates Midwest cities competing as logistics and distribution centers. Volume exceeds major trade centers such as Los Angeles. Volume in the Peoria BEA is an added 100 M tons per year.
- Key trading partners in the NTAR are in Illinois itself, nearby states, Canadian provinces, Mexico, west and east coast states and major countries exporting to the United States.
- Dominant shipping modes are rail, intermodal and trucking of all types. Noteworthy tonnage also ships by water and air. Transportation is a growth sector in the US economy and is expected to grow to 26 B tons by 2020. Tonnage in the Chicago BEA has grown 30% since 1999/2000. For all relevant BEA's there are approximately 45 M trucks in and out of the region per year.
- Despite capacity constraints affecting the highway and rail infrastructure Chicago is consistently ranked in the top 50 areas or "5star" for its logistics quotient. This is a measure of desirability for distribution facilities. The Peoria and Rockford BEA's are rated "4 star". The most recent ratings are Chicago 4th, Rockford 84th Peoria 53rd. Indianapolis a competing area ranked 23rd. 328 areas are rated on 10 criteria not including optimal DC location. Recent scores for the Chicago, Rockford, Janesville-Beloit (269th), Bloomington-Normal (112th) and Peoria BEA's benefited from the new intermodal facilities.
- The infrastructure for logistics, which is integrated with I-39, is extensive and interconnected for both domestic and international commerce. For trucking, the region is a balanced market whereas some competing areas such as Indianapolis are not. I-39 has the distinct advantage of being the only interstate connecting the northern cluster of interstates (I-90, I-94, I-80, I-88) with the central cluster of interstates in Illinois (I-74, I-55, I-70, I-57, I-64). The I-39 Logistics Corridor is one of the most connected areas in the country.
- Intermodal shipping is the fastest growing segment of the rail industry. The highest traffic corridor for intermodal traffic is between California and Chicago representing the land portion of shipments from Asia to the US. As a region Chicago has more rail traffic than any other terminal in North America. In excess of 3M rail loads per year come in and out of the region 60-70% of these are intermodal units. The region is the largest inland intermodal center in the world. The presence of Global III and the CenterPoint Intermodal Center assures that this will be the case for the foreseeable future.

- The main railways affecting distribution center location are operated by the UP, BNSF and CSX. UP operates Global III in Rochelle, BNSF operates CenterPoint in Elwood and CSX operates an intermodal center in Indianapolis. Currently CSX in Indianapolis has less than 1% of the intermodal tonnage enjoyed by the Chicago and Peoria BEA's and is not a major player compared to the BNSF and UP. Indianapolis and CSX will find a difficult environment trying to interdict west coast intermodal traffic. In addition Global III has significantly more lift capacity than Indianapolis. In the corridor there are other rail access points and these supplement the intermodal centers effectively.
- International trade will continue to grow and that will fuel future growth in containerized intermodal shipping. International trade has tripled in the last twenty years and is expected to grow to 24 billion tons by 2020. The region itself is the sixth ranked US population center for imports and exports. Imports to the Chicago BEA have increased 22% in the last three years. NAFTA trade with Illinois has reached \$25 billion. World wide GDP is expected to grow 3% per year until 2023. Related logistics will grow accordingly.
- Major international port flows of maritime trade converge in Illinois proximate to the I-39 corridor. It has been estimated that one third of US land import volume passes through the or is destined to the NTAR. The top 20 trading partners are all growing imports to the US. China, Japan, Germany and Canada are the top import trading partners with the region. Mexican imports to the region are experiencing high growth rates. European imports flow to the region primarily from the port of NY/NJ.
- The importance of the NY/NJ port to the region is growing as shippers seek to avoid delays in west coast ports. NY/NJ has enjoyed significant market share gain on some commodities versus the west coast. All water service to the east coast could divert current west coast volume.
- Although not a land gateway for international trade, as a rail and intermodal center, Chicago is the third largest container handling port in the world. As a water port Chicago is ranked 29th and as an air traffic port 11th.
- The CenterPoint Intermodal Center provides a logistics capability within Will County as a *GlobalTrans Center*. GlobalTrans Centers represent a mega trend in logistics and supply chain management. Global III, in Rochelle is similarly positioned. The I-39 Logistics Corridor, especially the I-80 node, is strategically positioned to service users of both intermodal centers.
- Although current and proposed highway infrastructure improvements are generally planned for Tollways and highways east of the I-39 corridor they integrate well with this concept. In the region, major highway infrastructure improvements are needed due to road condition, congestion and lack of intermodal connectors.
- Domestic and international commodity flows into, from and through the Chicago NTAR cover the spectrum of raw materials and finished goods. Dominant and specialty commodity flows can be used to form the basis of an industrial recruiting strategy for nodes along the corridor. A major commodity flow is warehousing and distribution a collector code for a variety of consumer goods.

- As the mean population center continues to shift to the Midwest the region will be increasingly attractive as a location for distribution centers. 78% of the population lives east of the 11 western most states. Shippers who receive containers from the west coast could efficiently receive and re-distribute to this segment of the population from distribution sites located in or around LaSalle County utilizing both CenterPoint and Global III for sourcing and or shipping.
- The Chicago area has many roadways that need rehabilitation. 53% of roadways in Chicago are in poor or mediocre condition. 96% of the state highways and 85% of interstate highways have exceeded the 20 year design cycle. State and local highways within the corridor are similarly affected. Various infrastructure plans are developed with the objective of addressing conditions and congestion. The Association should become active as advocate for local roadway improvements.
- Congestion is a major problem for the Chicago BEA as it is for other very large areas. Congestion may dramatically reduce the productivity of the freight system. Companies are increasingly factoring this into their location decisions. Truck flows to, from and within Illinois are forecasted to be highly congested in 2020.
- LaSalle County is not forecasted to have a major increase in congestion. The I-39 and I-80 node is forecasted to be a heavily trafficked area but clearly free of problems experienced in the Metro and suburban areas including Will County. Rockford, Rochelle and DeKalb are all expected to grow and incur greater congestion in the future. At present the I-39 and I-90 node is the most active and congested node in the corridor.
- Although, various infrastructure plans are developed with the objective of addressing congestion in the Chicago Metro area including Will County and in Indianapolis it is unlikely that these improvements will completely solve congestion problems. This is because of the complexity of congestion and the variable dynamics of the underlying causes as well as the complexity and cost of correcting upstream funnel effects on roadways. This favors the more rural location of the I-39 Corridor.
- Currently there are no north-south interstates between I-55/355 and I-39. This is a distance of approximately 50 miles. The Prairie Parkway project proposes a 36 mile highway to connect I-80 and I-88 between Minooka and a point just east of Kanesville. This development if it proceeds will benefit I-39 nodes at I-88. This project is to replace the current highway system which has been found to be severely imbalanced with regard to capacity. This condition and related congestion will continue indefinitely as the project is not yet funded.
- The Project Prairie Engineering Study has forecasted the most substantial growth in population (126%) and employment (152%) will be in Will County. Forecasts for LaSalle County are 11% and 41% respectively.
- The Illinois Tollway System is and will receive substantial reconstruction and widening and will convert to an Open Road Toll System. This will benefit nodes near I-88 and I-90 and will promote intermodal transportation at Global III. The I-355 extension will benefit CenterPoint in Will County in a similar manner. I-80 will not be affected by these improvements as it is not a toll road. There are no toll roads in LaSalle County.

- 83% of the truck traffic entering I-39 is traveling from the east-west (55% and 28% respectively). Exiting I-39 43% of the trucks are traveling west and 37% east. 69% of entries and exits occur at I-90 and 12% of entries and 14% of exits occur at I-55 and I-39.
- Measured by tonnage LaSalle County is the number one destination point for I-39 truck traffic and the 7th origin point out of 3,100 destinations aggregated by county. Winnebago and Ogle County are also major destination points with Winnebago and LaSalle being major origins as well.
- Waterborne commerce represents 5-7% of tonnage from and to the area. These flows involve basic raw materials of cement, sand, gravel iron ore, stone and petroleum products. The Illinois River provides connections to the deepwater port in located in Lake Calumet and to the Mississippi river. Water commerce could be marketed to industrial companies and could fit well into a redistribution strategy by facilitating low cost disposal of empty containers.
- Chicago O'Hare is the 12th largest air cargo hub in the world. Air Cargo is expected to grow 6% per year. The proposed south Suburban Airport near Peotone and Will County has identified Air Cargo as a priority. The UPS Rockford Regional Air Hub is the second largest regional air hub in the UPS network. The I-39 corridor is positioned well to interface with air cargo requirements.
- The mean population center of the United States is located in Edgar Springs Missouri. The median center is located in Indianapolis. The implication of this is that mid west locations are increasingly attractive as distribution center locations. Recognizing this and integrating it with other major trends such as growth in intermodal and congestion adverse location strategies enables the potential to market the I-39 Corridor as a redistribution point for imports. Proximity to Global III, CenterPoint and the UPS hub enhance the attractiveness of this location.
- Single and dual distribution center networks that are national in scope are not cost appropriate for the I-39 Corridor. Three or more distribution center networks align well with node. The greater the number of distribution centers in the network the more likely the I-39 Corridor is an appropriate location from a transportation perspective.
- Labor costs in the I-39 Corridor are competitive or better than locations with high congestion.
- The addition of fiber optic cable along the corridor would position the corridor to deal with evolving network needs of prospective clients for high speed transmission of voice, vide, multimedia and data. Alliance recommendations are made accordingly.
- Readers are encouraged to read this report as there are many interesting and supporting items not captured in this summary.

2.2. Recommendations

- It is recommended that an initiative be established to position development of the I-39 Logistics Corridor as a Global Logistics Center. This is a fully integrated transportation and industrial center providing access to rail, intermodal, trucking, water and air services along with office and industrial space for manufacturing and distribution. This would leverage key drivers including trends to locate distribution centers away from congested areas, sustained growth in logistics and international trade, trends to locate import DC's near intermodal facilities and overall network compatibility of the corridor.
- Due to the presence of three strong freight markets, marketing of the I-39 Corridor marketing efforts should be similarly directed. That is regional and local companies, domestic trade and national companies heavily involved in international trade and related distribution.
- Interdiction of international trade flow should be included in the marketing strategy. The highest traffic corridor for intermodal traffic is between California and Chicago representing the land portion of shipments from Asia to the US.
- Marketing efforts should also be directed to users of the Port of NY/NJ where a shift from the west coast is occurring.
- The advantage to the interdiction strategy is that both the Global III and CenterPoint Intermodal Centers can be leveraged and enhanced to position the I-39 Corridor as a premier player in logistics. A park located at I-39 and I-80 for example, offers potential customers opportunity to negotiate cost and service for intermodal transportation serviced by either center. (About 1 hour). This principal could be applied at other nodes as well.
- To accomplish this, the corridor must package itself as a complete solution to manufacturing and distribution having efficient and coordinated access to all types of transportation services. This will require a coordinated business development effort and development of support services for potential customers. The following Association initiatives should be established:
 - Provide access to and promote Foreign Trade zone and sub zones at the potential parks along the corridor.
 - Assess the barge handling capability along the river south of LaSalle for bulk commodity barge operations and the handling of containers. The assessment could be supported by private enterprise.³ This will enable integration of waterborne commodities with the potential distribution complex. Additionally, a heavy industrial user of barges should be targeted for long term recruitment to the area as was done in Joliet.
 - The Association should monitor developments in Air Cargo and promote I-39 capability to support air cargo. This will counter capabilities in competing areas including Will County and Indianapolis.

³ American Commercial Lines is interested in promoting empty or loaded container traffic on river barges. *ACL*

- Provide access to intermodal drayage services for the proposed park to service movements to the UPS Hub in Rockford, Global III in Rochelle and CIC in Elwood. Consideration should be given to providing such services for O'Hare and the proposed SSA in Will County.
- Due to the overwhelming importance of intermodal transportation to the present and future logistics of the region the Association should market directly to container users. The most active users are identified in this report.
- The Association should form a service alliance for dark fiber installation and leasing with Sunesys, Inc. Sunesys, Inc. is a provider of high-speed, dedicated fiber optic networks and is regulated as a public utility.

Sunesys is a facility-based metropolitan and access telecommunications provider, with access to many key metropolitan rights of way and points of presence. Sunesys has facilities throughout Delaware, Maryland, New Jersey and Pennsylvania, with expansion plans for the District of Columbia, Virginia, New York, Connecticut, Ohio, and Illinois. The Association needs may align well with Sunesys expansion plans.

- Third party logistics is a growing practice amongst users of distribution services. The Association should market the corridor to the major providers of such services who are identified in this report.
- The Association should promote interstate, local and state highway improvements throughout the corridor. Specifically:
 - The Illinois Department of Transportation maintains a long range highway improvement program for state roads. These improvements directly affect the local infrastructure surrounding I-39. Counties comprising the I-39 Logistics Corridor are assigned to District 2 and 3 of the program. The program lays out planned improvements for the years 2005 through 2011. The association should consider monitoring these projects and providing input on proposed projects that would enhance local infrastructure at the key nodes of the corridor. Current plans for the relevant districts are outlined in section 5.12.
 - Correction of bottlenecks at the I-39 and I-90 interchange.
 - I-39 and US 20 lane widening.
 - Problems with local routes including 90 degree turns on SR 251, substandard intersection capacities and lane widths.
 - Improvements to airport access roads at Rockford Airport.
 - Providing interchange access to Rockford Airport from I-39.
 - Repairs and resurfacing of I-43 north of I-39
 - Monitoring of Tollway Improvements.
 - Providing interstate access to the Illinois River near LaSalle.
 - Promote more truck service facilities on I-39 south of I-90

- Commodity flows should form the basis of the marketing effort and these are summarized in section 6 and detailed in the report.
- Marketing should also target regional companies having needs for either a single or multiple distribution center network (two or more). National networks should be targeted that require three or more distribution centers. The evidence is clear that multiple DC networks are geographically compatible with the I-39 Corridor.
- The nodes along the corridor are also well positioned to be developed as viable truck only parks. However, it should be noted that growing other services and features can make the park more competitive. Therefore, careful planning attention to should be given to leveraging the rail and intermodal business, proximity to the two intermodal centers, foreign trade zone capability, and the highway system.
- It is a certainty that in the near and long term, sufficient intermodal container volume will be present in the Midwest region to justify access to rail service and the two Intermodal Centers. More tenants could be obtained if the Association had a substantial marketing and service alliance with both the UP and the BNSF to market this functionality and grow intermodal volume shipped to and from the corridor.
- Marketing the park should emphasize that the location is free of the congestion, has lower labor costs than in Chicago metro and well located for Midwest and Eastern distribution.
- The dominant commodity flow is warehousing and distribution and (FAK). These are defined in the report. Agricultural, construction, cement, steel, automobile and petroleum bulk commodity flows are also dominant. Marketing should focus on container users, food producers, pharmaceuticals, apparel, shoes, beverages, auto parts, consumer electronics, computers and peripherals and like commodities. There are 55 major commodities identified and summarized in the report. Additionally, there is a blended target commodity list that integrates those commodities that are experiencing import growth.
- The I-39 Corridor Association should consider establishing shared service alliances on behalf of the membership to support various logistics needs of potential customers along the corridor.
- These should include:
 - Third party labor management services providing a shared labor pool for work balancing and surge period staffing.
 - Third party services for maintenance and sanitation.
 - Third party operations management services (see next section).
 - Third party reverse logistics services.
 - Pallet management services.
 - Professional services:

- i. Logistics and operations design consulting services
 - ii. Architecture and Engineering services
 - iii. Construction management
 - iv. Implementation management services for material handling equipment and Warehouse Management Systems
 - v. State of the art work force training services
- Due to the substantial growth projected for all modes of transportation as a result of the region's integration with international trade a congestion issue is a present primarily for competing locations. A shift in the traditional location model is occurring. Distribution centers are moving to locations where land is cheaper, labor is available and less congested highways are available. The I-39 Corridor sites should be prepared with a strategy theme consisting of:
 - Excellent transportation location for most distribution center networks
 - Site fully capable of supporting import distribution
 - Superb highway access and interconnectivity away from congested areas
 - Excellent access to airport and air cargo and express delivery services
 - Superb rail and intermodal access
 - Labor rates are highly competitive with Metro Chicago and other Mid-West cities
 - Foreign trade zone capable
 - Capacity capable road system.
 - Access to waterborne transportation
 - Association supported service alliances for various distribution center needs
 - Associated supported alliance to provide high-tech infrastructure (fiber optic infrastructure)

3. TRANSPORTATION FLOWS

3.1. Transportation Sector

The transportation sector is a growing segment of the economy. The industry in total has experienced growth consistent with the overall economy of the United States. It is expected that this will continue with shipment values increasing to 30 trillion dollars by 2020. Domestic freight volumes are expected to grow to 26 billion tons by 2020. International tonnage is expected to increase from 11.7% of total tonnage to 19.6% of total tonnage and approach 6 billion tons. This is likely to present major challenges to U.S. ports and border gateways.

U.S. Freight Shipments by Tons and Value						
Mode	Tons (millions)			Value (billions \$)		
	1998	2010	2020	1998	2010	2020
Total	15,271	21,376	25,848	9,312	18,339	29,954
Domestic						
Air	9	18	26	545	1,308	2,246
Highway	10,439	14,930	18,130	6,656	12,746	20,241
Rail	1,954	2,528	2,894	530	848	1,230
Water	1,082	1,345	1,487	146	250	358
Total, Domestic	13,484	18,820	22,537	7,876	15,152	24,075
International						
Air	9	16	24	530	1,182	2,259
Highway	419	733	1,069	772	1,724	3,131
Rail	358	518	699	116	248	432
Water	136	199	260	17	34	57
Other	864	1,090	1,259	NA	NA	NA
Total, International	1,787	2,556	3,311	1,436	3,187	5,879

Note: US Department of Transportation. Modal numbers may not add to totals due to rounding. NA = Not Available.

Although a small portion of the tonnage air cargo both domestic and international is expected to triple to 50 million tons.

Overview of Transportation Flows in the United States

Us Trucking Flows



2020 US Trucking Flows



US Rail Tonnage Flows



US Waterborne Tonnage Flows



As noted below trucking is the dominant mode of freight transportation in the United States.

Both current and projected trucking flows and rail flows for the nation clearly indicate a high degree of convergence in the Illinois and Chicago land area NTAR.

3.2. Convergence of Flows

There is a convergence of transportation flows affecting Interstate-39. These are local and regional flows, national flows and international flows. Evaluating the transportation flows of the Chicago and Peoria BEA's begins the process of understanding these important dynamics.

3.3. Transportation Flow Overview Chicago Rockford BEA

The Chicago region is a major user of all forms of transportation.⁴

⁴ 2003 data.

From Chicago BEA										
Rail Carload Tons	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons
Tons	51,281,848	30,400,101	84,160,621	283,250,288	8,174,499	187,346,137	483,078,322	346,690	24,210,634	591,796,267
Pct	8.7%	5.1%	14.2%	47.9%	1.4%	31.7%	81.6%	0.1%	4.1%	
To Chicago BEA										
Rail Carload Tons	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons
Tons	115,642,408	29,858,061	153,464,864	218,795,994	6,605,255	152,324,993	379,842,466	620,976	45,394,844	579,323,150
Pct	20.0%	5.2%	26.5%	37.8%	1.1%	26.3%	65.6%	0.1%	7.8%	

Shipping and receiving in excess of one billion tons per year the area dominates cities competing as distribution and logistics centers in the Midwest and exceeds major trade centers such as Los Angeles. Tonnage has increased 30% since 1999-2000.

Total Movement by Tons From Each Candidate BEA										
Origin BEA	Rail Carload Tons	Intermodal Tons	Truckload Tons	LTL Tons	Private Truck Tons	Air Tons	Water Tons	Tons Moved	% of Total Tons	
Chicago, IL	78,570,018	34,801,662	156,420,685	8,904,822	73,260,445	154,425	19,445,210	371,557,266	22.6%	
Los Angeles, CA	11,546,340	23,381,568	167,069,644	4,845,834	140,833,486	435,405	7,489,084	355,601,359	21.6%	
St. Louis, MO	41,517,962	2,831,455	57,301,872	2,479,851	24,172,159	16,247	74,254,985	202,574,530	12.3%	
Dallas, TX	20,579,909	3,797,533	84,887,483	2,409,374	90,075,075	453,505	0	202,202,879	12.3%	
Seattle, WA	6,417,698	8,997,160	55,442,234	1,227,260	50,383,005	55,350	27,495,633	150,018,339	9.1%	
Indianapolis, IN	26,622,768	206,041	45,957,977	2,125,167	19,821,133	274,669	0	95,007,754	5.8%	
Memphis, TN	7,598,965	4,148,108	37,110,639	2,003,491	15,233,750	371,485	9,369,245	75,835,683	4.6%	
Kansas, City, MO	14,013,860	3,728,309	33,502,854	1,808,958	13,103,749	14,046	3,027,950	69,199,725	4.2%	
Louisville, KY	4,768,400	603,675	27,531,738	695,470	10,384,527	400,035	17,431,272	61,815,117	3.8%	
San Antonio, TX	17,737,648	1,157,264	21,324,736	464,857	18,907,380	29,734	0	59,621,618	3.6%	
Totals	229,373,566	83,652,771	686,549,862	26,965,084	456,174,709	2,204,902	158,513,379	1,643,434,271		
Total Movement by Tons To Each Candidate BEA										
Destination BEA	Rail Carload Tons	Intermodal Tons	Truckload Tons	LTL Tons	Private Truck Tons	Air Tons	Water Tons	Tons Moved	% of Total Tons	
Chicago, IL	120,286,874	29,597,891	171,481,426	6,441,685	68,862,357	409,800	55,879,987	452,960,019	23.3%	
Los Angeles, CA	28,837,375	20,732,977	189,127,332	5,974,414	149,734,685	354,023	27,440,619	422,201,425	21.7%	
Dallas, TX	45,168,660	5,513,710	95,217,752	2,662,910	97,132,112	358,394	0	246,053,537	12.7%	
St. Louis, MO	70,291,300	2,051,780	58,038,218	2,054,257	31,942,696	131,579	22,911,042	187,420,871	9.6%	
Seattle, WA	13,191,388	5,207,290	47,894,406	1,513,585	53,516,005	141,216	45,033,483	166,497,373	8.6%	
Memphis, TN	18,455,558	3,245,884	43,219,703	1,319,933	22,618,724	25,712	19,635,979	108,521,492	5.6%	
Kansas, City, MO	36,502,953	3,069,114	34,514,787	1,286,481	18,177,515	25,704	3,360,698	96,937,251	5.0%	
Indianapolis, IN	19,763,816	107,212	44,197,582	1,701,985	28,856,708	23,059	0	94,650,361	4.9%	
San Antonio, TX	22,932,171	1,230,358	36,405,642	832,605	22,776,939	44,593	0	84,222,307	4.3%	
Louisville, KY	8,563,247	408,945	36,507,482	1,043,786	14,243,429	6,648	22,024,989	82,798,525	4.3%	
Totals	383,993,338	71,165,159	756,604,330	24,831,641	507,861,170	1,520,726	196,286,797	1,942,263,161		

Major transportation modes are rail, inter-modal and all types of trucking. These modes account for 96% of outbound and 92% of inbound tonnage to the Chicago area region. A logistics and transportation based marketing theme appears to be viable for the I-39 location.

3.4. Transportation Flow Overview of Peoria BEA

Tonnage associated with the Peoria BEA reflects significantly less volume than the Chicago/Rockford BEA. Peoria tonnage is 100 M. Although trucking and rail are the dominant modes of transportation these modes are proportionally less than in Chicago due to a higher proportion of waterborne commerce in the BEA.

From Peoria BEA										
	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons
Tons	1,535,200	980,519	2,739,073	20,646,364	383,170	16,523,079	37,817,196	15,421	9,492,863	50,064,552
Pct	3.1%	2.0%	5.5%	41.2%	0.8%	33.0%	75.5%	0.0%	19.0%	
To Peoria BEA										
	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons
Tons	11,056,655	77,350	11,389,895	29,211,739	300,373	20,310,989	50,106,873	27,901	4,672,599	66,197,269
Pct	16.7%	0.1%	17.2%	44.1%	0.5%	30.7%	75.7%	0.0%	7.1%	

3.5. Intrastate and Interstate Movement

41% of movement originating from the Chicago region is destined for points within in the Chicago BEA area itself. 14.4% of tonnage originating from the Peoria BEA remains in that BEA. 23% of Peoria tonnage is destined for the Chicago BEA.

In addition to Chicago and the balance of Illinois, key trading partners include nearby states, Canadian provinces, and west and east coast states. These patterns indicate that localized logistics opportunities exist and that such candidates should be pursued in marketing for the park.

Chicago BEA Intra BEA Tonnage												
Origin	Destination	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons	Pct of total
Chicago, IL	Chicago, IL	7,109,328	88,066	7,197,384	121,862,047	1,276,998	107,118,560	230,246,605	297	3,577,035	241,021,321	40.73%
Peoria BEA Intra BEA Tonnage												
Origin	Destination	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons	Pct of total
Peoria, IL	Chicago, IL	623,909	10,349	634,258	9,789,823	60,752	10,244,605	20,095,180	204	906,511	21,636,153	23.13%
Peoria, IL	Peoria, IL	137,929	915	138,844	5,737,031	13,368	5,581,555	11,331,954	33	107,020	11,577,851	14.44%

To Chicago Rockford Region

BEA Destination	State	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons	Total Tons	Cumm. Tons %
64 Chicago, IL	IL	9,878,800	100,054	9,978,914	129,472,260	1,536,957	115,332,130	246,341,347	1,427	4,198,642	260,520,330	44.97%	45.0%
64 Chicago, IL	WY	35,699,478	8,337	35,707,815	144,267	574	43,136	187,977	0	0	35,895,792	6.20%	51.2%
64 Chicago, IL	IN	1,589,845	66,644	1,656,489	19,095,224	913,288	7,879,832	27,888,343	33,266	1,489,737	31,067,635	5.36%	56.5%
64 Chicago, IL	MO	4,358,815	454,224	4,813,039	8,963,521	380,642	6,099,850	17,464,012	11,562	3,648,339	25,936,953	4.48%	61.0%
64 Chicago, IL	WI	4,031,227	56,037	4,089,264	7,656,127	242,909	7,702,950	15,601,986	94	5,733,818	25,425,162	4.39%	65.4%
64 Chicago, IL	MN	6,195,283	510,668	6,705,951	3,659,253	284,237	2,720,256	6,943,802	16,313	11,907,730	24,673,996	4.26%	69.7%
64 Chicago, IL	CA	2,552,237	15,838,635	18,390,872	3,891,533	132,452	410,186	4,434,170	71,300	0	22,896,403	3.95%	73.6%
64 Chicago, IL	IA	9,364,516	20,008	9,384,523	4,122,624	136,875	4,125,198	8,384,696	4,766	233,052	18,007,038	3.11%	76.7%
64 Chicago, IL	MI	2,344,739	380,548	2,725,287	3,731,553	162,251	354,972	4,248,775	17,453	5,602,142	12,993,658	2.17%	78.9%
64 Chicago, IL	LA	2,137,239	245,388	2,382,627	3,422,312	433,170	353,080	4,208,562	7,502	5,705,967	12,304,658	2.12%	81.0%
64 Chicago, IL	TX	3,233,256	1,315,542	4,548,800	3,862,978	205,312	575,210	4,643,500	78,198	1,319,276	10,589,774	1.83%	82.8%
64 Chicago, IL	OH	4,138,042	537,267	4,675,309	4,275,211	417,809	589,818	5,282,638	32,181	540,134	10,530,463	1.82%	84.7%
64 Chicago, IL	KY	4,358,772	12,835	4,371,607	1,796,175	189,737	632,151	2,588,063	38,539	1,151,186	8,149,314	1.41%	86.1%
64 Chicago, IL	NY	184,655	2,240,424	2,425,279	3,045,808	399,509	215,992	3,661,309	55,557	0	6,142,144	1.06%	87.1%
64 Chicago, IL	WA	1,015,948	3,031,178	4,047,126	1,400,099	29,448	348,280	1,777,827	10,765	0	5,835,718	1.01%	88.1%
64 Chicago, IL	NE	4,288,187	87,416	4,375,603	768,660	31,698	446,368	1,246,666	650	1,103	5,624,021	0.97%	89.1%
64 Chicago, IL	WV	4,043,638	10	4,043,648	533,369	29,125	45,999	808,493	1,696	429,590	5,083,427	0.88%	90.0%
64 Chicago, IL	PA	1,257,174	944,607	2,201,781	1,999,933	126,133	97,676	2,223,742	20,813	346,663	4,792,999	0.83%	90.8%
64 Chicago, IL	ON	0	0	1,160,766	0	0	0	816,840	5,151	1,100,647	3,083,405	0.53%	91.3%
64 Chicago, IL	TN	375,058	97,047	472,105	1,787,161	119,604	210,422	2,117,188	40,789	371,901	3,001,982	0.52%	91.8%
64 Chicago, IL	OR	1,567,525	581,202	2,148,727	643,703	18,972	88,012	750,686	18,047	0	2,917,459	0.50%	92.4%
64 Chicago, IL	GA	394,139	395,764	789,903	1,793,215	100,074	126,092	2,019,381	31,133	0	2,840,416	0.49%	92.9%
64 Chicago, IL	AR	880,304	11,991	892,295	1,372,280	98,040	276,256	1,746,577	344	126,790	2,766,006	0.48%	93.3%
64 Chicago, IL	CO	2,037,898	218,983	2,256,881	206,419	20,539	19,354	246,312	22,222	0	2,525,415	0.44%	93.8%
64 Chicago, IL	NC	528,652	110,494	639,147	1,396,084	69,709	373,118	1,838,910	14,923	0	2,492,980	0.43%	94.2%
64 Chicago, IL	ND	1,889,247	50,685	1,939,932	363,281	8,016	84,017	455,314	3	0	2,392,249	0.41%	94.6%
64 Chicago, IL	FL	277,324	175,320	452,644	1,479,553	46,111	288,757	1,814,421	18,354	0	2,285,419	0.39%	95.0%
64 Chicago, IL	AL	879,040	23,196	902,236	875,505	43,437	63,594	982,536	208	230,405	2,115,386	0.37%	95.4%
64 Chicago, IL	MT	1,866,485	7,972	1,874,457	151,238	4,502	39,593	195,333	17	0	2,069,807	0.36%	95.7%

To Peoria Region

BEA Destination	State	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons	% Total Tons	Cumm. Tons %
101 Peoria, IL	IL	1,959,920	11,264	1,971,185	17,025,717	82,660	16,878,978	33,987,353	237	1,159,144	37,117,919	56.07%	56.1%
101 Peoria, IL	WY	4,632,877	0	4,632,877	6,586	2,857	645	10,187	0	0	4,643,064	7.01%	63.1%
101 Peoria, IL	MO	1,965,063	55	1,965,118	1,008,869	15,782	598,363	1,623,014	35	289,441	3,878,208	5.86%	68.9%
101 Peoria, IL	LA	128,655	130	128,785	895,121	22,045	89,309	1,003,475	699	2,080,704	3,213,662	4.85%	73.8%
101 Peoria, IL	IA	506,419	650	507,069	1,141,658	20,132	662,540	1,824,330	1,528	19,031	2,351,958	3.55%	77.4%
101 Peoria, IL	TX	19,615	443	20,058	799,097	13,038	272,758	1,084,893	4,643	599,067	1,708,661	2.58%	79.9%
101 Peoria, IL	CO	1,334,173	649	1,334,822	85,224	937	6,475	92,635	937	0	1,428,395	2.16%	82.1%
101 Peoria, IL	IN	34,894	0	34,894	665,921	17,145	398,839	1,081,906	2,621	41,228	1,160,648	1.75%	83.8%
101 Peoria, IL	WI	28,772	0	28,772	663,200	9,653	299,638	972,491	3,262	1,456	1,005,981	1.52%	85.4%
101 Peoria, IL	MN	217,244	0	217,244	370,039	16,048	160,702	546,789	31	12,668	776,732	1.17%	86.5%
101 Peoria, IL	NY	0	309	309	629,735	14,145	71,406	715,286	0	0	715,956	1.08%	87.6%
101 Peoria, IL	MI	159	0	159	362,079	1,622	81,154	444,856	11	164,589	609,604	0.92%	88.5%
101 Peoria, IL	CA	18,704	57,331	76,035	483,241	5,789	42,080	531,110	0	0	607,145	0.92%	89.5%
101 Peoria, IL	OH	27,232	1	27,234	477,535	7,064	32,835	517,434	9,692	4,018	558,378	0.84%	90.3%
101 Peoria, IL	PA	14,570	182	14,752	505,429	7,725	7,727	520,881	0	3,028	538,661	0.81%	91.1%
101 Peoria, IL	AR	2,317	0	2,317	434,868	3,770	41,335	479,973	0	11,492	493,782	0.75%	91.9%
101 Peoria, IL	TN	4,915	0	4,915	341,018	8,064	49,342	398,424	2,775	48,511	454,626	0.69%	92.5%
101 Peoria, IL	MS	10,602	0	10,602	195,739	2,159	150,665	348,563	0	63,410	422,574	0.64%	93.2%
101 Peoria, IL	KY	1,514	98	1,612	205,282	9,507	20,924	235,712	2	99,838	337,164	0.51%	93.7%
101 Peoria, IL	NE	810	322	1,132	196,977	3,167	131,303	331,446	14	0	332,591	0.50%	94.2%
101 Peoria, IL	FL	8,770	0	8,770	290,742	3,685	24,015	318,442	0	0	327,212	0.49%	94.7%
101 Peoria, IL	KS	7,125	0	7,125	270,854	2,303	45,247	318,204	0	0	325,328	0.49%	95.2%
101 Peoria, IL	NC	3,031	0	3,031	221,547	5,718	86,707	313,969	0	0	317,001	0.48%	95.7%
101 Peoria, IL	AL	204	0	204	275,165	5,170	13,423	293,758	0	16,180	310,142	0.47%	96.1%
101 Peoria, IL	GA	1,952	0	1,952	280,907	4,225	5,602	290,733	22	0	292,707	0.44%	96.6%
101 Peoria, IL	SK	0	0	202,999	0	0	0	6,389	13	0	209,400	0.32%	96.9%
101 Peoria, IL	OR	16,019	4,016	20,035	172,190	477	11,280	183,947	340	0	204,322	0.31%	97.2%
101 Peoria, IL	ON	0	0	19,261	0	0	0	179,124	328	0	198,713	0.30%	97.5%
101 Peoria, IL	WA	3,651	1,719	5,370	143,541	1,456	45,355	190,352	0	0	195,723	0.30%	97.8%

From Chicago Rockford Region

BEA	Origin	State	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons	% Total Tons	Cumm. Tons %
64	Chicago, IL	IL	9,754,573	105,863	9,860,437	142,575,392	1,600,997	128,451,828	272,628,217	1,145	4,500,768	286,990,560	48.49%	48.5%
64	Chicago, IL	IN	3,425,164	42,012	3,467,177	19,894,526	430,467	21,211,728	41,537,121	6,404	1,132,800	46,143,502	7.80%	56.3%
64	Chicago, IL	MO	6,288,717	370,230	6,658,947	10,543,332	498,239	8,921,039	19,962,610	10,998	495,290	27,127,845	4.58%	60.9%
64	Chicago, IL	CA	2,638,704	12,466,205	15,304,908	6,835,934	216,264	365,494	7,417,692	59,747	0	22,782,347	3.85%	64.7%
64	Chicago, IL	NY	3,594,510	2,879,688	6,474,198	11,564,615	510,835	1,363,715	13,439,164	20,896	22,167	19,956,426	3.37%	68.1%
64	Chicago, IL	IA	1,081,041	7,645	1,088,686	9,681,439	219,962	7,539,737	17,441,137	4,447	172,385	18,706,355	3.16%	71.3%
64	Chicago, IL	OH	3,099,377	277,211	3,376,588	8,490,572	562,177	2,778,942	11,831,692	14,927	1,240,673	16,463,880	2.78%	74.0%
64	Chicago, IL	TX	4,329,117	2,482,837	6,811,953	7,701,837	536,773	765,319	9,003,929	26,006	263,230	16,105,119	2.72%	76.8%
64	Chicago, IL	LA	1,019,221	104,281	1,123,501	4,152,063	145,843	389,720	4,687,625	3,059	9,029,713	14,843,898	2.51%	79.3%
64	Chicago, IL	MI	2,292,666	347,950	2,640,616	8,143,708	325,248	2,294,025	10,782,981	8,993	627,441	14,040,030	2.37%	81.6%
64	Chicago, IL	WI	670,185	7,904	678,089	6,354,687	261,356	4,835,624	11,451,668	257	1,000,028	13,130,041	2.22%	83.9%
64	Chicago, IL	PA	1,485,730	1,843,349	3,329,079	4,791,309	266,874	499,237	5,557,420	27,198	51,096	8,964,792	1.51%	85.4%
64	Chicago, IL	KY	311,199	76,885	388,084	3,536,638	202,469	2,250,391	5,989,498	2,271	933,013	7,312,866	1.24%	86.6%
64	Chicago, IL	FL	1,278,118	1,458,790	2,736,908	3,206,353	218,944	511,388	3,936,685	3,796	22,073	6,699,463	1.13%	87.7%
64	Chicago, IL	GA	639,680	732,469	1,372,148	4,443,428	228,349	479,827	5,151,604	4,286	373	6,528,412	1.10%	88.8%
64	Chicago, IL	TN	1,192,869	96,544	1,291,413	3,150,109	116,264	625,191	3,891,564	5,223	607,918	5,796,118	0.98%	89.8%
64	Chicago, IL	MN	613,186	546,642	1,159,828	2,657,495	164,112	805,354	3,626,961	34,293	229,556	5,050,639	0.85%	90.7%
64	Chicago, IL	ON	0	0	968,451	0	0	0	2,624,864	37,405	326,474	3,957,194	0.67%	91.3%
64	Chicago, IL	NC	524,518	168,953	693,471	2,683,702	128,792	282,326	3,074,819	19,299	0	3,785,590	0.64%	92.0%
64	Chicago, IL	AR	604,342	307	604,649	1,176,300	72,083	152,804	1,401,187	10	1,573,116	3,578,962	0.60%	92.6%
64	Chicago, IL	WA	221,537	2,188,863	2,410,200	1,019,599	59,513	84,268	1,163,380	4,423	0	3,578,003	0.60%	93.2%
64	Chicago, IL	DC	447,191	396,086	843,277	2,293,000	139,973	229,950	2,662,954	6,532	0	3,512,762	0.59%	93.8%
64	Chicago, IL	MA	296,357	538,377	834,734	2,028,925	195,422	252,448	2,476,795	2,440	0	3,313,969	0.56%	94.4%
64	Chicago, IL	OR	359,845	1,080,709	1,440,554	1,328,063	52,715	115,450	1,496,228	3,023	0	2,939,805	0.50%	94.8%
64	Chicago, IL	WV	149,357	0	149,357	1,009,717	26,151	290,598	1,326,466	6	1,200,033	2,675,862	0.45%	95.3%
64	Chicago, IL	VA	177,400	515,347	692,747	1,690,614	59,807	143,501	1,893,922	393	0	2,587,062	0.44%	95.7%
64	Chicago, IL	AL	423,123	33,839	456,962	1,363,783	43,559	121,167	1,528,510	245	562,162	2,547,878	0.43%	96.2%
64	Chicago, IL	MS	1,204,134	78,052	1,282,186	926,150	49,883	42,161	1,018,194	90	10,549	2,311,020	0.39%	96.6%
64	Chicago, IL	CO	385,479	391,760	777,239	1,024,872	78,890	102,385	1,206,147	11,147	0	1,994,533	0.34%	96.9%

From Peoria Region

BEA	Origin	State	Rail Carload Tons	Intermodal Tons	Rail Tons	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Air Tons	Water Tons	Total Tons	% Total Tons	Cumm. Tons %
101	Peoria, IL	IL	435,168	12,711	447,879	13,366,812	108,209	14,151,678	27,626,699	34	440,900	28,515,573	56.96%	57.0%
101	Peoria, IL	LA	16,103	22,870	38,972	122,210	4,125	14,890	141,225	1,206	7,163,282	7,344,686	14.67%	71.6%
101	Peoria, IL	IA	15,134	0	15,134	1,431,201	29,308	887,874	2,348,384	3	3,069	2,366,589	4.73%	76.4%
101	Peoria, IL	MO	185,090	6,755	191,845	630,840	14,380	441,325	1,086,545	21	112,346	1,390,757	2.78%	79.1%
101	Peoria, IL	TX	235,524	98,367	333,891	462,655	15,470	87,935	566,060	8,181	59,235	967,368	1.93%	81.1%
101	Peoria, IL	WI	16,610	22,830	39,439	138,620	11,337	137,988	287,945	32	468,036	795,453	1.59%	82.7%
101	Peoria, IL	IN	4,810	0	4,810	398,747	9,102	352,048	759,898	221	4,218	769,146	1.54%	84.2%
101	Peoria, IL	GA	4,791	444,533	449,324	206,279	19,435	11,601	297,315	5	0	746,644	1.49%	85.7%
101	Peoria, IL	MI	18,741	2,260	21,001	152,432	1,931	22,242	176,605	0	543,644	741,250	1.48%	87.2%
101	Peoria, IL	NY	33,223	16,154	49,376	600,259	25,649	45,423	671,331	0	0	720,708	1.44%	88.6%
101	Peoria, IL	OH	115,708	2,446	118,154	410,530	19,405	55,575	485,510	837	68,479	672,979	1.34%	89.9%
101	Peoria, IL	CA	44,872	213,226	258,098	367,187	5,737	9,829	382,753	0	0	640,851	1.28%	91.2%
101	Peoria, IL	TN	85,259	7,900	93,159	137,336	5,997	8,211	151,545	146	218,227	463,077	0.92%	92.2%
101	Peoria, IL	AL	17,578	32	17,610	36,195	2,184	3,392	41,772	0	289,409	348,791	0.70%	92.9%
101	Peoria, IL	ON	0	0	138,931	0	0	0	193,051	1,588	851	334,221	0.67%	93.5%
101	Peoria, IL	PA	28,943	29,178	58,121	191,386	15,179	5,616	212,181	0	4,344	274,647	0.55%	94.1%
101	Peoria, IL	MS	69,188	881	70,069	121,608	1,530	16,719	139,857	0	3,200	213,106	0.43%	94.5%
101	Peoria, IL	CO	98,271	11,538	109,808	83,706	4,018	12,021	99,746	148	0	209,702	0.42%	94.9%
101	Peoria, IL	MN	9,401	44	9,446	152,052	2,798	40,027	194,877	0	0	204,322	0.41%	95.3%
101	Peoria, IL	KS	190	47,571	47,761	133,458	5,682	16,180	155,300	0	0	203,061	0.41%	95.7%
101	Peoria, IL	KY	9,377	4,909	14,286	112,053	3,869	38,496	154,418	0	10,049	178,753	0.38%	96.1%
101	Peoria, IL	OR	1,870	12,716	14,586	125,296	5,474	29,619	160,388	1,602	0	176,577	0.35%	96.4%
101	Peoria, IL	NV	908	0	908	147,869	2,094	10,905	160,868	0	0	161,776	0.32%	96.8%
101	Peoria, IL	WA	40,033	4,626	44,658	65,682	5,721	35,199	106,582	16	0	151,256	0.30%	97.1%
101	Peoria, IL	FL	756	6,037	6,792	126,012	13,497	4,331	143,840	0	0	150,632	0.30%	97.4%
101	Peoria, IL	MA	1,057	377	1,434	100,085	10,204	5,871	116,160	0	0	117,594	0.23%	97.6%
101	Peoria, IL	WV	2,251	0	2,251	53,654	924	10,849	65,427	0	47,736	115,414	0.23%	97.8%
101	Peoria, IL	AR	1,502	0	1,502	40,962	5,443	4,718	51,123	0	54,882	107,508	0.21%	98.0%
101	Peoria, IL	NC	2,910	0	2,910	97,094	4,294	3,047	104,435	0	0	107,345	0.21%	98.3%

Inbound Tonnage by State



Outbound Tonnage by State



3.6. International Trade Movement

The Chicago area is the sixth largest metropolitan area in the United States for purposes of foreign trade. Exports or origin volume from the area ranges between \$21 and 23 billion per year. Imports or destination volume ranges between \$33 and \$35 billion per year. The region trades with three primary trading blocs. These are NAFTA (North American Free Trade Agreement) , European Union and APEC (Asia Pacific Economic Co-operation) . The following table illustrates international trade shares of the Chicago metropolitan region.⁵

TRADE GROUP	PERCENT
NAFTA	32%
EUROPE	30%
APEC	28%
OTHERS	10%

Illinois as a trade partner is the 6th highest state in land based foreign trade through NAFTA. Imports to the Chicago BEA have increased 22% in the last three years.

Rank	Name of U.S. State	North American Trade by All Land Modes	Trade with Canada by All Land Modes	Exports to Canada by All Land Modes	Imports from Canada by All Land Modes	Trade with Mexico by All Land Modes	Exports to Mexico by All Land Modes	Imports from Mexico by All Land Modes
All U.S. States by All Land Modes		\$540,794,620,879	\$341,256,006,364	\$146,435,312,785	\$194,820,693,579	\$199,538,614,515	\$85,157,815,107	\$114,380,799,408
1	Michigan	\$94,068,275,437	\$65,819,653,152	\$19,419,193,670	\$46,400,459,482	\$28,248,622,285	\$4,149,146,727	\$24,099,475,558
2	Texas	\$76,726,207,490	\$14,195,992,154	\$8,033,837,992	\$6,162,154,162	\$62,530,215,336	\$37,673,041,726	\$24,857,173,610
3	California	\$54,913,755,104	\$20,825,135,519	\$7,158,230,503	\$13,666,905,016	\$34,088,619,585	\$13,780,645,413	\$20,307,974,172
4	Ohio	\$29,925,007,195	\$24,179,252,669	\$14,824,141,734	\$9,355,110,935	\$5,745,754,526	\$2,005,526,149	\$3,740,228,377
5	New York	\$28,890,313,794	\$24,451,605,931	\$8,321,909,019	\$16,129,696,912	\$4,438,707,863	\$1,493,408,513	\$2,945,299,350
6	Illinois	\$25,218,406,577	\$19,359,943,387	\$7,689,739,959	\$11,670,203,428	\$5,858,463,190	\$1,817,307,099	\$4,041,156,091

The air network in the Chicago region enables the area to be the 10th ranked foreign trade freight gateway in the country⁶. The region is ranked 29th in water ports⁷.

⁵ US Department of Commerce, International Trade Administration

⁶ Bureau of Transportation Statistics, National Transportation Statistics 2004

⁷ United States Army Corp of Engineers, Waterborne Commerce in the United States, 1991 revised 2003.

Top 25 U.S. Foreign Trade Freight Gateways by Value: 2003 (\$ billions)					
Gateway	Type	Rank	Exports	Imports	Total
Port of Los Angeles, CA	Water	1	16.9	105.2	122.1
JFK International Airport, NY	Air	2	46.6	65.3	111.9
Port of Detroit, MI	Land	3	54.5	47.3	101.9
Port of New York, NY and NJ	Water	4	24.3	76.9	101.2
Port of Long Beach, CA	Water	5	17.2	78.7	95.9
Port of Laredo, TX	Land	6	32.4	46.4	78.8
Los Angeles International Airport, CA	Air	7	32.6	31.2	63.8
Port of Huron, MI	Land	8	22.7	39.6	62.3
Port of Buffalo-Niagara Falls, NY	Land	9	27.4	32.0	59.4
Chicago, IL	Air	10	20.6	33.7	54.3
Port of Houston, TX	Water	11	21.4	28.5	49.9
San Francisco International Airport, CA	Air	12	20.6	26.1	46.6
Port of Charleston, SC	Water	13	13.4	26.0	39.4
Port of El Paso, TX	Land	14	16.7	22.5	39.2
Port of Norfolk Harbor, VA	Water	15	11.0	18.5	29.5
New Orleans, LA	Air	16	13.7	13.7	27.4
Port of Tacoma, WA	Water	17	5.2	21.1	26.3
Port of Baltimore, MD	Water	18	5.7	20.3	26.0
Port of Oakland, CA	Water	19	7.8	17.4	25.1
Dallas-Fort Worth, TX	Air	20	11.4	12.2	23.6
Port of Seattle, WA	Water	21	5.7	17.4	23.1
Miami International Airport, FL	Air	22	14.0	8.8	22.7
Anchorage, AK	Air	23	5.6	16.5	22.1
Port of Savannah, GA	Water	24	7.4	13.9	21.3
Port of Otay Mesa Station, CA	Land	25	8.3	11.4	19.7

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, *National*

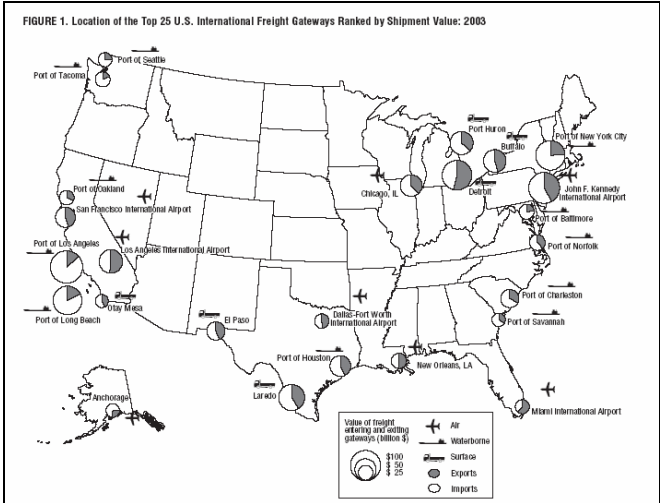


Table 1-14: Top 50 Water Ports Ranked by Tonnage: 2001

Port and state	Rank	Millions of short tons		
		Total	Foreign	Domestic
Port of South Louisiana, LA	1	212.0	95.7	116.3
Houston, TX	2	185.1	120.6	64.5
New York, NY and NJ	3	137.5	67.3	70.2
New Orleans, LA	4	85.6	50.3	35.3
Beaumont, TX	5	79.1	62.0	17.1
Corpus Christi, TX	6	77.6	53.9	23.7
Huntington-Tristate, WV, OH, KY	7	76.7	0.0	76.7
Long Beach, CA	8	67.6	51.6	16.1
Texas City, TX	9	62.3	44.1	18.1
Baton Rouge, LA	10	61.4	20.7	40.8
Port of Pasquotank, LA	11	60.7	23.4	37.3
Pittsburgh, PA	12	53.0	0.0	53.0
Lake Charles, LA	13	52.8	31.9	20.9
Los Angeles, CA	14	51.4	45.0	6.4
Vicksburg, MS	15	51.0	0.0	51.0
Mobile, AL	16	48.1	28.0	20.1
Philadelphia, PA	17	46.4	32.9	13.4
Tampa, FL	18	45.8	17.4	28.3
Baltimore, MD	19	42.1	25.4	16.7
Duluth-Superior, MN and WI	20	39.8	13.3	26.5
Norfolk Harbor, VA	21	37.3	27.0	10.3
St. Louis, MO and IL	22	34.4	0.0	34.4
Portland, OR	23	31.3	17.0	14.3
Freeport, TX	24	30.1	24.9	5.2
Pascagoula, MS	25	29.5	18.5	11.1
Portland, ME	26	28.5	26.4	2.0
Charleston, SC	27	23.3	17.1	6.1
Port Arthur, TX	28	22.8	15.1	7.7
Chicago, IL	29	22.0	2.6	19.4
Port Everglades, FL	30	21.9	9.6	12.3
Passaic, NJ	31	21.3	12.9	8.3
Richmond, CA	32	21.2	10.0	11.2
Boston, MA	33	20.6	12.4	8.2
Seattle, WA	34	20.5	14.9	5.6
Tacoma, WA	35	20.5	12.4	8.1
Savannah, GA	36	19.4	16.9	2.5
Marcus Hook, PA	37	19.1	8.2	10.9
Jacksonville, FL	38	17.8	8.9	8.9
Detroit, MI	39	17.0	4.7	12.3
Memphis, TN	40	16.9	0.0	16.9
Anacortes, WA	41	16.8	2.0	14.8
Honolulu, HI	42	16.6	4.8	11.8
Cincinnati, OH	43	14.1	0.0	14.1
Newport News, VA	44	13.9	6.7	7.2
Indiana Harbor, IN	45	13.6	0.7	12.9
San Juan, PR	46	12.8	5.2	7.6
Oakland, CA	47	12.3	10.7	1.6
Cleveland, OH	48	11.9	2.7	9.2
Two Harbors, MN	49	11.9	0.0	11.9
Albany, OH	50	10.9	5.8	5.1
Top 50 total		2,146.8	1,081.8	1,065.0
United States, total		2,446.8	1,192.3	1,254.5

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce of the United States, Calendar Year 2001, Part 5 National Summaries, Alexandria, VA, 2002, available at <http://www.usace.army.mil/rdc/wccsc/pdf/wccus01.pdf> as of Sept. 29, 2003.

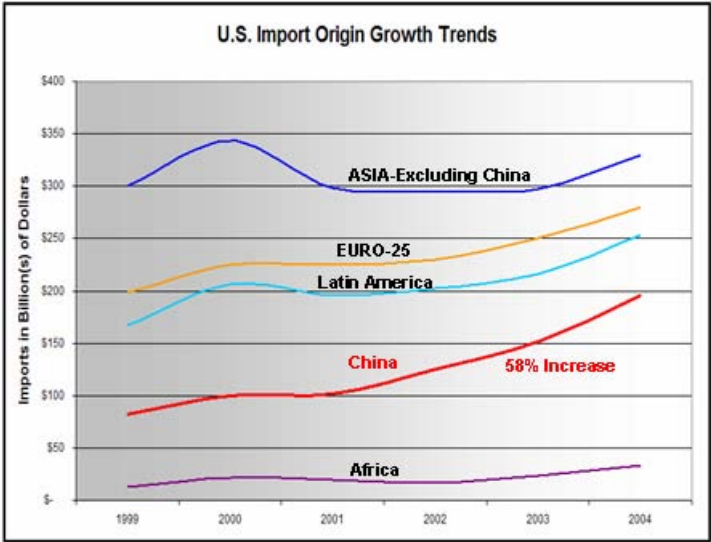
Although the Chicago region is not a major land gateway for foreign trade it plays a significant role in international trade for the rest of the country. The region's land transportation systems move significant volumes of import-export products destined for domestic locations and other ports of departure. International trade represents a major set of commodity flows for the region. It has been estimated that up to one third of the land import volume passes through the region.⁸

Total Trade 2004				
Rank	Country/(billions)	Exports (Year-to-Date)	Imports (Year-to-Date)	Percent of Total Trade
---	Total, All Countries	\$819.0	\$1,471.0	100.00%
---	Total, Top 15 Countries	\$614.2	\$1,107.1	75.20%
1	Canada	\$190.2	\$255.9	19.50%
2	Mexico	\$110.8	\$155.8	11.60%
3	China	\$34.7	\$196.7	10.10%
4	Japan	\$54.4	\$129.6	8.00%
5	Federal Republic of Germany	\$31.4	\$77.2	4.70%
6	United Kingdom	\$36.0	\$46.4	3.60%
7	Korea, South	\$26.3	\$46.2	3.20%
8	Taiwan	\$21.7	\$34.6	2.50%
9	France	\$21.2	\$31.8	2.30%
10	Malaysia	\$10.9	\$28.2	1.70%
11	Italy	\$10.7	\$28.1	1.70%
12	Netherlands	\$24.3	\$12.6	1.60%
13	Ireland	\$8.2	\$27.4	1.60%
14	Brazil	\$13.9	\$21.2	1.50%
15	Singapore	\$19.6	\$15.3	1.50%

Source: FTDWebMaster, Foreign Trade Division, U.S. Census Bureau, Washington, D.C. 20233
Location: NAVAL STATISTICS: TRADE HIGHLIGHTS: TOP TRADING PARTNERS
Created: 10 February 2005

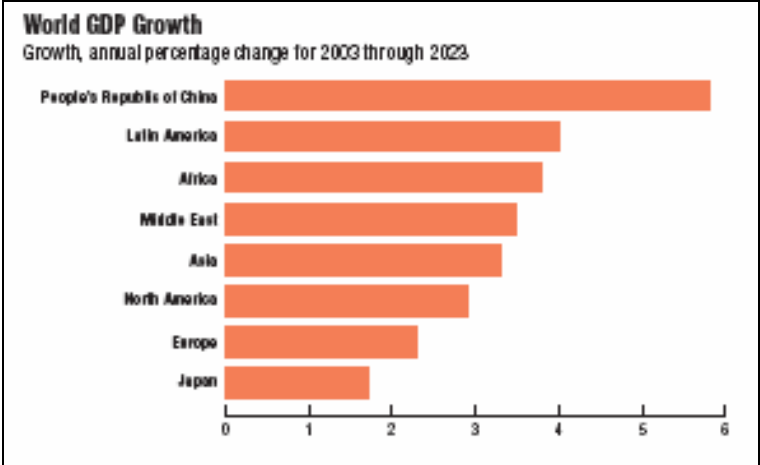
⁸ For further discussion of significance on this finding see intermodal network.

With the rapid growth of importing due to outsourcing of manufacturing to other countries it is expected that international trade will be an important area of consideration in marketing the I-39 node. This true for all major trading blocs and especially for the country of China where US imports have grown 58% since 2001.

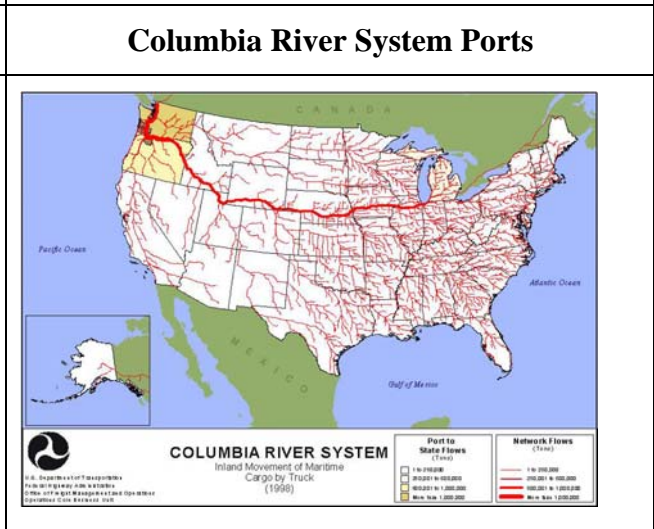
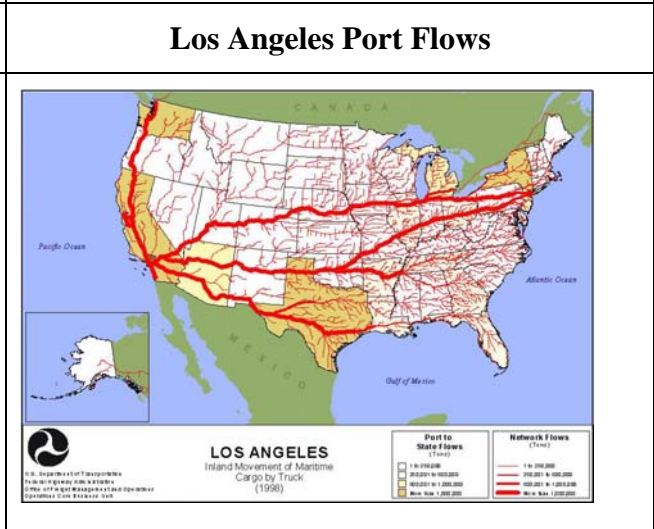
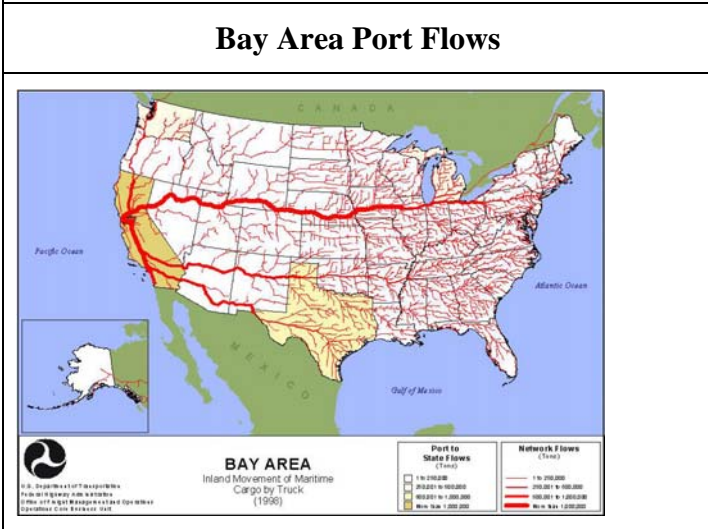
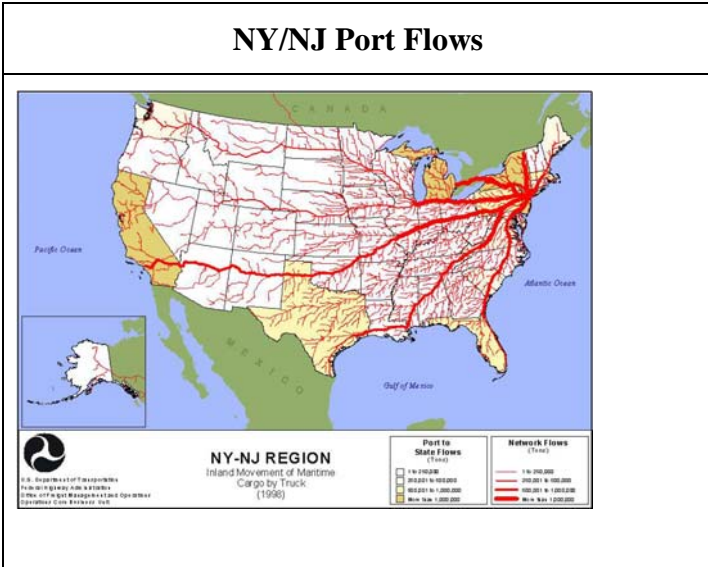


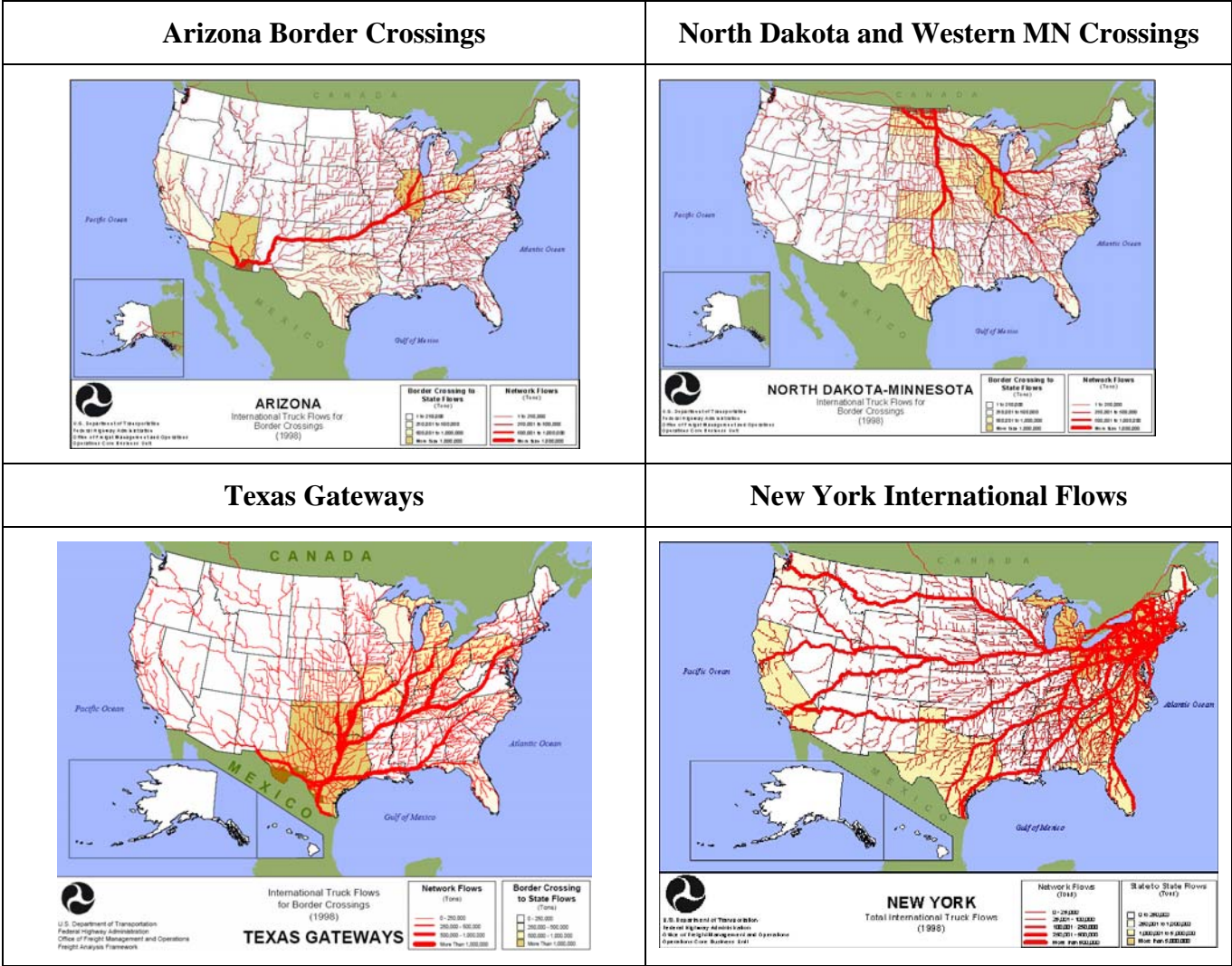
Worldwide GDP growth is expected to average 3% per year though 2023. This will stimulate freight growth in all modes of transportation. The most dramatic GDP growth will occur in China.





International trade flows to the region through several paths including movements from land east and west coast ports as well as land gateways. Again a convergence of flows is noted for the Illinois and the Chicago area. It appears that marketing the location to potential customers should include clients where importing is an important part of their supply chain strategy. This flow convergence can be observed on the following pages. Major ports and land gateways flow to and through the I-39 Logistics Corridor.





The 25 largest container ports in the world handle over 98% of the container traffic. Container traffic increased 56% during the period 1998-2003.



The development of import hubs and deconsolidation centers are growing at a rapid rate to keep up with a significant shift in sourcing from Asia with a majority of product originating from

China. Los Angeles and Long Beach remain the primary containerized import locations and continue to experience strains on the both the port and inter-modal infrastructure supporting product distribution. In 2004 the major California ports imported over \$204B in goods while NY/NJ port districts imported almost \$60B.

With the incident of the Longshoreman port strike in 2002 and the backlog of vessels during the fall of 2004 causing delays upwards of one week; many major importers are considering alternative strategies to serve East Coast customers. One of the primary strategies being considered and acted upon is the utilization of all-water service from Asia transiting through the Panama Canal to the East Coast ports avoiding congestion related delays. Additional strategies include utilizing NY/NJ ports for distribution from all-water service from Asia through the Suez Canal.

Similar strategies are developing using Canadian ports for entry of goods destined for the US. (See discussion regarding CN railroad)

1-Oct-04

U.S. Waterborne Foreign Trade
Containerized Imports
Top 25 U.S. Ports
(Teu's in Thousand)

U.S. Ports	1998	1999	2000	2001	2002	2003
Los Angeles, CA	1,673	1,912	2,429	2,614	3,194	3,642
Long Beach, CA	2,049	2,264	2,401	2,376	2,467	2,368
New York, NY	1,213	1,362	1,512	1,598	1,879	1,965
Charleston, SC	482	554	618	612	676	721
Norfolk, VA	395	409	438	454	551	633
Savannah, GA	271	317	382	431	561	595
Tacoma, WA	278	327	391	356	491	594
Oakland, CA	374	387	419	419	482	517
Seattle, WA	561	582	588	500	512	486
Houston, TX	279	336	367	381	420	450
Miami, FL	254	289	335	347	403	428
Baltimore, MD	140	158	173	178	203	192
Port Everglades, FL	181	189	175	171	157	187
Wilmington, DE	95	103	97	103	107	166
San Juan, PR	86	96	106	108	117	147
Gulfport, MS	68	71	81	85	93	110
New Orleans, LA	73	89	91	86	89	98
Philadelphia, PA	82	68	66	71	78	95
Portland, OR	32	37	38	47	47	63
Boston, MA	51	57	54	51	56	58
Newport News, VA	35	44	40	24	37	48
Chester, PA	26	30	32	31	35	44
San Diego, CA	2	-	*	*	1	44
Wilmington, NC	46	43	42	37	45	44
Jacksonville, FL	55	52	31	25	36	42
Top 25 U.S. Ports	8,770	9,776	10,907	11,094	12,738	13,734
Import Grand Total	8,919	9,960	11,087	11,268	12,916	13,899
Top 25 U.S. Ports as a % of Import Grand Total	98.3%	98.1%	98.4%	98.5%	98.6%	98.8%

* - Less than 500 Teu's

Source: Port Import/Export Reporting Services (PIERS)

Mexican Imports to US

End-Use Code/ (\$000)	Value 2000	Value 2001	Value 2002	Value 2003	Value 2004
(30230) Other parts and accessories	\$16,112,624	\$15,901,152	\$17,530,330	\$18,163,326	\$19,304,880
(10000) Crude	\$11,977,099	\$9,387,199	\$11,401,106	\$14,344,502	\$17,893,135
(30000) Passenger cars, new and used	\$15,770,861	\$14,307,737	\$13,529,697	\$11,826,405	\$11,167,304
(41200) Television receivers, vcr's & other video equip.	\$7,630,873	\$7,747,283	\$7,029,989	\$7,011,529	\$8,972,880
(30100) Complete and assembled	\$5,448,874	\$7,181,970	\$7,463,773	\$7,792,469	\$8,176,015
(20005) Electric apparatus and parts, n.e.c.	\$6,180,618	\$5,431,041	\$5,433,552	\$5,784,935	\$6,740,873
(21400) Telecommunications equipment	\$6,124,312	\$3,578,360	\$4,289,927	\$4,363,253	\$5,318,671
(21300) Computers	\$2,895,366	\$3,289,104	\$3,654,206	\$3,983,993	\$4,612,420
(40000) Apparel and household goods-cotton	\$5,465,963	\$4,998,198	\$4,904,483	\$4,548,622	\$4,440,280
(30200) Engines and engine parts	\$2,732,367	\$2,542,058	\$2,867,321	\$3,247,642	\$4,320,251
(50020) U.S. goods returned, and reimports	\$3,985,181	\$3,839,517	\$3,806,534	\$3,905,091	\$4,221,075
(41050) Other (clocks, port typewriters, oth household gds	\$2,020,440	\$4,174,810	\$3,395,598	\$3,418,136	\$4,092,705
(20000) Generators, transformers, and accessories	\$3,524,119	\$3,150,154	\$3,181,422	\$3,231,755	\$3,349,721
(21301) Computer accessories, peripherals and parts	\$6,153,889	\$7,057,564	\$5,186,984	\$3,632,946	\$3,079,187
(41030) Household and kitchen appliances	\$1,700,089	\$2,090,853	\$2,279,908	\$2,434,157	\$2,619,332
(00130) Vegetables and preparations	\$1,704,722	\$1,932,018	\$1,936,008	\$2,284,841	\$2,607,850
(40020) Apparel and household goods-other textiles	\$3,395,021	\$3,162,361	\$2,936,595	\$2,691,534	\$2,530,624
(21160) Measuring, testing and control instruments	\$2,146,354	\$2,165,573	\$2,495,655	\$2,678,151	\$2,503,216
(21610) Other scientific, medical and hospital equipment	\$1,253,308	\$1,457,204	\$1,837,706	\$2,154,286	\$2,404,419
(21180) Other industrial machinery	\$1,524,185	\$1,494,794	\$1,899,657	\$2,008,789	\$2,396,094
(14100) Iron and steel mill products-semifinished	\$970,555	\$732,129	\$1,030,468	\$958,377	\$1,990,032
(50030) Minimum value shipments	\$1,523,920	\$1,492,170	\$1,512,339	\$1,558,083	\$1,776,065
(16120) Other (boxes, belting, glass, abrasives, etc.)	\$1,182,838	\$1,187,098	\$1,274,618	\$1,370,178	\$1,639,923
(21190) Photo and service industry machinery & trade tools	\$777,066	\$820,050	\$896,100	\$1,011,616	\$1,441,697
(21100) Industrial engines, pumps, compressors & generatrs	\$1,044,156	\$914,496	\$911,357	\$1,114,535	\$1,389,848
(15200) Finished metal shapes & advncd manuf, except steel	\$1,034,125	\$945,212	\$980,845	\$1,047,306	\$1,351,720
(41000) Furniture, household items, baskets	\$1,055,923	\$995,423	\$1,027,380	\$1,060,698	\$1,175,897
(00190) Wine and related products	\$762,523	\$881,612	\$1,007,312	\$1,073,837	\$1,173,792
(10020) Other petroleum products	\$678,707	\$626,215	\$561,412	\$828,956	\$1,172,365
(00120) Fruits and preparations, including frozen juices	\$790,383	\$830,611	\$856,876	\$946,589	\$1,136,221
(40140) Other products (notions, writing and art supplies)	\$827,059	\$803,867	\$845,329	\$860,849	\$1,061,079
(21320) Semiconductors and related devices	\$1,514,706	\$1,073,122	\$899,848	\$864,169	\$898,718
(41210) Radios, phonographs, tape decks, and other stereo	\$944,096	\$619,304	\$660,787	\$586,848	\$719,139
(12500) Plastic materials	\$370,076	\$377,459	\$400,749	\$441,829	\$708,727
(13110) Other-finished (shingles, molding, wallboard, etc)	\$454,364	\$436,020	\$474,706	\$515,109	\$676,392
(21170) Materials handling equipment	\$521,827	\$465,484	\$518,569	\$578,107	\$653,770
(15000) Iron and steel products, except advanced manufacts	\$373,502	\$391,705	\$441,871	\$452,648	\$649,964
(00100) Meat products, poultry, and edible animals	\$430,469	\$438,307	\$331,010	\$512,256	\$599,690
(00160) Bakery and confectionary products	\$285,597	\$316,868	\$388,779	\$495,930	\$582,480
(14280) Other precious metals	\$260,296	\$245,186	\$377,554	\$387,503	\$580,377
(41120) Toys, shooting and sporting goods, and bicycles	\$778,673	\$868,726	\$1,280,045	\$648,211	\$572,598
(40100) Medicinal, dental and pharmaceutical preparations	\$200,922	\$237,285	\$295,853	\$338,735	\$553,737
(10010) Fuel oil	\$41,132	\$33,223	\$144,249	\$244,923	\$541,023
(00180) Other (soft beverages, processed coffee, etc.)	\$280,283	\$352,161	\$420,204	\$445,666	\$512,192
(21030) Excavating, paving, and construction machinery	\$382,803	\$385,194	\$347,422	\$360,285	\$502,852
(12135) Synthetic cloth and fabrics, thread and cordage	\$396,908	\$415,815	\$471,041	\$444,872	\$453,516
(01010) Alcoholic bevs, except wine and related products	\$383,756	\$355,101	\$436,691	\$478,370	\$453,358
(01000) Fish and shellfish	\$540,076	\$498,480	\$389,822	\$416,267	\$450,495
(40050) Sporting and camping apparel, footwear and gear	\$284,945	\$350,346	\$339,679	\$362,861	\$388,477
TOTAL	\$136,926,405	\$131,337,925	\$134,615,817	\$138,059,991	\$155,843,011
US Census Bureau Foreign Trade Statistics					

Canadian Imports to US

Use Code	Value 2000	Value 2001	Value 2002	Value 2003	Value 2004
(30000) Passenger cars, new and used	\$33,931,645	\$30,560,195	\$30,996,810	\$30,517,113	\$35,941,305
(10110) Gas-natural	\$11,994,147	\$14,470,122	\$10,184,015	\$16,115,804	\$19,481,420
(10000) Crude	\$12,707,250	\$10,087,215	\$11,066,876	\$14,123,094	\$18,781,617
(30230) Other parts and accessories	\$12,429,981	\$11,625,369	\$12,876,097	\$14,050,095	\$15,056,032
(30100) Complete and assembled	\$11,806,994	\$10,746,619	\$10,817,521	\$10,770,148	\$11,082,538
(50020) U.S. goods returned, and reimports	\$9,911,129	\$10,025,199	\$10,488,768	\$8,865,712	\$8,693,761
(13000) Lumber and wood in the rough	\$6,472,931	\$6,113,987	\$5,687,039	\$5,052,553	\$7,228,636
(13110) Other-finished (shingles, molding, wallboard, etc)	\$4,094,676	\$3,879,567	\$4,095,941	\$5,186,828	\$6,677,168
(16120) Other (boxes, belting, glass, abrasives, etc.)	\$3,801,159	\$3,841,000	\$3,991,980	\$4,267,083	\$4,849,836
(10020) Other petroleum products	\$2,309,506	\$2,853,349	\$2,932,084	\$3,614,629	\$4,798,704
(14200) Bauxite and aluminum	\$3,744,324	\$3,807,803	\$3,613,879	\$3,972,795	\$4,786,106
(12500) Plastic materials	\$3,366,242	\$3,454,208	\$3,362,770	\$3,890,006	\$4,572,465
(50030) Minimum value shipments	\$3,909,776	\$3,788,331	\$3,575,721	\$3,809,534	\$4,344,464
(30200) Engines and engine parts	\$4,216,399	\$3,424,513	\$3,589,913	\$3,828,651	\$4,316,590
(22000) Civilian aircraft, complete-all types	\$3,370,246	\$4,558,851	\$4,117,370	\$5,277,909	\$4,310,021
(40140) Other products (notions, writing and art supplies)	\$2,679,452	\$2,970,109	\$2,861,208	\$2,909,109	\$3,489,561
(21400) Telecommunications equipment	\$10,245,677	\$4,637,286	\$3,490,338	\$2,989,903	\$3,393,619
(41000) Furniture, household items, baskets	\$2,996,244	\$2,877,465	\$2,912,129	\$2,967,446	\$3,172,281
(11110) Paper and paper products, n.e.s.	\$3,417,214	\$3,225,979	\$3,086,349	\$2,820,541	\$3,120,653
(00100) Meat products, poultry, and edible animals	\$2,806,441	\$3,387,410	\$3,386,639	\$2,642,910	\$2,912,355
(11100) Newsprint	\$3,673,301	\$3,493,704	\$2,955,830	\$2,906,768	\$2,874,797
(10010) Fuel oil	\$1,589,125	\$1,532,152	\$1,616,730	\$2,160,342	\$2,593,420
(21180) Other industrial machinery	\$2,212,361	\$2,239,664	\$2,309,692	\$2,510,936	\$2,572,634
(14100) Iron and steel mill products-semifinished	\$1,688,283	\$1,405,431	\$1,909,836	\$1,830,219	\$2,417,694
(00160) Bakery and confectionary products	\$1,363,398	\$1,574,842	\$1,755,399	\$2,196,085	\$2,415,872
(15200) Finished metal shapes & advncd manuf, except steel	\$1,827,069	\$1,733,638	\$1,858,816	\$1,867,224	\$2,402,648
(20005) Electric apparatus and parts, n.e.c.	\$2,377,913	\$2,139,285	\$2,023,621	\$1,990,273	\$2,330,631
(11000) Pulpwood and woodpulp	\$2,757,479	\$2,117,943	\$1,886,207	\$1,985,966	\$2,274,086
(10030) Liquefied petroleum gases	\$1,946,695	\$1,803,617	\$1,517,648	\$1,885,303	\$2,259,720
(40100) Medicinal, dental and pharmaceutical preparations	\$859,087	\$1,190,387	\$1,287,814	\$1,938,799	\$2,201,941
(01000) Fish and shellfish	\$1,920,401	\$1,954,529	\$2,056,800	\$2,137,111	\$2,126,990
(12540) Industrial organic chemicals	\$1,477,811	\$1,556,605	\$1,352,519	\$1,288,791	\$1,971,226
(21170) Materials handling equipment	\$1,800,860	\$1,571,217	\$1,494,629	\$1,590,118	\$1,825,371
(12510) Fertilizers, pesticides, and insecticides	\$1,414,158	\$1,259,152	\$1,305,202	\$1,421,059	\$1,780,449
(15000) Iron and steel products, except advanced manufacts	\$1,435,675	\$1,363,520	\$1,347,818	\$1,263,357	\$1,774,433
(14270) Nonmonetary gold	\$1,645,038	\$1,274,939	\$1,635,419	\$1,472,261	\$1,644,626
(22020) Engines for civilian aircraft	\$1,472,076	\$1,795,692	\$1,610,151	\$1,272,274	\$1,467,118
(00180) Other (soft beverages, processed coffee, etc.)	\$918,904	\$1,068,196	\$1,267,834	\$1,356,013	\$1,451,286
(00130) Vegetables and preparations	\$906,808	\$1,011,579	\$1,083,493	\$1,280,885	\$1,425,983
(21140) Woodworking, glass working, & plastic & rubber mch	\$1,362,220	\$1,102,069	\$1,251,598	\$1,271,605	\$1,376,372
(12550) Other chemicals (photo chems, prnt inks, paint)	\$996,490	\$1,037,982	\$1,026,856	\$1,106,012	\$1,348,447
(30220) Automotive tires and tubes	\$1,212,638	\$1,179,562	\$1,193,374	\$1,201,733	\$1,306,144
(10400) Electric energy	\$2,716,015	\$2,737,564	\$1,144,856	\$1,328,742	\$1,261,442
(21100) Industrial engines, pumps, compressors & generatrs	\$1,216,820	\$1,401,737	\$1,379,633	\$1,138,889	\$1,260,965
(21320) Semiconductors and related devices	\$2,123,347	\$1,768,543	\$1,074,002	\$1,060,504	\$1,195,869
(41050) Other (clocks, port typewriters, oth household gds	\$988,022	\$937,296	\$982,431	\$1,014,456	\$1,137,722
(40110) Books, magazines, and other printed matter	\$984,483	\$1,026,820	\$1,059,440	\$1,090,838	\$1,097,541
(40120) Toiletries and cosmetics	\$676,374	\$777,711	\$872,225	\$918,598	\$1,083,109
(00200) Feedstuff and foodgrains	\$966,872	\$1,039,638	\$1,036,310	\$909,245	\$1,076,252
(41030) Household and kitchen appliances	\$997,423	\$875,471	\$939,309	\$939,259	\$1,067,462
(12530) Industrial inorganic chemicals	\$842,580	\$798,896	\$822,853	\$868,113	\$1,055,790
(21500) Business machinery and equipment, except computers	\$1,288,537	\$1,098,321	\$941,394	\$988,677	\$1,011,127
(14000) Steelmaking and ferroalloying materials-unmanufacd	\$617,676	\$446,444	\$519,197	\$668,348	\$1,008,760
(14220) Copper	\$758,142	\$771,041	\$706,301	\$701,091	\$998,619
(12135) Synthetic cloth and fabrics, thread and cordage	\$883,139	\$842,942	\$925,523	\$878,760	\$960,065
(20000) Generators, transformers, and accessories	\$1,015,250	\$1,104,103	\$948,638	\$878,315	\$946,836
(21301) Computer accessories, peripherals and parts	\$3,229,528	\$2,503,695	\$1,408,355	\$842,662	\$920,938
(21190) Photo and service industry machinery & trade tools	\$721,803	\$707,768	\$773,890	\$826,980	\$861,859
(14240) Nickel	\$580,740	\$412,431	\$379,238	\$349,411	\$854,630
(15100) Iron and steel manufactures-advanced	\$891,593	\$738,534	\$735,552	\$715,154	\$844,574
(13020) Stone, sand, cement, and lime	\$713,873	\$723,673	\$756,868	\$771,716	\$837,560
(13010) Plywood and veneers	\$589,203	\$610,982	\$659,171	\$664,220	\$836,319
(22010) Parts for civilian aircraft	\$1,144,435	\$1,283,291	\$943,097	\$806,229	\$824,594
(21200) Agricultural machinery and equipment	\$539,361	\$509,938	\$549,084	\$621,282	\$804,051
(21610) Other scientific, medical and hospital equipment	\$395,491	\$481,640	\$662,872	\$710,610	\$798,545
(21160) Measuring, testing and control instruments	\$811,865	\$835,925	\$787,543	\$722,204	\$792,992
(21030) Excavating, paving, and construction machinery	\$538,132	\$541,769	\$533,931	\$597,875	\$786,229
(21120) Machine tools, metal working, molding and rolling	\$779,990	\$669,355	\$630,487	\$652,244	\$707,501
(40020) Apparel and household goods-other textiles	\$742,773	\$737,919	\$717,007	\$683,330	\$693,129
(21300) Computers	\$412,883	\$274,547	\$231,748	\$504,734	\$660,262
(14260) Zinc	\$690,846	\$485,331	\$493,911	\$481,490	\$610,163
(41120) Toys, shooting and sporting goods, and bicycles	\$663,945	\$657,922	\$645,995	\$657,766	\$609,866
TOTAL	\$230,838,328	\$216,267,841	\$209,087,563	\$221,594,650	\$255,927,946

Europe International Trade with US

SITC	rev 3 Commodity	1999	2000	2001	2002	2003
EXPORTS						
0	Food And Live Animals	5,106	5,059	5,223	4,835	5,279
1	Beverages And Tobacco	2,317	2,116	2,000	1,616	1,701
2	Crude Materials, Inedible, Except Fuels	5,811	6,773	6,455	6,485	6,811
3	Mineral Fuels, Lubricants And Related Materials	1,708	1,950	1,996	1,519	1,354
4	Animal And Vegetable Oils, Fats And Waxes	324	252	292	278	296
5	Chemicals And Related Products	21,276	24,833	25,855	26,570	31,155
6	Manufactured Goods Classified Chiefly By Material	10,349	11,635	11,943	10,663	11,273
7	Machinery And Transport Equipment	92,247	98,035	91,927	80,444	79,881
8	Miscellaneous Manufactured Articles	22,623	25,846	26,075	23,118	24,407
9	Commodities & Transactions Not Classified Elsewhe	9,652	10,915	10,228	8,150	9,857
.	TOTAL	171,412	187,414	181,993	163,679	172,013
Top 20 Commodities						
792	Aircraft & Associated Equipment	22,063	18,939	16,814	15,570	14,246
714	Nonelectric Engines And Motors	7,948	8,570	9,374	8,536	8,183
542	Medicaments (Including Veterinary Medicaments)	3,106	3,787	5,417	5,281	6,776
874	Measuring/Checking/Analysing Instruments	5,888	6,696	6,461	5,631	6,025
781	All Motor Vehicles	2,871	2,306	3,243	4,197	5,934
759	Parts For Office Machines & ADP Machines	8,563	9,780	7,680	5,723	5,924
752	Automatic Data Process Machines	8,718	8,814	7,780	5,693	5,769
541	Medicinal Products, Except Medicaments	3,024	3,591	3,812	4,467	5,409
764	Telecommunications Equipment	6,005	6,932	6,601	5,540	5,075
776	Thermionic, Cold Cathode and Photocathode Valves	5,826	8,037	6,806	5,314	5,020
872	Medical Instruments & Appliances	3,152	3,249	3,795	3,681	4,124
971	Gold, Nonmonetary	4,042	4,913	4,099	2,573	4,076
994	Estimated Low Value Shipments	3,904	4,286	4,299	3,782	3,920
598	Miscellaneous Chemical Products	2,462	2,764	2,710	2,701	3,053
515	Organo-Inorganic & Heterocyclic Compounds	1,911	2,488	2,110	1,995	2,956
899	Miscellaneous Manufactured Articles	1,417	1,617	1,976	2,233	2,925
784	Parts And Accessories Of Motor Vehicles	3,295	3,375	3,385	3,044	2,743
774	Electro-Diagnostic Apparatus	2,105	2,171	2,408	2,528	2,667
896	Works Of Art, Collectors' Pieces And Antiques	1,947	2,847	3,480	2,197	2,309
772	Electrical Apparatus For Switching Or Protecting	2,153	2,683	2,418	2,140	2,055
IMPORTS						
0	Food And Live Animals	4,705	4,625	4,451	4,827	5,309
1	Beverages And Tobacco	5,418	5,657	5,798	6,411	7,229
2	Crude Materials, Inedible, Except Fuels	2,075	2,115	2,016	2,234	2,280
3	Mineral Fuels, Lubricants And Related Materials	7,429	14,032	12,377	15,567	18,678
4	Animal And Vegetable Oils, Fats And Waxes	392	476	437	524	646
5	Chemicals And Related Products	35,562	42,364	46,536	52,743	61,764
6	Manufactured Goods Classified Chiefly By Material	29,906	35,512	30,751	29,061	30,236
7	Machinery And Transport Equipment	94,297	102,807	101,766	100,175	106,428
8	Miscellaneous Manufactured Articles	31,898	36,072	35,323	35,684	38,475
9	Commodities & Transactions Not Classified Elsewhe	13,172	13,599	14,199	13,954	13,503
.	TOTAL	224,855	257,259	253,656	261,181	284,548
Top 20 Commodities						
781	All Motor Vehicles	20,216	22,156	23,101	26,408	30,745
542	Medicaments (Including Veterinary Medicaments)	7,354	7,594	10,156	14,892	18,587
515	Organo-Inorganic & Heterocyclic Compounds	10,302	14,769	15,477	16,292	17,132
931	Special Transactions Not Classified By Kind	9,507	9,701	10,215	10,130	9,253
334	Oil (Not Crude)	3,448	7,205	6,834	6,899	9,142
333	Crude Oil	3,782	6,548	5,153	8,309	8,812
792	Aircraft & Associated Equipment	7,875	9,969	10,639	8,825	7,091
112	Alcoholic Beverages	4,826	5,045	5,161	5,810	6,556
541	Medicinal Products, Except Medicaments	3,205	3,730	4,280	5,072	6,479
714	Nonelectric Engines And Motors	7,828	7,720	9,280	7,214	5,833
784	Parts And Accessories Of Motor Vehicles	4,043	4,082	4,023	4,444	5,375
874	Measuring/Checking/Analysing Instruments	4,251	4,924	4,932	4,585	5,080
764	Telecommunications Equipment	2,473	3,823	3,912	4,534	4,105
984	Estimate Of Low Valued Import Transactions	3,290	3,710	3,732	3,708	4,083
896	Works Of Art, Collectors' Pieces And Antiques	4,341	5,149	4,919	4,703	3,895
713	Internal Combustion Piston Engines	2,685	2,883	2,706	3,111	3,656
899	Miscellaneous Manufactured Articles	842	1,131	1,808	2,545	3,626
728	Machinery Specialized For Particular Industries	3,942	4,078	3,475	2,970	3,417
667	Pearls, Precious & Semiprecious Stones	2,832	3,448	2,793	2,834	3,193
776	Thermionic, Cold Cathode and Photocathode Valves	2,875	3,861	3,265	2,963	3,061

Asia International Trade with US

U.S. Trade by Commodity with ASEAN (10)						
Commodity, F.a.s.	rev 3 Commodity	1999	2000	2001	2002	2003
EXPORTS						
0	Food And Live Animals	1,442	1,727	1,891	1,781	1,752
1	Beverages And Tobacco	190	225	202	177	116
2	Crude Materials, Inedible, Except Fuels	1,243	1,453	1,488	1,605	1,911
3	Mineral Fuels, Lubricants And Related Materials	367	418	592	709	576
4	Animal And Vegetable Oils, Fats And Waxes	41	20	13	25	13
5	Chemicals And Related Products	3,194	3,727	3,440	3,510	3,805
6	Manufactured Goods Classified Chiefly By Material	1,690	1,954	1,745	1,714	1,788
7	Machinery And Transport Equipment	26,794	32,085	29,931	28,151	30,748
8	Miscellaneous Manufactured Articles	3,862	4,561	3,404	3,250	3,451
9	Commodities & Transactions Not Classified Elsewhere	1,039	1,199	1,136	1,030	1,120
.	TOTAL	39,862	47,369	43,840	41,950	45,280
Top 20 Commodities						
776	Thermionic, Cold Cathode and Photocathode Valves	13,295	16,538	12,812	12,649	15,208
792	Aircraft & Associated Equipment	2,675	1,810	4,926	4,277	4,575
759	Parts For Office Machines & ADP Machines	1,618	2,133	1,788	1,654	1,951
874	Measuring/Checking/Analysing Instruments	1,402	2,107	1,502	1,579	1,708
752	Automatic Data Process Machines	1,809	1,884	1,602	1,273	1,190
714	Nonelectric Engines And Motors	838	766	934	1,052	1,105
764	Telecommunications Equipment	761	858	908	899	782
772	Electrical Apparatus For Switching Or Protecting	787	1,014	729	758	754
994	Estimated Low Value Shipments	719	867	754	708	745
723	Civil Engineering & Contractors' Plant & Equipmen	566	693	747	754	645
728	Machinery Specialized For Particular Industries	866	1,547	1,037	730	606
222	Oil Seeds and Oleaginous Fruit	448	408	442	472	599
778	Electrical Machinery And Apparatus	513	921	667	603	566
263	Cotton Textile Fibers	137	271	360	379	467
334	Oil (Not Crude)	291	313	494	622	463
743	Pumps, Air Or Other Gas Compressors And Fans	322	424	416	445	456
898	Musical Instruments And Accessories	1,097	787	447	321	417
81	Feeding Stuff For Animals	300	452	542	499	411
699	Manufactures Of Base Metal	227	181	159	262	370
598	Miscellaneous Chemical Products	376	447	383	374	346
IMPORTS						
0	Food And Live Animals	3,818	4,190	4,145	4,099	4,772
1	Beverages And Tobacco	68	85	95	99	95
2	Crude Materials, Inedible, Except Fuels	989	1,074	820	921	1,218
3	Mineral Fuels, Lubricants And Related Materials	1,382	1,896	1,628	1,187	1,422
4	Animal And Vegetable Oils, Fats And Waxes	464	452	302	361	396
5	Chemicals And Related Products	1,138	1,476	1,717	2,377	3,238
6	Manufactured Goods Classified Chiefly By Material	3,677	4,037	3,486	3,520	3,526
7	Machinery And Transport Equipment	48,878	55,100	44,469	45,605	45,075
8	Miscellaneous Manufactured Articles	15,283	17,435	17,568	18,004	19,927
9	Commodities & Transactions Not Classified Elsewhere	1,973	2,233	2,138	2,169	2,209
.	TOTAL	77,669	87,977	76,367	78,342	81,877
Top 20 Commodities						
752	Automatic Data Process Machines	16,323	16,336	14,709	16,355	16,410
776	Thermionic, Cold Cathode and Photocathode Valves	12,754	16,902	10,909	9,633	8,536
764	Telecommunications Equipment	2,658	3,787	3,585	4,068	5,410
759	Parts For Office Machines & ADP Machines	8,031	7,760	5,646	5,418	5,117
845	Articles Of Apparel Of Textile Fabrics	2,341	3,050	3,212	3,204	3,457
842	Women/Girls Coats, Not Knit	1,731	2,136	2,260	2,382	3,120
515	Organo-Inorganic & Heterocyclic Compounds	519	565	795	1,512	2,219
841	Men's Or Boy's Coats, Jackets Etc, Not Knit	1,637	1,792	1,681	1,661	2,021
821	Furniture & Bedding Accessories	1,436	1,596	1,493	1,754	1,888
763	Sound Recorders and TV Recorders	1,628	2,028	2,164	2,027	1,863
761	Television Receivers	1,190	1,388	1,320	2,044	1,776
931	Special Transactions Not Classified By Kind	1,419	1,604	1,596	1,633	1,663
36	Crustacean	1,094	1,439	1,372	1,129	1,315
762	Radiobroadcast Receivers	1,548	1,666	1,551	1,450	1,258
37	Fish, Crustaceans and Molluscs	949	998	1,069	1,151	1,200
851	Footwear	1,238	1,206	1,186	1,238	1,195
844	Women's Or Girls' Coats, Capes, Knit	590	674	714	903	1,124
848	Apparel & Accessories Except Textile; Headgear	947	986	989	1,002	1,063
333	Crude Oil	918	1,087	905	770	1,001
231	Natural Rubber In Primary Form	657	784	558	693	968

Chicago BEA Imports

HTS3	HTS Comm. Desc.	HTS Short Comm. Desc.	2002 Value	2003 Value	2004 Value	3 Yr. Average
85	ELECTRICAL MACHINERY AND EQUIPMENT AND PARTS THEREOF; SOUND RECORDERS AND REPRODUCERS, TELEVISION RECORDERS AND REPRODUCERS, PARTS AND ACCESSORIES THEREOF	Electrical Machinery	\$ 10,103,643,630	\$ 11,818,099,828	\$ 13,806,447,807	\$ 11,862,730,423
84	NUCLEAR REACTORS, BOILERS, MACHINERY AND MECHANICAL APPLIANCES, PARTS THEREOF	Machinery, Appliances, Boilers	\$ 7,385,300,407	\$ 8,217,380,620	\$ 10,122,623,152	\$ 8,575,103,390
87	VEHICLES, OTHER THAN RAILWAY OR TRAMWAY ROLLING STOCK, AND PARTS AND ACCESSORIES THEREOF	Vehicles-Non Rail	\$ 1,489,287,106	\$ 1,489,392,698	\$ 1,805,995,773	\$ 1,588,218,526
90	OPTICAL, PHOTOGRAPHIC, CINEMATOGRAPHIC, MEASURING, CHECKING, PRECISION, MEDICAL OR SURGICAL INSTRUMENTS AND APPARATUS, PARTS AND ACCESSORIES THEREOF	Optical/Photo/Cine	\$ 1,477,115,372	\$ 1,516,747,130	\$ 1,769,940,258	\$ 1,564,600,922
30	PHARMACEUTICAL PRODUCTS	Pharmaceutical	\$ 1,197,753,354	\$ 1,326,613,531	\$ 1,370,600,254	\$ 1,296,325,380
95	TOYS, GAMES AND SPORTS EQUIPMENT; PARTS AND ACCESSORIES THEREOF	Toys, Sports Equip	\$ 1,208,560,049	\$ 1,186,698,397	\$ 1,293,654,630	\$ 1,229,617,690
72	ARTICLES OF IRON OR STEEL	Articles of Iron/Steel	\$ 702,215,688	\$ 889,814,094	\$ 1,184,091,424	\$ 955,555,995
94	FURNITURE; BEDDING, CUSHIONS ETC.; LAMPS AND LIGHTING FITTINGS; NESOI; ILLUMINATED SIGNS, NAMEPLATES AND THE LIKE; PREFABRICATED BUILDINGS	Furniture, Lighting	\$ 949,017,496	\$ 1,071,705,564	\$ 1,179,661,546	\$ 1,066,794,869
62	ARTICLES OF APPAREL AND CLOTHING ACCESSORIES, NOT KNITTED OR CROCHETED	Apparel Not Knitted	\$ 891,700,597	\$ 887,270,778	\$ 1,001,657,871	\$ 926,870,415
39	PLASTICS AND ARTICLES THEREOF	Plastics	\$ 752,871,448	\$ 812,415,469	\$ 969,517,449	\$ 841,601,452
61	ARTICLES OF APPAREL AND CLOTHING ACCESSORIES, KNITTED OR CROCHETED	Apparel Knitted	\$ 752,659,581	\$ 672,287,425	\$ 707,195,519	\$ 710,714,175
82	TOOLS, IMPLEMENTS, CUTLERY, SPOONS AND FORKS, OF BASE METAL; PARTS THEREOF OF BASE METAL	Tools/Cutlery	\$ 488,073,335	\$ 494,927,314	\$ 530,424,378	\$ 507,800,342
29	ORGANIC CHEMICALS	Organic Chem	\$ 409,541,378	\$ 370,665,674	\$ 493,938,961	\$ 424,715,338
83	MISCELLANEOUS ARTICLES OF BASE METAL	Misc Base Metals	\$ 290,691,029	\$ 308,202,434	\$ 368,075,427	\$ 332,289,630
42	ARTICLES OF LEATHER; SADDLERY AND HARNESS; TRAVEL GOODS, HANDBAGS AND SIMILAR CONTAINERS; ARTICLES OF GUT (OTHER THAN SILKWORM GUT)	Leather	\$ 346,596,628	\$ 340,668,582	\$ 340,596,389	\$ 342,621,200
98	SPECIAL CLASSIFICATION PROVISIONS, NESOI	Special Class-NESOI	\$ 410,869,499	\$ 372,188,545	\$ 338,840,561	\$ 373,966,202
40	RUBBER AND ARTICLES THEREOF	Rubber	\$ 238,814,216	\$ 250,747,880	\$ 289,977,462	\$ 259,811,868
64	FOOTWEAR, GAITERS AND THE LIKE; PARTS OF SUCH ARTICLES	Footwear	\$ 360,382,041	\$ 291,543,456	\$ 291,129,011	\$ 314,351,609
63	MADE-UP TEXTILE ARTICLES NESOI; NEEDLECRAFT SETS, WORN CLOTHING AND WORN TEXTILE ARTICLES, BAGS	Worn Textiles	\$ 227,024,697	\$ 247,686,394	\$ 283,734,810	\$ 252,821,969
38	MISCELLANEOUS CHEMICAL PRODUCTS	Misc Chem	\$ 217,039,054	\$ 246,029,692	\$ 229,589,294	\$ 230,552,680
72	MISCELLANEOUS MANUFACTURED ARTICLES	Iron/Steel	\$ 116,405,347	\$ 119,711,560	\$ 195,802,574	\$ 143,973,167
96	PRINTED BOOKS, NEWSPAPERS, PICTURES AND OTHER PRINTED PRODUCTS; MANUSCRIPTS, TYPESCRIPTS AND PLANS	Misc Mfg Articles	\$ 189,696,663	\$ 164,784,749	\$ 175,709,873	\$ 176,730,085
71	NATURAL OR CULTURED PEARLS, PRECIOUS OR SEMIPRECIOUS STONES, PRECIOUS METALS, PRECIOUS METAL CLAD METALS, ARTICLES THEREOF, IMITATION JEWELRY, COIN	Printed Products	\$ 135,517,779	\$ 145,065,381	\$ 173,356,914	\$ 150,946,021
69	CERAMIC PRODUCTS	Precious Stones/Metals	\$ 158,034,369	\$ 152,274,614	\$ 169,979,027	\$ 160,096,003
48	PAPER AND PAPERBOARD; ARTICLES OF PAPER PULP, PAPER OR PAPERBOARD	Ceramic	\$ 166,901,369	\$ 165,405,680	\$ 169,837,440	\$ 167,261,490
91	CLOCKS AND WATCHES AND PARTS THEREOF	Paper/Pulp	\$ 136,188,129	\$ 155,380,464	\$ 161,090,070	\$ 150,888,889
44	WOOD AND ARTICLES OF WOOD; WOOD CHARCOAL	Clocks/Watches	\$ 169,580,016	\$ 180,625,268	\$ 160,938,353	\$ 170,383,679
70	GLASS AND GLASSWARE	Wood	\$ 126,848,390	\$ 124,789,165	\$ 153,072,237	\$ 134,569,931
76	ALUMINUM AND ARTICLES THEREOF	Glass/Crystal	\$ 104,834,081	\$ 114,038,666	\$ 129,303,688	\$ 115,735,442
68	ARTICLES OF STONE, PLASTER, CEMENT, ASBESTOS, MICA OR SIMILAR MATERIALS	Aluminum	\$ 92,781,482	\$ 110,051,895	\$ 128,558,023	\$ 110,463,792
32	TANNING OR DYING EXTRACTS, TANNINS AND DERIVATIVES; DYES, PIGMENTS AND OTHER COLORING MATTER; PAINTS AND VARNISHES; PUTTY AND OTHER MASTICS; INKS	Stone, Plaster, Cement	\$ 123,206,070	\$ 123,844,680	\$ 128,214,247	\$ 125,089,003
86	HEADGEAR AND PARTS THEREOF	Tanning, Paints	\$ 90,904,935	\$ 102,239,880	\$ 126,488,024	\$ 106,547,613
37	PHOTOGRAPHIC OR CINEMATOGRAPHIC GOODS	Headgear	\$ 84,378,025	\$ 99,989,085	\$ 114,133,309	\$ 99,500,473
74	COPPER AND ARTICLES THEREOF	Photo/Cine Goods	\$ 120,934,357	\$ 98,963,816	\$ 112,702,525	\$ 110,896,889
92	MUSICAL INSTRUMENTS, PARTS AND ACCESSORIES THEREOF	Copper	\$ 83,084,477	\$ 82,501,045	\$ 93,810,150	\$ 86,465,224
35	ALBUMINOID SUBSTANCES; MOODIFIED STARCHES; GLUES; ENZYMES	Musical Instruments	\$ 91,841,837	\$ 80,337,886	\$ 85,245,295	\$ 89,137,679
67	PREPARED FEATHERS AND DOWN AND ARTICLES THEREOF; ARTIFICIAL FLOWERS; ARTICLES OF HUMAN HAIR	Modified Starches	\$ 60,568,529	\$ 62,174,117	\$ 73,965,679	\$ 64,569,926
28	INORGANIC CHEMICALS, ORGANIC OR INORGANIC COMPOUNDS OF PRECIOUS METALS, OF RARE-EARTH METALS, OF RADIOACTIVE ELEMENTS OR OF ISOTOPE	Feathers, Down	\$ 64,583,928	\$ 62,668,453	\$ 60,854,791	\$ 62,702,391
88	AIRCRAFT, SPACECRAFT, AND PARTS THEREOF	Inorganic Chem	\$ 53,084,181	\$ 44,872,635	\$ 60,531,395	\$ 52,832,737
20	PREPARATIONS OF VEGETABLES, FRUIT, NUTS, OR OTHER PARTS OF PLANTS	Aircraft	\$ 36,839,907	\$ 47,618,297	\$ 56,634,130	\$ 44,984,101
33	ESSENTIAL OILS AND RESINOIDS; PERFUMERY, COSMETIC OR TOILET PREPARATIONS	Prep of Veg/Fruit	\$ 27,120,916	\$ 39,759,745	\$ 54,910,048	\$ 43,598,960
3	FISH AND CRUSTACEANS, MOLLUSCS AND OTHER AQUATIC INVERTEBRATES	Oils, Perfumes, Cosmetic	\$ 23,477,239	\$ 37,588,357	\$ 49,837,674	\$ 36,971,090
34	SOAP ETC.; LUBRICATING PRODUCTS; WAXES, POLISHING OR SCOURING PRODUCTS; CANDLES ETC.; MODELING PASTES; DENTAL WAXES AND DENTAL PLASTER PREPARATIONS	Fish	\$ 30,261,588	\$ 33,447,628	\$ 42,969,719	\$ 35,549,461
16	EDIBLE PREPARATIONS OF MEAT, FISH, CRUSTACEANS, MOLLUSCS OR OTHER AQUATIC INVERTEBRATES	Soap, Wax	\$ 32,576,922	\$ 31,641,181	\$ 34,067,069	\$ 32,781,724
81	BASE METALS NESOI; CERMIETS; ARTICLES THEREOF	Edible Prep of Meat/Fish	\$ 7,846,757	\$ 9,564,004	\$ 10,880,344	\$ 9,160,360
59	IMPREGNATED, COATED, COVERED OR LAMINATED TEXTILE FABRICS, TEXTILE ARTICLES SUITABLE FOR INDUSTRIAL USE	Base Metals	\$ 29,286,612	\$ 21,782,967	\$ 30,647,997	\$ 27,238,169
8	EDIBLE FRUIT AND NUTS; PEEL OF CITRUS FRUIT OR MELONS	Covered Textile	\$ 16,584,469	\$ 21,277,253	\$ 27,041,776	\$ 21,637,833
96	WADDING, FELT AND NONWOVENS, SPECIAL YARNS, TWINE, CORDAGE, ROPES AND CABLES AND ARTICLES THEREOF	Fruit	\$ 27,211,740	\$ 23,380,420	\$ 22,644,245	\$ 24,414,131
36	EXPLOSIVES; PYRO TECHNIC PRODUCTS; MATCHES; PYROPHORIC ALLOYS; CERTAIN COMBUSTIBLE PREPARATIONS	Yarns, Ropes	\$ 15,079,348	\$ 16,113,548	\$ 22,178,892	\$ 17,790,596
46	MANUFACTURES OF STRAW, ESPARTO OR OTHER PLANTING MATERIALS; BASKETWARE AND WICKERWORK	Explosives	\$ 21,984,965	\$ 22,462,843	\$ 31,249,129	\$ 21,898,979
89	SHIPS, BOATS AND FLOATING STRUCTURES	Straw/Wicker	\$ 13,105,196	\$ 17,816,125	\$ 20,907,560	\$ 17,276,290
85	RAILWAY OR TRAMWAY LOCOMOTIVES, ROLLING STOCK, TRACK FIXTURES AND FITTINGS, AND PARTS THEREOF; MECHANICAL, ETC. TRAFFIC SIGNAL EQUIPMENT OF ALL KINDS	Ships	\$ 13,981,528	\$ 12,160,468	\$ 20,606,160	\$ 15,839,361
87	CARPETS AND OTHER TEXTILE FLOOR COVERINGS	Railway Products	\$ 16,935,880	\$ 17,208,241	\$ 20,110,772	\$ 18,096,964
7	EDIBLE VEGETABLES AND CERTAIN ROOTS AND TUBERS	Vegetables	\$ 10,906,337	\$ 11,130,783	\$ 14,781,180	\$ 12,266,100
93	ARMS AND AMMUNITION, PARTS AND ACCESSORIES THEREOF	Arms/Ammo	\$ 12,359,993	\$ 13,870,347	\$ 14,484,337	\$ 13,571,559
23	RESIDUES AND WASTE FROM THE FOOD INDUSTRIES; PREPARED ANIMAL FEED PRODUCTS OF ANIMAL ORIGIN, NESOI	Waste from Food	\$ 18,093,359	\$ 20,140,832	\$ 14,468,266	\$ 17,567,480
9	COFFEE, TEA, MATE AND SPICES	Animal Product	\$ 15,691,956	\$ 19,637,838	\$ 14,285,914	\$ 16,538,601
4	DAIRY PRODUCE; BIRDS' EGGS; NATURAL HONEY; EDIBLE PRODUCTS OF ANIMAL ORIGIN, NESOI	Coffee/Spices	\$ 13,121,149	\$ 13,970,690	\$ 14,209,798	\$ 13,787,212
21	MISCELLANEOUS EDIBLE PREPARATIONS	Dairy	\$ 3,562,298	\$ 15,955,207	\$ 13,740,984	\$ 11,086,161
66	UMBRELLAS, SUN UMBRELLAS, WALKING-STICKS, SEAT-STICKS, WHIPS, RIDING-CROPS AND PARTS THEREOF	Misc Prep	\$ 11,524,325	\$ 12,118,142	\$ 13,480,096	\$ 12,374,188
17	SUGARS AND SUGAR CONFECTIONERY	Umbrellas	\$ 8,789,758	\$ 10,187,127	\$ 12,149,549	\$ 10,375,478
19	PREPARATIONS OF CEREALS, FLOUR, STARCH OR MILK; BAKERS' WARES	Sugar	\$ 8,802,990	\$ 9,367,008	\$ 11,753,720	\$ 9,974,673
58	SPECIAL WOVEN FABRICS; TUPTED TEXTILE FABRICS; LACE, TAPES; TRIMMINGS; EMBROIDERY	Prep of Cereal	\$ 9,963,213	\$ 10,290,270	\$ 11,546,965	\$ 10,581,150
64	MANMADE FILAMENTS, INCLUDING YARNS AND WOVEN FABRICS THEREOF	Fabrics	\$ 7,773,129	\$ 7,350,840	\$ 9,009,525	\$ 8,044,166
10	ZINC AND ARTICLES THEREOF	Filaments	\$ 5,478,221	\$ 7,030,979	\$ 8,750,920	\$ 7,086,707
10	CEREALS	Cereals	\$ 8,294,277	\$ 8,433,292	\$ 8,335,530	\$ 8,364,366
55	MANMADE STAPLE FIBERS, INCLUDING YARNS AND WOVEN FABRICS THEREOF	Staple Fibers	\$ 6,023,257	\$ 7,943,356	\$ 8,045,190	\$ 7,337,260
15	ANIMAL OR VEGETABLE FATS AND OILS AND THEIR CLEAVAGE PRODUCTS; PREPARED EDIBLE FATS, ANIMAL OR VEGETABLE WAXES	Animal/Veg Fat	\$ 5,911,363	\$ 4,435,083	\$ 7,041,043	\$ 5,796,830
27	MINERAL FUELS, MINERAL OILS AND PRODUCTS OF THEIR DISTILLATION; BITUMINOUS SUBSTANCES; MINERAL WAXES	Mineral Fuels	\$ 6,335,981	\$ 5,834,775	\$ 6,794,004	\$ 6,321,587
80	TIN AND ARTICLES THEREOF	Tin	\$ 4,147,697	\$ 3,899,619	\$ 6,750,717	\$ 4,932,721
18	COCOA AND COCOA PREPARATIONS	Cocoa	\$ 2,877,213	\$ 6,210,345	\$ 6,539,169	\$ 5,908,909
11	MILLING INDUSTRY PRODUCTS; MALT; STARCHES; INULIN; WHEAT GLUTEN	Milling Product	\$ 1,480,533	\$ 3,223,487	\$ 4,932,935	\$ 3,214,322
97	WORKS OF ART, COLLECTORS' PIECES AND ANTIQUES	Art/Collector Pieces	\$ 4,880,345	\$ 6,881,813	\$ 4,819,211	\$ 5,992,799
22	BEVERAGES, SPIRITS AND VINEL	Beverages	\$ 5,230,334	\$ 4,779,812	\$ 4,893,215	\$ 4,899,454
24	TOBACCO AND MANUFACTURED TOBACCO SUBSTITUTES	Tobacco	\$ 8,735,910	\$ 6,182,078	\$ 4,519,626	\$ 6,482,538
25	SALT; SULFUR, EARTHS AND STONE; PLASTERING MATERIALS, LIME AND CEMENT	Salt, Plaster, Cement	\$ 3,261,469	\$ 3,266,433	\$ 4,362,189	\$ 3,630,030
12	OIL SEEDS AND OLEAGINOUS FRUITS; MISCELLANEOUS GRAINS, SEEDS AND FRUITS, INDUSTRIAL OR MEDICINAL PLANTS; STRAW AND FOODER	Oil, Seeds	\$ 3,069,640	\$ 2,699,982	\$ 3,821,128	\$ 3,196,919
43	FURSKINS AND ARTIFICIAL FUR; MANUFACTURES THEREOF	Furskins	\$ 2,266,013	\$ 3,871,058	\$ 3,541,004	\$ 3,207,401
13	LAC, GUMS, RESINS AND OTHER VEGETABLE SAPS AND EXTRACTS	Gums, Resins	\$ 2,832,836	\$ 2,481,468	\$ 3,384,474	\$ 2,906,253
51	WOOL AND FINE OR COARSE ANIMAL HAIR, INCLUDING YARNS AND WOVEN FABRICS THEREOF; HORSEHAIR YARNS AND WOVEN FABRIC	Wool	\$ 1,752,206	\$ 2,171,952	\$ 2,684,686	\$ 2,203,449
41	RAW HIDES AND SKINS (OTHER THAN FURSKINS) AND LEATHER	Hides/Skins	\$ 2,637,733	\$ 1,541,265	\$ 2,542,779	\$ 2,240,662
75	NICKEL AND ARTICLES THEREOF	Knitted Fabrics	\$ 841,354	\$ 894,787	\$ 2,078,830	\$ 1,304,990
2	MEAT AND EDIBLE MEAT OFFAL	Nickel	\$ 2,011,293	\$ 1,597,854	\$ 2,056,683	\$ 1,858,267
82	COTTON, INCLUDING YARNS AND WOVEN FABRICS THEREOF	Cotton	\$ 3,290,052	\$ 3,110,714	\$ 1,982,222	\$ 2,794,663
6	LIVE TREES AND OTHER PLANTS, BULBS, ROOTS AND THE LIKE, CUT FLOWERS AND ORNAMENTAL FOLIAGE	Trees	\$ 1,139,800	\$ 1,573,419	\$ 1,122,140	\$ 1,278,435
50	SILK, INCLUDING YARNS AND WOVEN FABRICS THEREOF	Silk	\$ 852,593	\$ 1,088,472	\$ 881,081	\$ 967,885
53	VEGETABLE TEXTILE FIBERS NESOI, YARNS AND WOVEN FABRICS OF VEGETABLE TEXTILE FIBERS NESOI AND PAPER	Vegetable Fibers	\$ 478,790	\$ 415,791	\$ 821,141	\$ 571,886
78	LEAD AND ARTICLES THEREOF	Lead	\$ 427,499	\$ 862,035	\$ 703,839	\$ 664,420
14	VEGETABLE PLANTING MATERIALS AND VEGETABLE PRODUCTS, NESOI	Vegetable Product	\$ 610,701	\$ 651,225	\$ 697,410	\$ 720,854
4	LIVE ANIMALS	Live Animals	\$ 568,380	\$ 48,275	\$ 577,108	\$ 397,621
26	ORES, SLAG AND ASH	Ores, Slag	\$ 47,302	\$ 620,181	\$ 315,735	\$ 327,730
2	MEAT AND EDIBLE MEAT OFFAL	Meat	\$ 96,848	\$ 51,007	\$ 302,389	\$ 149,381
45	CORN AND ARTICLES OF CORN	Corn	\$ 225,423	\$ 884,855	\$ 229,534	\$ 468,604
47	PULP OF WOOD OR OTHER FIBROUS CELLULOSIC MATERIAL; RECOVERED (WASTE AND SCRAP) PAPER AND PAPERBOARD	Wood Pulp	\$ -	\$ 30,807	\$ 189,230	\$ 73,348
31	FERTILIZERS	Fertilizer	\$ 37,616	\$ 108,053	\$ 161,800	\$ 96,123

(Census Basis; Foreign and Domestic Exports, F.a.s.; Millions of Dollars)							
U.S. TOTAL EXPORTS, 1998-04							
by Three-digit NAICS Product Groups	1998	1999	2000	2001	2002	2003	2004
.TOTAL	680,474	692,821	780,419	731,026	693,257	723,743	817,936
111--AGRICULTURAL PRODUCTS	25,034	22,733	24,449	24,861	25,797	30,359	33,210
112--LIVESTOCK & LIVESTOCK PRODUCTS	1,121	1,039	1,266	1,325	1,032	1,194	982
113--FORESTRY PRODUCTS, NESOI	1,550	1,568	1,673	1,472	1,450	1,515	1,700
114--FISH, FRESH/CHILLED/FROZEN & OTHER MARINE PRODUCTS	2,127	2,601	2,810	2,969	2,941	3,056	3,461
211--OIL & GAS	1,257	1,460	1,747	1,339	1,727	2,177	3,112
212--MINERALS & ORES	5,411	4,451	4,537	4,240	3,911	4,020	5,733
311--FOOD & KINDRED PRODUCTS	25,168	24,118	25,750	27,089	25,856	27,496	26,646
312--BEVERAGES & TOBACCO PRODUCTS	6,523	5,531	5,675	4,435	3,659	3,797	3,758
313--TEXTILES & FABRICS	5,672	6,055	7,284	7,365	7,642	7,805	8,638
314--TEXTILE MILL PRODUCTS	2,218	2,211	2,333	2,083	1,982	2,004	2,235
315--APPAREL & ACCESSORIES	8,708	8,194	8,558	6,956	5,994	5,470	4,962
316--LEATHER & ALLIED PRODUCTS	2,693	2,570	2,688	2,709	2,593	2,717	2,931
321--WOOD PRODUCTS	4,651	4,859	5,022	4,099	3,948	4,036	4,492
322--PAPER	13,820	14,131	15,979	14,496	14,107	14,504	15,732
323--PRINTED MATTER AND RELATED PRODUCTS, NESOI	4,955	4,866	5,097	5,125	4,774	4,984	5,233
324--PETROLEUM & COAL PRODUCTS	5,388	6,007	9,029	8,416	8,049	9,659	12,829
325--CHEMICALS	67,531	69,870	80,259	79,034	80,504	91,017	108,484
326--PLASTICS & RUBBER PRODUCTS	14,522	15,197	17,715	16,508	16,169	16,510	18,332
327--NONMETALLIC MINERAL PRODUCTS	6,211	6,527	8,173	7,745	6,326	6,405	6,925
331--PRIMARY METAL MFG	20,130	18,667	21,498	19,312	16,689	19,125	22,790
332--FABRICATED METAL PRODUCTS, NESOI	19,985	20,136	22,913	20,699	20,187	20,365	22,614
333--MACHINERY, EXCEPT ELECTRICAL	79,392	76,335	89,768	81,380	74,945	74,925	92,674
334--COMPUTER & ELECTRONIC PRODUCTS	147,475	161,543	196,234	165,345	145,848	149,993	164,200
335--ELECTRICAL EQUIPMENT, APPLIANCES & COMPONENTS	22,383	23,716	27,478	24,923	22,848	23,292	26,828
336--TRANSPORTATION EQUIPMENT	131,943	132,095	128,255	130,365	130,897	128,854	140,439
337--FURNITURE & FIXTURES	2,613	2,563	3,024	2,588	2,323	2,546	2,868
339--MISCELLANEOUS MANUFACTURED COMMODITIES	20,478	21,970	24,452	25,779	26,661	29,401	34,247
511--NEWSPAPERS, BOOKS & OTHER PUBLISHED MATTER, NESOI	0	0	0	0	324	336	511
910--WASTE AND SCRAP	3,570	3,623	5,129	4,824	5,165	6,564	8,755
920--USED OR SECOND-HAND MERCHANDISE	3,330	2,848	4,021	4,644	3,179	3,441	4,367
980--GOODS RET TO CA (EXP); US GOODS RET & REIMPS (IMP)	1,933	1,703	1,905	1,880	1,339	1,173	837
990--SPECIAL CLASSIFICATION PROVISIONS, NESOI	22,682	23,635	25,695	27,019	24,392	25,002	27,411
Note: Unrevised data. Last updated 2/23/2005. Next update Spring 2005.	1,362,946	1,387,642	1,562,835	1,464,051	1,388,517	1,449,488	1,637,876

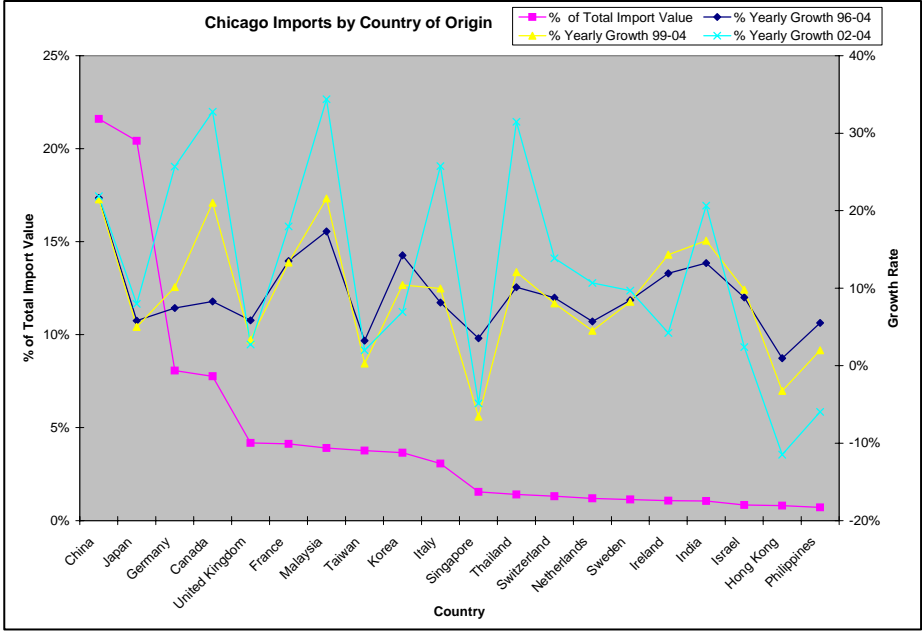
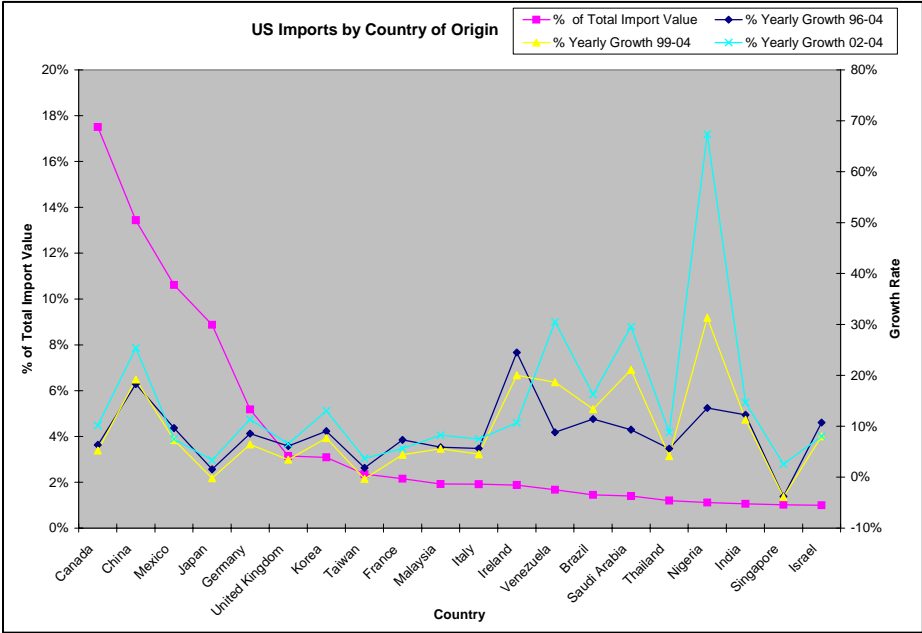
(Census Basis; General Imports, Customs; Millions of Dollars)							
U.S. TOTAL IMPORTS, 1998-04							
by Three-digit NAICS Product Groups	1998	1999	2000	2001	2002	2003	2004
.TOTAL	913,885	1,024,766	1,216,888	1,141,959	1,163,549	1,259,396	1,469,671
111--AGRICULTURAL PRODUCTS	12,364	12,237	11,742	11,313	11,737	12,966	14,344
112--LIVESTOCK & LIVESTOCK PRODUCTS	2,522	2,504	2,859	3,202	3,187	2,784	2,498
113--FORESTRY PRODUCTS, NESOI	1,512	1,242	1,409	1,158	1,288	1,612	2,019
114--FISH, FRESH/CHILLED/FROZEN & OTHER MARINE PRODUCTS	6,761	7,303	8,339	7,953	8,076	8,768	8,947
211--OIL & GAS	45,362	59,475	104,614	94,724	92,913	124,831	162,183
212--MINERALS & ORES	2,891	2,566	2,711	2,877	2,797	3,052	3,687
311--FOOD & KINDRED PRODUCTS	17,371	18,432	19,078	19,770	21,196	23,882	27,876
312--BEVERAGES & TOBACCO PRODUCTS	6,987	7,870	8,699	9,035	10,089	11,298	12,060
313--TEXTILES & FABRICS	6,533	6,481	7,071	6,357	6,804	6,830	7,423
314--TEXTILE MILL PRODUCTS	5,615	6,362	7,364	7,612	8,651	9,877	11,752
315--APPAREL & ACCESSORIES	52,376	55,141	63,042	62,501	62,407	66,600	70,652
316--LEATHER & ALLIED PRODUCTS	19,554	20,025	21,495	21,824	22,172	22,905	24,746
321--WOOD PRODUCTS	13,288	16,003	15,393	14,970	15,725	16,585	22,870
322--PAPER	15,610	16,435	19,092	18,179	17,543	18,428	20,662
323--PRINTED MATTER AND RELATED PRODUCTS, NESOI	3,475	3,789	4,196	4,140	4,433	4,701	5,155
324--PETROLEUM & COAL PRODUCTS	10,490	13,713	25,479	24,402	21,817	27,922	39,861
325--CHEMICALS	53,722	60,963	71,898	76,890	83,770	97,984	108,843
326--PLASTICS & RUBBER PRODUCTS	14,226	15,984	17,515	17,032	18,690	20,648	24,304
327--NONMETALLIC MINERAL PRODUCTS	11,512	13,224	14,802	13,557	13,549	14,415	16,497
331--PRIMARY METAL MFG	40,622	36,930	43,855	36,818	34,794	33,866	56,156
332--FABRICATED METAL PRODUCTS, NESOI	22,797	24,487	28,256	26,664	28,773	30,378	36,119
333--MACHINERY, EXCEPT ELECTRICAL	70,879	72,093	79,939	72,471	69,119	77,930	94,943
334--COMPUTER & ELECTRONIC PRODUCTS	181,202	205,604	251,639	205,545	206,295	213,487	249,122
335--ELECTRICAL EQUIPMENT, APPLIANCES & COMPONENTS	30,256	34,811	39,910	39,325	40,211	42,575	49,426
336--TRANSPORTATION EQUIPMENT	164,528	193,686	213,384	211,689	219,243	222,566	240,417
337--FURNITURE & FIXTURES	10,797	13,173	15,612	15,274	17,496	19,644	22,569
339--MISCELLANEOUS MANUFACTURED COMMODITIES	47,144	50,961	56,702	56,509	61,861	65,482	72,558
511--NEWSPAPERS, BOOKS & OTHER PUBLISHED MATTER, NESOI	214	163	162	175	133	122	98
910--WASTE AND SCRAP	1,756	1,710	1,871	1,588	1,614	1,808	3,051
920--USED OR SECOND-HAND MERCHANDISE	4,593	5,424	6,342	5,902	5,669	4,757	5,714
980--GOODS RET TO CA (EXP); US GOODS RET & REIMPS (IMP)	25,363	30,888	33,706	34,675	34,753	32,953	33,178
990--SPECIAL CLASSIFICATION PROVISIONS, NESOI	11,563	15,089	18,711	17,831	16,745	17,743	19,939
Note: Unrevised data. Last updated 2/23/2005. Next update Spring 2005.	913,885	1,024,766	1,216,887	1,141,962	1,163,550	1,259,399	1,469,669

U.S. TOTAL IMPORTS, 1998-2003							
by Six-digit NAICS Product Groups (Census Basis; General Imports, Customs; Millions of Dollars)							
NAIC PRODUCT	1998	1999	2000	2001	2002	2003	98-03 Change
.TOTAL	913,885	1,024,766	1,216,888	1,141,959	1,163,549	1,259,396	345,511
211111--CRUDE PETROLEUM & NATURAL GAS	42,872	56,986	100,751	90,729	89,592	119,715	76,844
336111--AUTOS & LIGHT DUTY MOTOR VEHICLES, INCL CHASSIS	80,869	96,544	109,267	106,622	114,063	114,371	33,501
980000--GOODS RET TO CA (EXP); US GOODS RET & REIMPS (IMP)	25,363	30,888	33,706	34,675	34,753	32,953	7,590
334119--OTHER COMPUTER EQUIPMENT	29,598	34,294	38,758	33,561	34,580	32,784	3,186
334310--AUDIO & VIDEO EQUIPMENT	22,840	24,512	29,036	27,483	31,112	32,098	9,257
324110--PETROLEUM REFINERY PRODUCTS	10,413	13,634	25,393	24,309	21,706	27,800	17,387
334413--SEMICONDUCTORS & RELATED DEVICES	33,448	37,684	48,226	30,811	26,520	25,216	-8,231
326412--PHARMACEUTICAL PREPARATIONS	7,798	9,591	10,136	13,491	19,179	24,604	16,806
326411--MEDICINAL & BOTANICAL DRUGS & VITAMINS	9,117	12,592	17,361	18,523	19,826	22,169	13,051
334220--RADIO/TV BROADCAST & WIRELESS COMMUNICATION EQUIP	7,521	10,806	17,255	18,392	19,066	20,999	13,478
334111--ELECTRONIC COMPUTERS	7,266	10,118	13,494	12,134	15,576	19,714	12,448
334418--PRINTED CIRCUIT ASSEMBLIES (ELECTRONIC ASSEMBLIES)	19,141	23,522	27,948	20,219	17,453	17,950	-1,192
336120--HEAVY DUTY TRUCKS & CHASSIS	13,401	18,423	17,017	17,615	17,779	17,771	4,370
990000--SPECIAL CLASSIFICATION PROVISIONS, NESOI	11,563	15,089	18,711	17,831	16,745	17,743	6,180
336399--MOTOR VEHICLE PARTS, NESOI	10,355	12,045	13,934	13,462	15,331	17,439	7,084
326199--ALL OTHER BASIC ORGANIC CHEMICALS	11,064	11,652	13,330	13,840	13,513	15,084	4,021
315239--WOMEN S/GIRLS OTHER OUTERWEAR	10,551	10,633	12,538	13,052	13,216	14,323	3,772
339913--JEWELERS' MATERIAL & LAPIDARY WORK	9,451	11,011	13,228	11,567	13,078	13,850	4,400
336411--AIRCRAFT	6,939	8,780	12,399	14,711	12,680	12,334	5,395
334112--COMPUTER STORAGE DEVICES	18,152	16,866	16,286	13,353	12,167	11,522	-6,630
33631X--MOTOR VEHICLE GASOLINE ENGINES & ENGINE PARTS	9,415	10,719	11,409	10,290	10,801	11,047	1,632
331111--IRON & STEEL	17,158	13,127	15,524	11,989	12,559	10,832	-6,326
339932--GAMES, TOYS & CHILDREN'S VEHICLES	8,616	8,901	9,386	10,567	11,519	10,651	2,035
337127--INSTITUTIONAL FURNITURE	5,696	7,055	8,310	8,262	9,656	10,439	4,743
315232--WOMEN S/GIRLS BLOUSES & SHIRTS	6,710	7,808	8,802	8,923	9,399	10,227	3,517
315223--MEN S/BOYS SHIRTS (EXC WORK)	7,803	8,109	8,935	8,516	8,342	8,998	1,195
336350--MOTOR VEHICLE TRANSMISSION & POWER TRAIN PARTS	6,721	7,815	8,568	7,936	8,281	8,737	2,015
326199--ALL OTHER PLASTICS PRODUCTS	5,397	6,203	6,971	7,164	7,966	8,706	3,310
334210--TELEPHONE APPARATUS	7,340	8,948	13,109	8,100	8,163	8,681	1,341
331419--OTHER NONFERROUS METALS PRIMARY SMELTING/REFINING	9,682	9,487	12,008	10,295	8,190	8,679	-1,004
333120--CONSTRUCTION MACHINERY	7,778	7,707	7,458	6,796	6,856	8,043	264
336322--MOTOR VEHICLE ELECTRICAL & ELECTRONIC EQUIP, NESOI	6,231	7,035	7,419	6,938	7,685	7,936	1,705
336412--AIRCRAFT ENGINES & ENGINE PARTS	9,494	9,239	8,902	10,669	8,714	7,431	-2,062
333999--OTH MISC GENERAL PURPOSE MACHINERY	6,189	6,806	7,834	6,884	6,546	7,219	1,030
334419--OTHER ELECTRONIC COMPONENTS	7,283	8,020	9,599	7,307	6,952	7,096	-187
333618--OTHER ENGINE EQUIPMENT	4,914	5,809	5,975	5,014	5,581	6,835	1,921
339911--JEWELRY (EXCEPT COSTUME)	4,566	5,079	5,754	5,538	6,294	6,602	2,035
325211--PLASTICS MATERIALS & RESINS	4,542	4,852	5,784	5,625	5,664	6,580	2,037
316214--WOMEN'S FOOTWEAR (EXC ATHLETIC)	5,640	5,620	6,014	6,252	6,320	6,500	860
321113--SAWMILL PRODUCTS	7,113	8,249	7,526	7,285	7,049	6,385	-728
315224--MEN S/BOYS TROUSERS/SLACKS/JEANS	4,548	5,010	5,822	5,553	5,676	5,975	1,427
114112--SHELLFISH FRESH/CHILLED/FROZEN; SHELLFISH PRODUCTS	4,427	4,737	5,670	5,487	5,427	5,965	1,538
339999--MISCELLANEOUS MANUFACTURED COMMODITIES, NESOI	4,383	4,948	5,353	5,412	5,526	5,784	1,401
332999--OTHER MISCELLANEOUS FABRICATED METAL PRODUCTS	4,373	4,756	5,764	4,904	5,359	5,722	1,349
325188--ALL OTHER BASIC INORGANIC CHEMICALS	4,055	4,270	4,956	5,084	4,981	5,712	1,658
333313--OFFICE MACHINERY	2,598	2,421	2,645	2,308	2,576	5,644	3,046

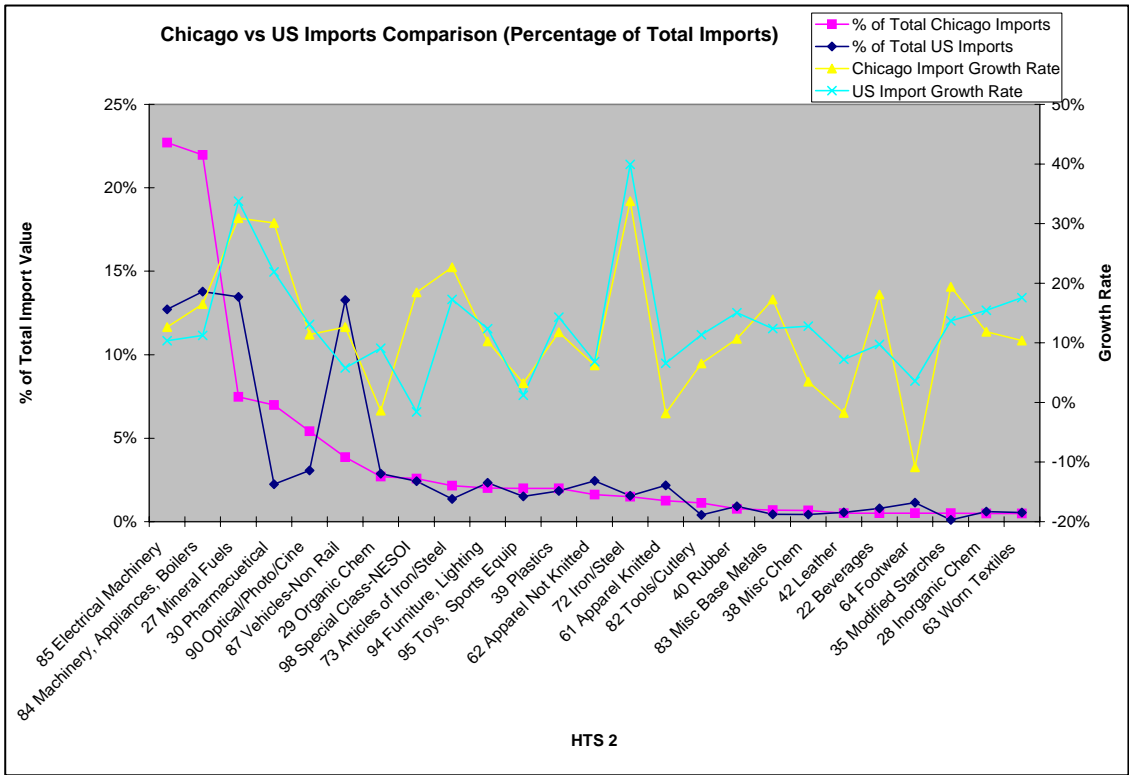
4. PORTS AND COMMODITY TRENDS

4.1. Overview

Overall Canada, China, Mexico, Japan and Germany are the most important trading partners with the United States. In the Chicago region China is the most important followed by Japan, Germany and Canada. The top 20 trading partners show strong patterns of growth in importing to the US.

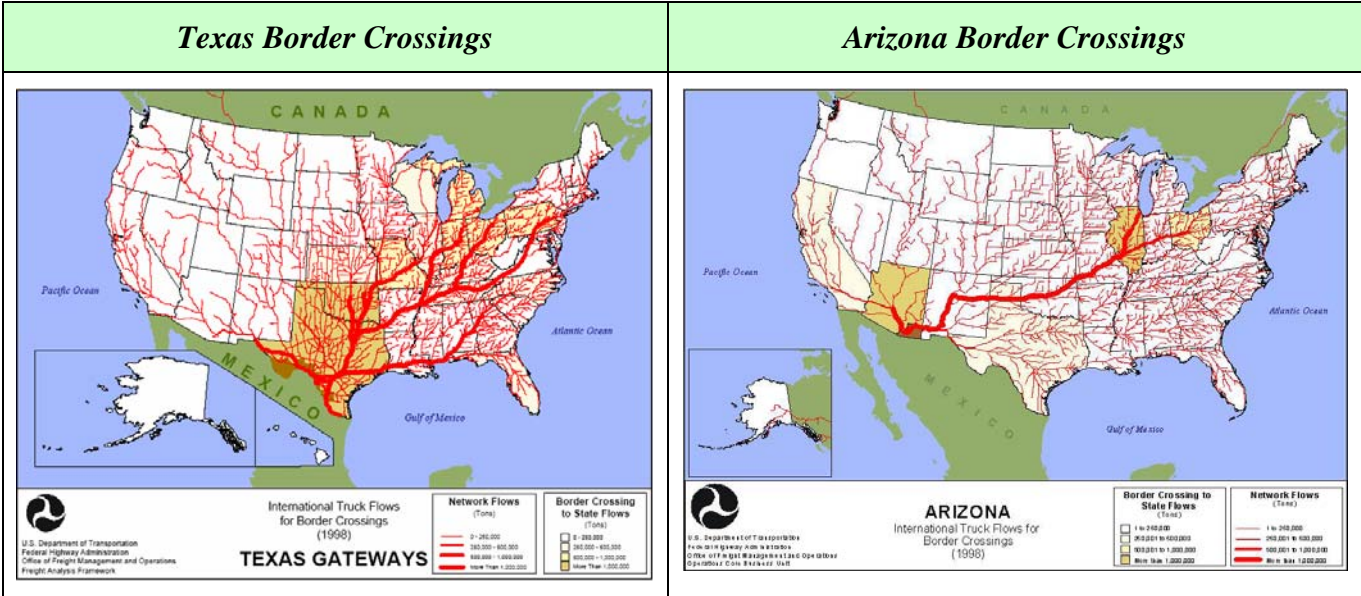


Although similar, import commodities to the region vary from the national pattern as a percent of total imports. This chart indicates a need to be granular in evaluating the top commodities.

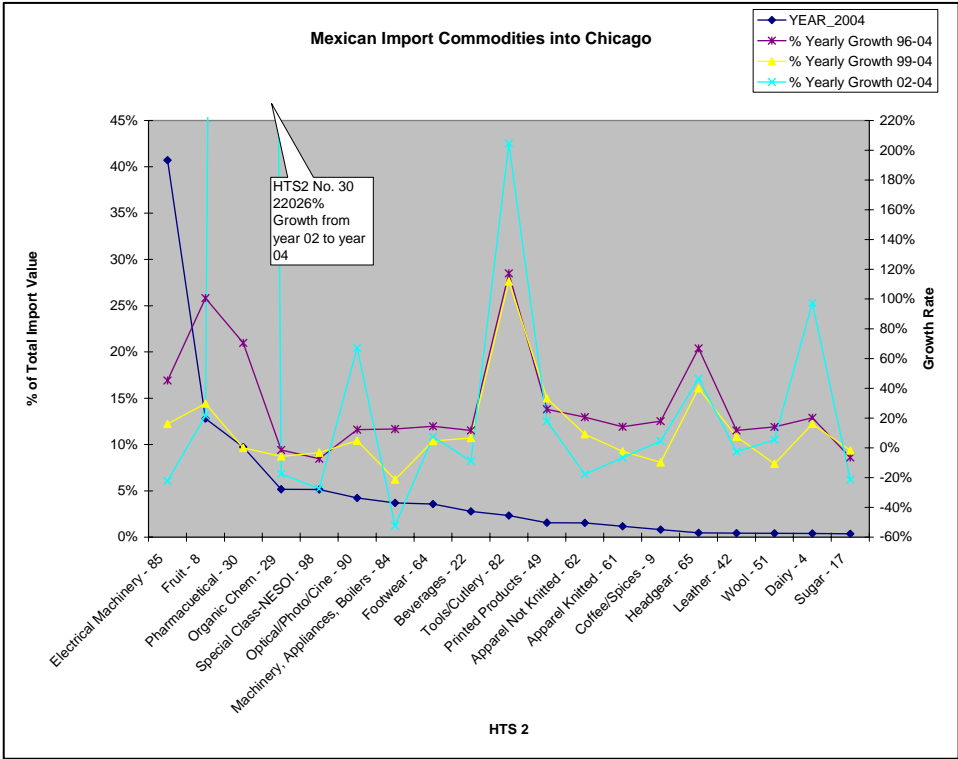


4.2. Mexico Ports of Entry and Commodity Trends

Mexican imports flow to the region from Texas and Arizona land gateways. Mexican imports include goods from Mexico, Europe, Latin America, Canada and Asia.

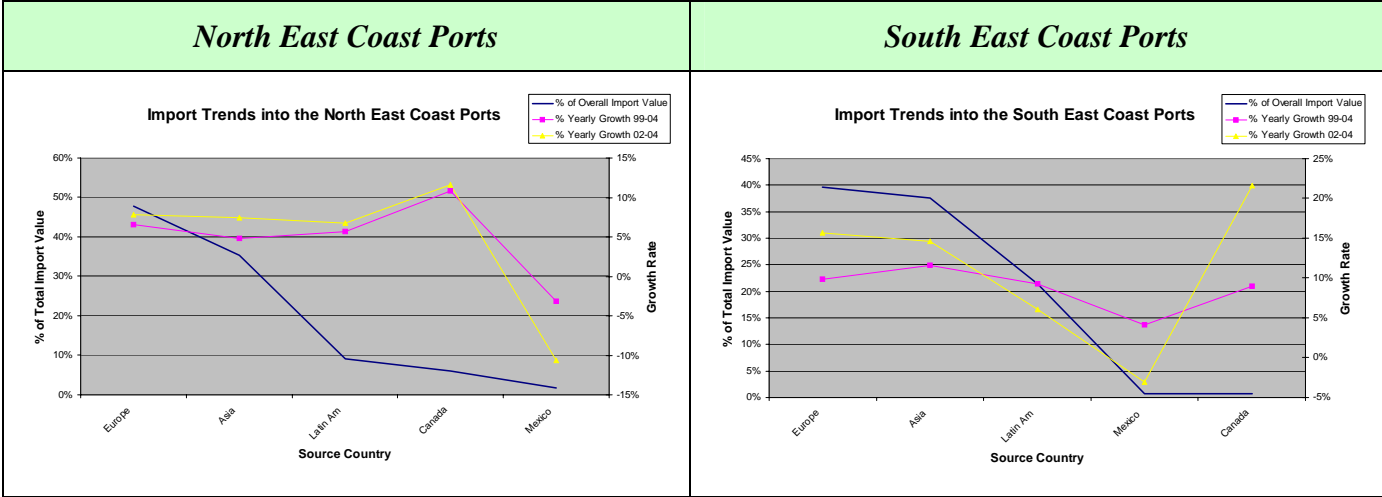


The top Mexican import commodities are experiencing rapid growth.

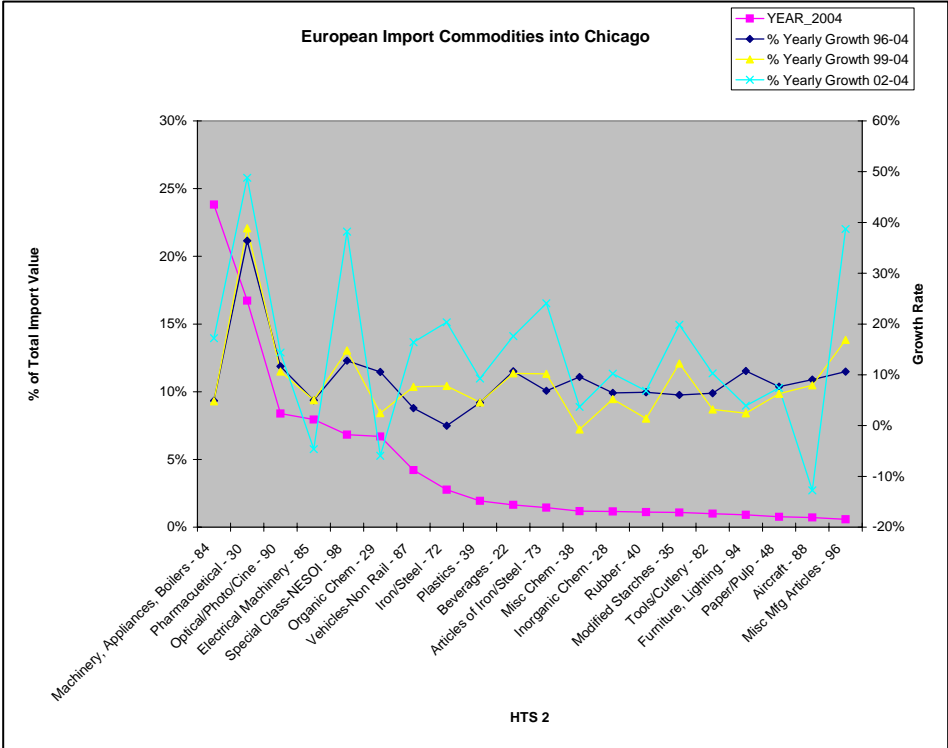
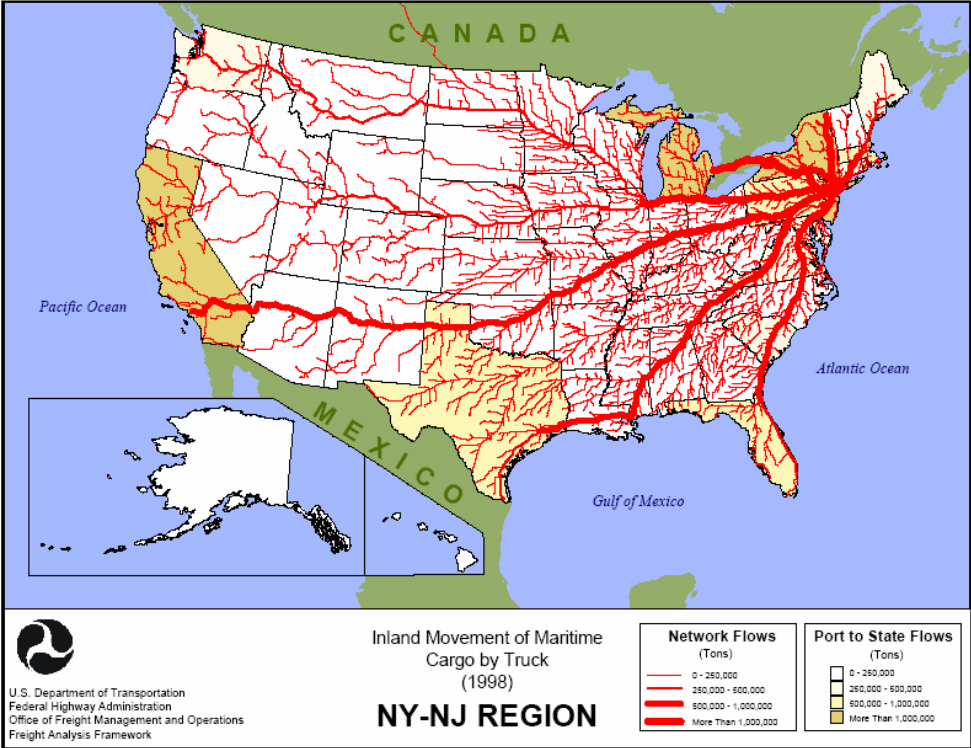


4.3. East Coast Ports of Entry and Commodity Trends

The principal areas importing through the north east and south east coast ports are Europe and Asia.



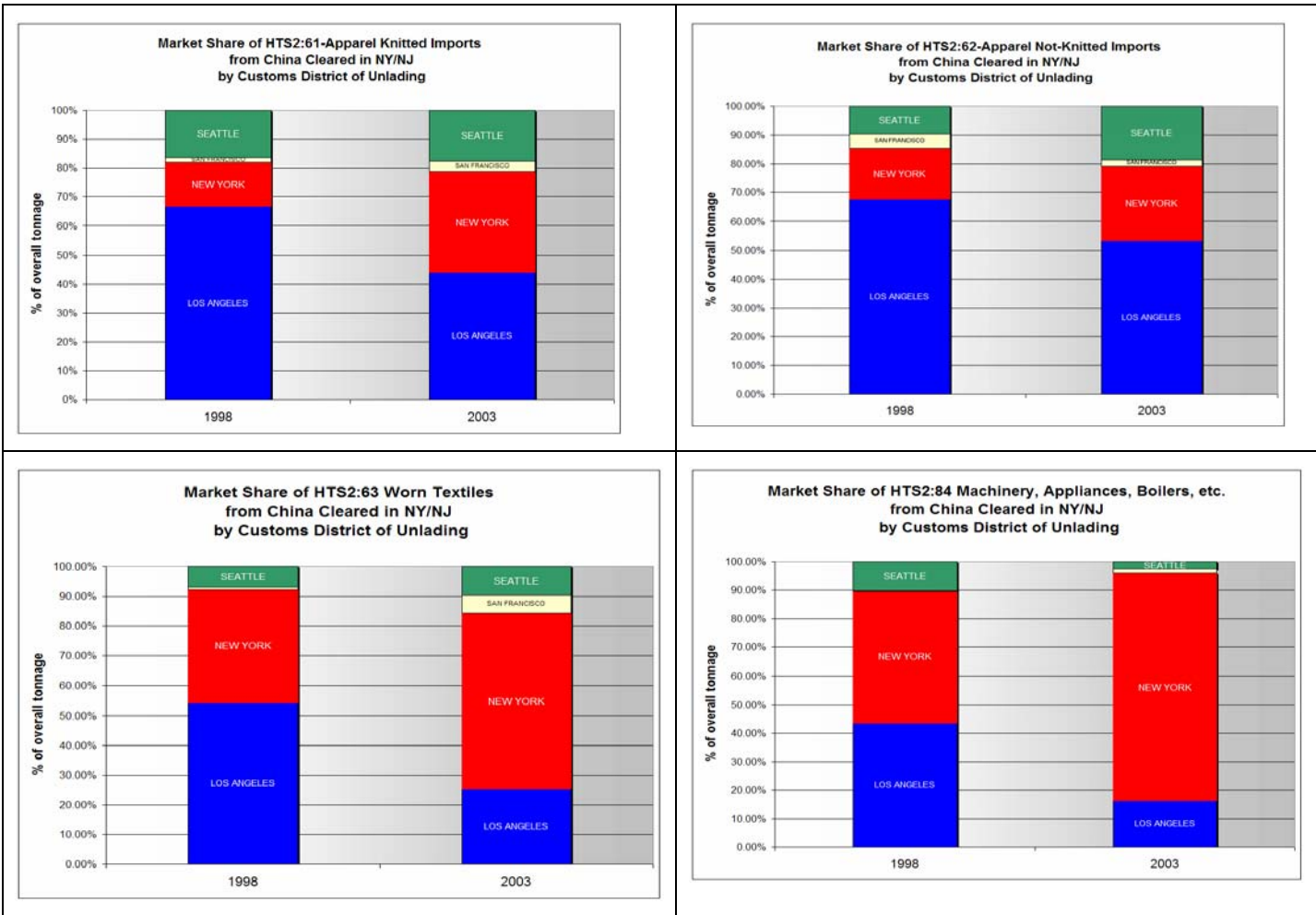
Although goods flow to the region from all the east coast ports the dominant east coast port of entry is New York/New Jersey. The dominant trading bloc is Europe.



The importance of the New York New Jersey port system to the Chicago region is growing as shippers and importers seek to avoid the delays that re-occur in the west coast port system.

Five new all-water services from Asia to the Port of New York and New Jersey were added in 2004, bringing the total all-water services to the Far East/Southeast Asia/Indian Subcontinent trade lanes to 24. Of these, 17 travel via the Panama Canal and the remaining seven via the Suez Canal.

Significant growth in market-share of product that was both unloaded and cleared in the NY/NJ import district would reinforce the trend that importers are participating in all-water service directly from China to NY/NJ avoiding the need to transship product from the west coast. An analysis was conducted to determine if this trend was significant. A shift has occurred.

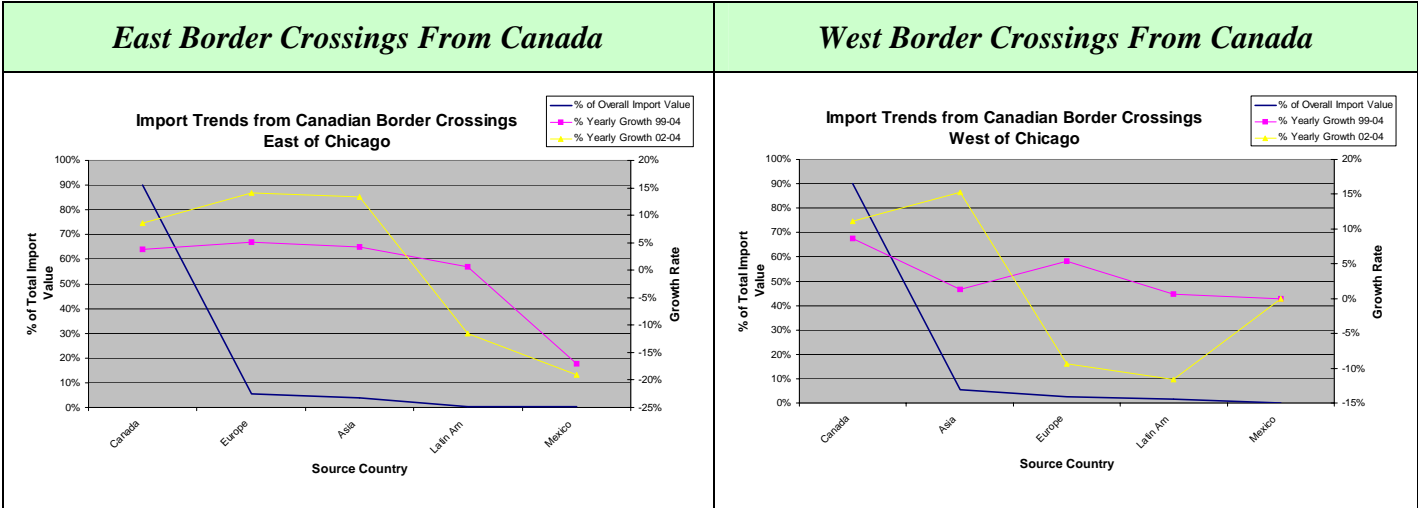




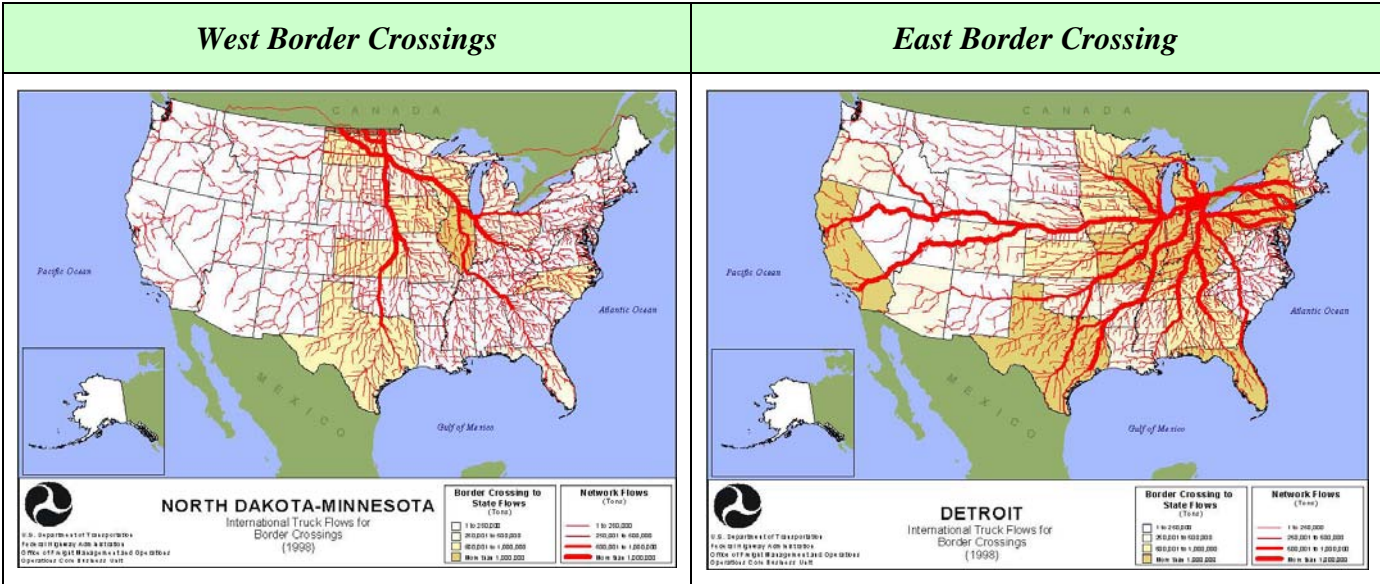
The implications of this for the I-39 logistics corridor are that more rail and truck traffic from the east could be courted to the area where Mid West and West Coast distribution could be supported. The corridor would fit nicely into an import distribution strategy from east coast ports where the user has a national network and has switched from the west coast.

4.4. Canadian Ports of Entry and Commodity Trends

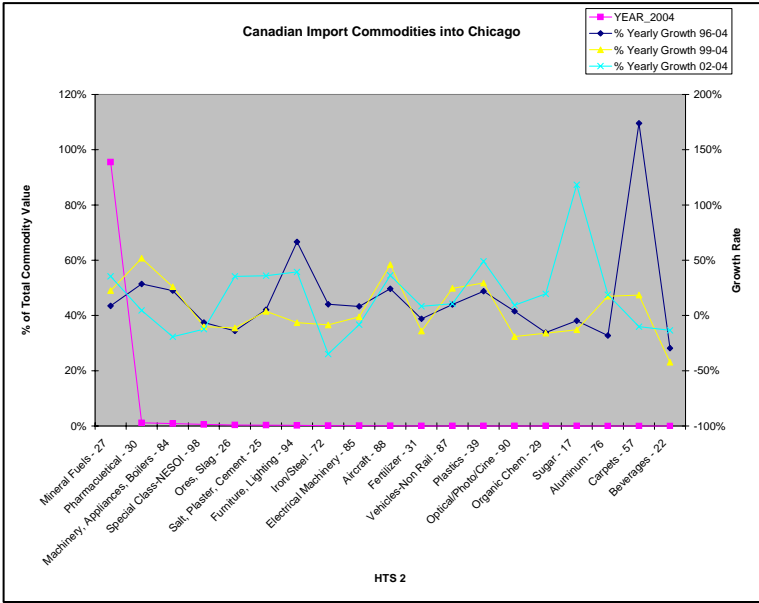
Canadian imports flow to the region from land gateways east and west of Chicago. As with Mexico, these flows reflect goods from other trading blocks besides Canada.



Major land gateways to the region are in Detroit, Minnesota and North Dakota.

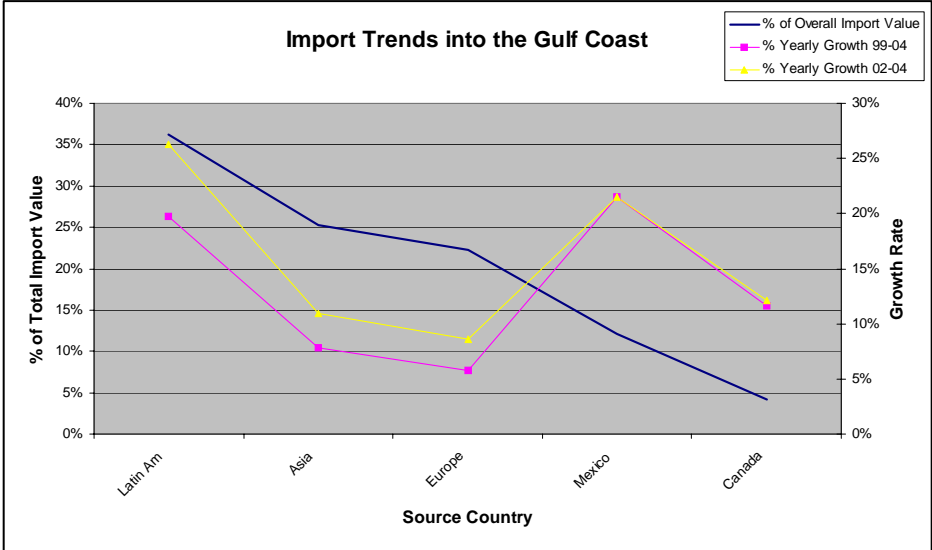


Canadian imports to the region are dominated by mineral fuels. These are predominantly coal and oil products.

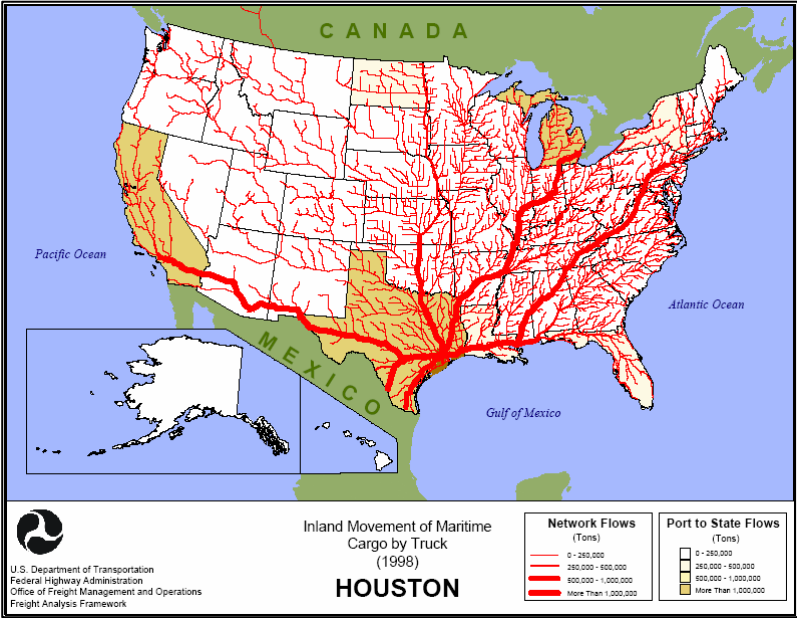


4.5. Gulf Coast Ports of Entry and Commodity Trends

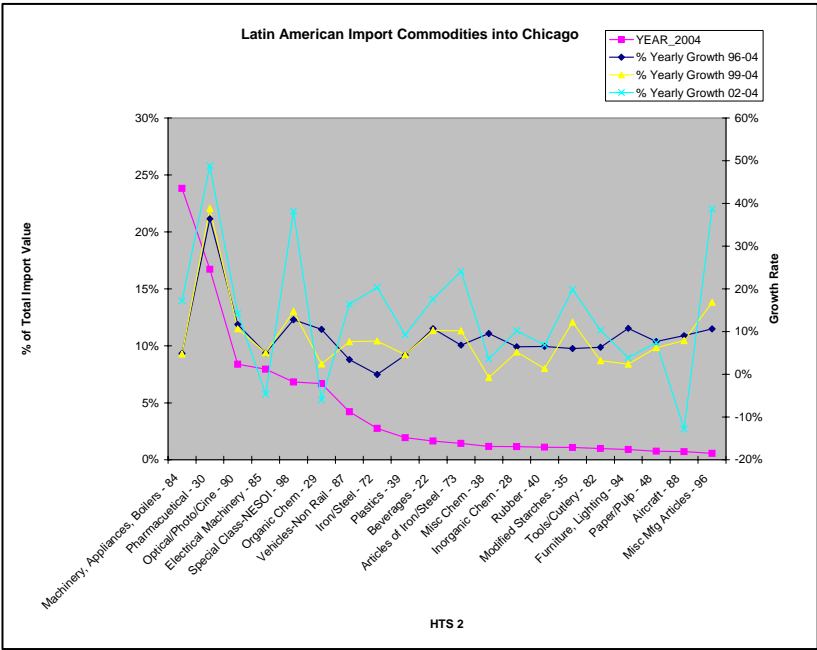
Gulf Coast ports are primarily used by Latin America and Asia.



The dominant port of entry affecting the region is Houston. Houston also provides commodity flow to Indianapolis.

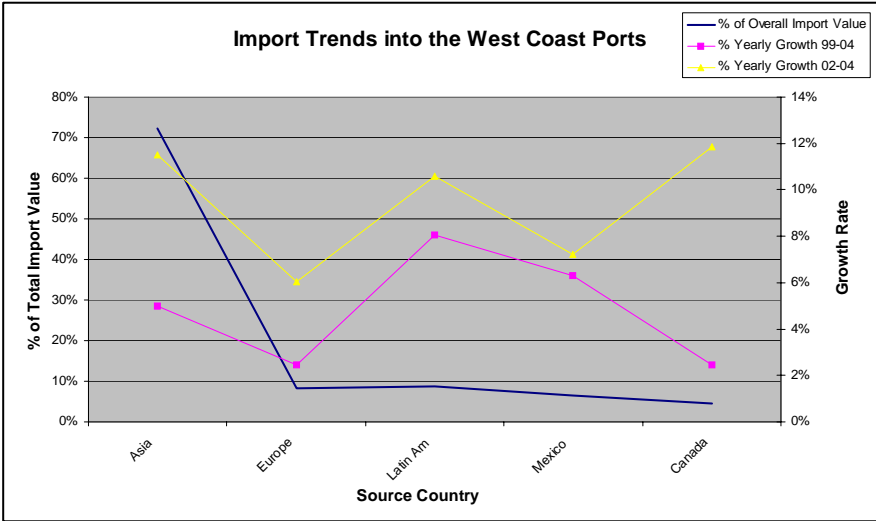


Latin American commodities flowing to the region include pharmaceuticals among the top commodities.

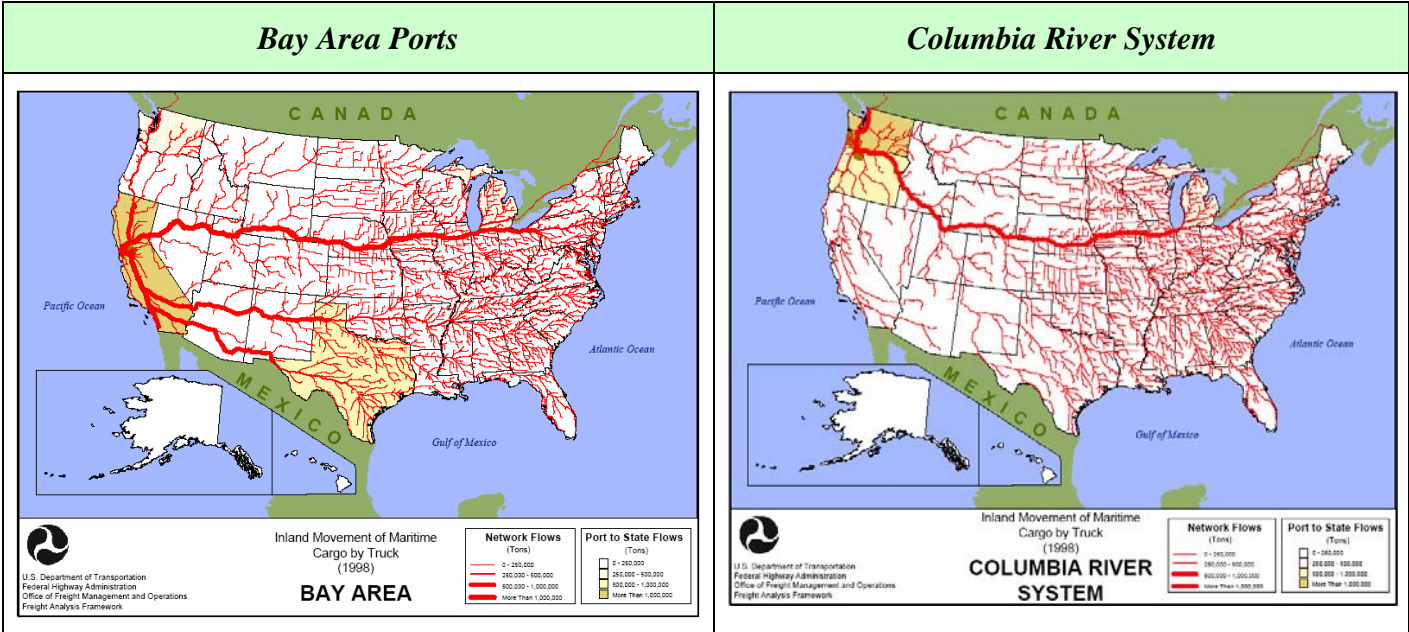


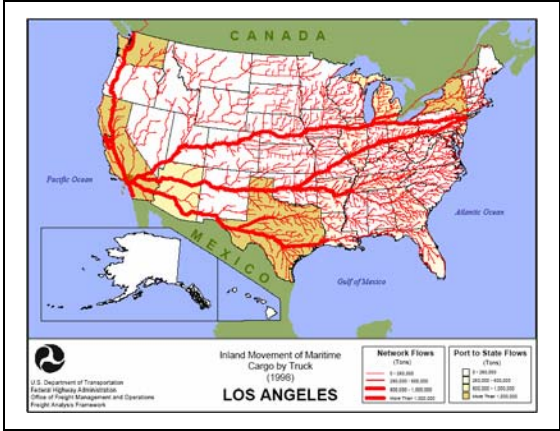
4.6. West Coast Ports of Entry and Commodity Trends

Imports from the west coast ports are clearly dominated by Asia.

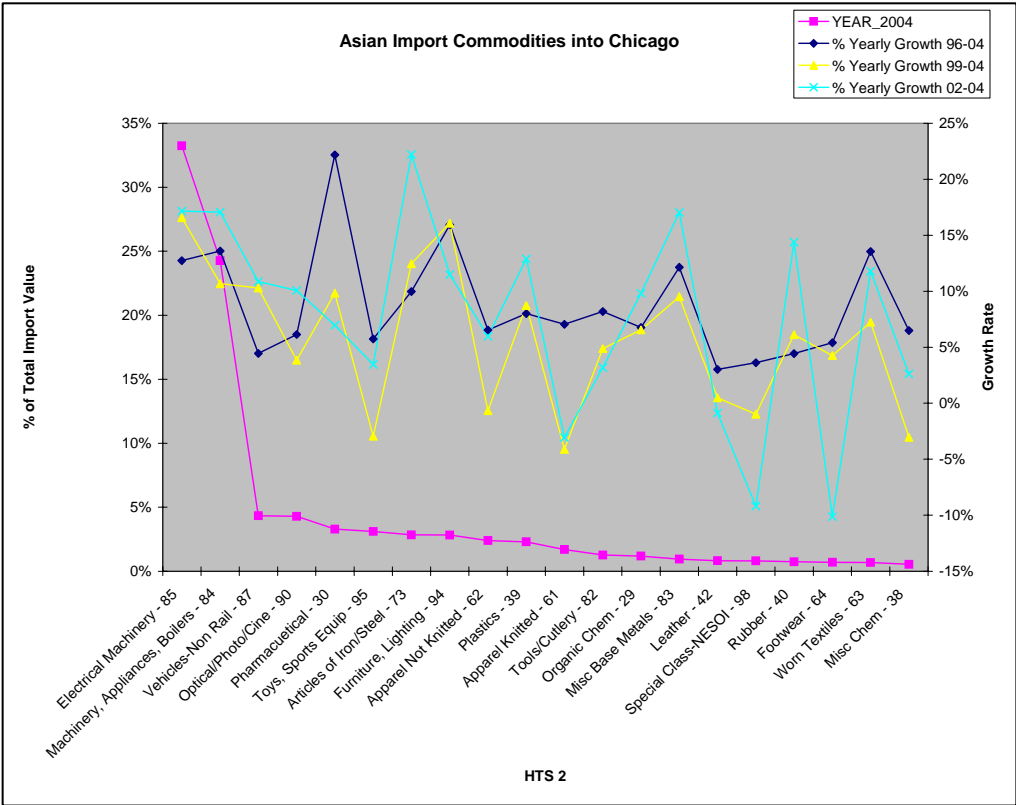


All of the main sea ports on the west coast feed the region.





Asian commodity trends are pictured below.



5. LOGISTICS INFRASTRUCTURE

5.1. Logistics Quotient

Overall, the Chicago and Peoria MSA areas are rated as logistically friendly locations. This was the finding of a major survey of 328 cities conducted for this purpose by Transportation and Distribution Management Magazine each year from 2001 through 2004.

Ten criteria areas were evaluated. These criteria were treated equally and no consideration was provided for site location.⁹ The criteria include business climate for logistics (T&D Industry Metro rank) , labor costs and supply, road and highway spending, road density and congestion, road conditions, interstate access, rail access, water port capability, transportation taxes, and air service availability.

The overall ranking of logistics quotients for the Chicago, Rockford, Peoria, Janesville-Beloit, Bloomington-Normal and Indianapolis MSA's are compared on the following table.

⁹ Weighting items differently may change relative rankings. This survey did not factor location in the criteria considered.

METROPOLITAN AREA	1 T&D INDUSTRY METRO RANK	2 WORK FORCE LABOR METRO RANK	3 ROAD INFRA. METRO RANK	4 ROAD D/C/S METRO RANK	5 ROAD CONDITION METRO RANK	6 INTERSTATE HIGHWAYS METRO RANK	7 TAXES & FEES METRO RANK	8 RAIL- ROAD METRO RANK	9 WATERBORNE COMMERCE METRO RANK	10 AIR CARGO METRO RANK	Year	METRO RANK
Chicago, Ill.	12	44	258	284	173	173	6	27	14	2	2001	16
Chicago, Ill.	7	105	254	212	198	2	237	102	20	8	2002	35
Chicago, Ill.	24	129	253	203	168	2	303	26	20	18	2003	43
Chicago, Ill.	6	154	107	320	35	2	195	1	33	3	2004	4
Peoria-Pekin, Ill.	91	27	61	192	173	173	6	203	124	114	2001	42
Peoria-Pekin, Ill.	81	80	55	119	198	114	237	102	197	135	2002	68
Peoria-Pekin, Ill.	104	159	63	152	168	114	303	26	197	134	2003	94
Peoria-Pekin, Ill.	118	181	107	119	35	54	195	4	165	116	2004	53
Rockford, IL	30	167	74	266	173	173	6	203	121	85	2001	69
Rockford, IL	26	236	66	197	198	85	237	102	197	129	2002	120
Rockford, IL	53	211	75	260	168	85	303	26	197	207	2003	151
Rockford, IL	94	71	107	223	35	100	195	39	165	178	2004	84
Janesville-Beloit	162	236	50	77	224	301	154	203	275	85	2001	226
Janesville-Beloit	126	270	295	188	154	85	307	192	197	193	2002	298
Janesville-Beloit	100	275	246	131	129	85	316	174	197	289	2003	265
Janesville-Beloit	204	277	229	269	65	100	314	126	165	299	2004	269
Bloomington-Normal	162	210	20	163	173	173	6	203	170	36	2001	74
Bloomington-Normal	141	267	29	70	198	36	237	102	197	193	2002	117
Bloomington-Normal	194	227	27	147	168	36	303	26	197	143	2003	111
Bloomington-Normal	218	203	107	71	35	54	195	18	165	259	2004	112
Indianapolis, Ind.	107	53	196	324	96	38	13	203	6	11	2001	23
Indianapolis, Ind.	40	74	205	117	314	13	173	13	3	1	2002	12
Indianapolis, Ind.	52	84	197	58	329	13	329	6	3	15	2003	30
Indianapolis, Ind.	6	83	100	238	90	11	168	65	197	12	2004	15

The region fared well due to a good climate for transportation and distribution, the strong presence of all forms of transportation and a good interstate highway network (main interstates, loops and beltways) for trucking.

Recent improvements in ratings for Chicago, Rockford and Peoria appear to be largely related to improvements in rail service. This is likely to be attributable to the new intermodal centers at Rochelle and Joliet. Over the years Chicago’s ranking has ranged from 4-43 consistently in the “5 star” category. Peoria has ranked 42–94 consistently in the “4 star” range”. Rockford has ranked 69-151st most recently 84th and in the “4 star” category.

Janesville-Beloit has been poorly rated over the years with poor scores related to workforce labor, road infrastructure, density, congestion, taxes & fees and air cargo. Bloomington-Normal has been rated consistently near but not at the cut off for a “4star” rating. Labor, taxes & fees, and the transportation industry rank have Bloomington-Normal has also benefited from the new intermodal centers.

Indianapolis has ranked 15-25. The most recent rankings favor Chicago and Peoria at 4th and 53rd respectively. Indianapolis is ranked 23rd.

It is important to note that companies will locate their manufacturing and distribution facilities considering these factors after having concluded that general location is compatible with a network strategy usually driven by proximity to market¹⁰. The researchers recognizing this concluded that the top 50 metro areas were “5 stars” logistics metros with areas ranked between 51 and 100 being “4 star”. Rankings above 100 are generally not competitive.

5.2. Road Conditions

Road conditions in the United States are monitored by the Federal Highway Administration and analyzed annually.¹¹ Highway conditions for the top 50 metropolitan areas reflect age and use.

Road Conditions	Miles	Miles	Miles	Miles
Summary	Poor	Mediocre	Fair	Good
Total 50 Metro Areas	19%	19%	29%	33%

Metropolitan areas with highway networks exceeding 2,500 miles have more roadways needing attention than the national average. The Chicago metro area has more roadways needing attention than other large network metro areas.

¹⁰ See Distribution Networks in this report

¹¹ The Road Information Program Analysis (TRIPS) 2003

Road Conditions	Miles	Miles	Miles	Miles	Total
Metro Area	Poor	Mediocre	Fair	Good	Miles
Chicago	1,444	968	952	1,151	4,515
Dallas Fort Worth	642	684	773	669	2,768
Detroit	885	521	414	723	2,543
Los Angeles	2,149	1,500	1,427	1,427	6,503
New York	1,546	1,140	1,793	2,867	7,346
Philadelphia	542	591	867	725	2,725
Total	7,208	5,404	6,226	7,562	26,400
Percent	27%	20%	24%	29%	100%

Road Conditions	Miles	Miles	Miles	Miles	Total
Metro Area	Poor	Mediocre	Fair	Good	Miles
Chicago	1,444	968	952	1,151	4,515
Total	1,444	968	952	1,151	4,515
Percent	32%	21%	21%	25%	100%

Illinois’s highways and interstates need rehabilitation. 85% of interstate roads exceed the 20 year design cycle. 96% of the state highway system exceeds the 20 year design cycle.¹²

5.3. Road Congestion and Density

Road congestion is measured by the Road Congestion Index (RCI) for major roadways in urban areas of varying classifications. An RCI of 1.0 indicates that an on average undesirable congestion level for freeways and principal arterial street systems exists during peak traffic periods.

Population group	Urban area	1982	1985	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
All Areas	75-Area Average	^R 0.82	^R 0.89	^R 1.01	^R 1.01	^R 1.02	^R 1.03	^R 1.04	^R 1.06	^R 1.08	^R 1.10	^R 1.12	^R 1.14	^R 1.15
over 3 million population	Very Large Area Average	^R 0.95	^R 1.03	^R 1.17	^R 1.17	^R 1.17	^R 1.17	^R 1.17	^R 1.19	^R 1.21	^R 1.23	^R 1.25	^R 1.26	^R 1.28
over 1 million population	Large Area Average	^R 0.76	^R 0.83	^R 0.93	^R 0.94	^R 0.95	^R 0.97	^R 0.99	^R 1.01	^R 1.03	^R 1.05	^R 1.07	^R 1.09	^R 1.12
500,000-1,000,000	Medium Area Average	^R 0.68	^R 0.73	^R 0.83	^R 0.84	^R 0.85	^R 0.86	^R 0.88	^R 0.90	^R 0.92	^R 0.94	^R 0.95	^R 0.97	^R 0.98
less than 500,000	Small Area Average	^R 0.61	^R 0.66	^R 0.72	^R 0.72	^R 0.73	^R 0.73	^R 0.74	^R 0.75	^R 0.76	^R 0.78	^R 0.80	^R 0.81	^R 0.81

SOURCE
1982 - 2000: Texas Transportation Institute, *The 2002 Annual Urban Mobility Report* (College Station, TX: 2002) from Internet

In the nation, congestion in large and very large urban areas has been more severe and worsening during the period tracked. All very large metro areas have severe congestion problems that continue to worsen over time.

Population group	Urban area	1982	1985	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	1994-2000		1982-2000	
															Points	Rank ^a	Points	Rank ^a
Very large	Boston, MA	0.88	0.98	1.09	1.09	1.11	1.17	1.19	1.21	1.22	1.25	1.27	1.28	1.30	11	41	42	62
Very large	Chicago, IL-Northwestern, IN	0.95	1.02	1.18	1.19	1.17	1.17	1.17	1.22	1.27	1.27	1.31	1.31	1.31	14	51	36	48
Very large	Dallas -Fort Worth, TX	^R 0.73	^R 0.86	^R 0.96	^R 0.96	^R 0.95	^R 0.95	^R 0.96	^R 0.96	^R 0.98	^R 1.01	^R 1.07	^R 1.10	14	51	37	54	
Very large	Detroit, MI	0.89	0.91	1.08	1.09	1.16	1.19	1.15	1.16	1.18	1.18	1.18	1.20	1.22	7	24	33	45
Very large	Houston, TX	1.03	1.11	^R 1.04	1.00	^R 1.01	^R 1.01	1.00	1.00	^R 1.02	^R 1.05	^R 1.08	^R 1.08	1.09	9	31	6	4
Very large	Los Angeles, CA	1.29	1.31	1.59	1.58	1.56	1.54	1.50	1.52	1.56	1.54	1.58	1.58	1.59	9	31	30	35
Very large	New York, NY-Northeastern, NJ	0.77	^R 0.86	0.99	^R 0.99	^R 0.99	^R 1.01	1.02	1.04	1.08	1.13	1.14	1.15	1.16	14	51	39	57
Very large	Philadelphia, PA-NJ	0.82	0.87	0.94	0.99	0.98	^R 0.99	^R 1.00	^R 1.00	^R 1.01	^R 1.05	^R 1.08	^R 1.10	1.10	10	35	28	27
Very large	San Francisco-Oakland, CA	1.06	1.17	1.35	1.32	1.32	1.33	1.31	1.34	1.35	1.36	1.37	1.39	1.45	14	51	39	57
Very large	Washington, DC-MD-VA	0.99	1.13	1.24	1.23	1.28	1.31	1.34	1.32	1.32	1.33	1.35	1.34	1.35	1	6	36	48

Among the costs of congestion are fuel losses and productivity (time) losses. The Chicago region is the third most severe area for congestion costs in the United States.

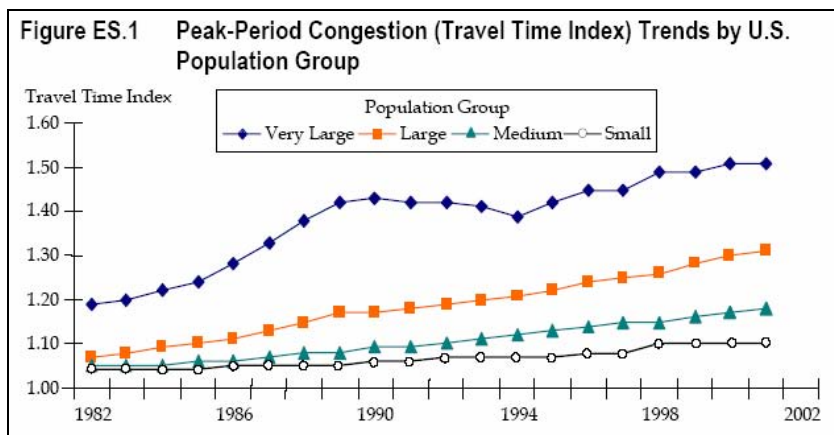
¹² IDOT 2003

Population group	Urban area	Annual congestion cost (\$ millions)					
		1998 Value	1999 Value	2000 Value	1998 Rank	1999 Rank	2000 Rank
Very large	Los Angeles, CA	^R 13,345	^R 13,770	14,635	1	1	1
Very large	New York, NY-Northeastern, NJ	^R 6,215	^R 6,900	7,660	2	2	2
Very large	Chicago, IL-Northwestern, IN	^R 3,855	^R 3,880	4,095	3	3	3
Very large	San Francisco-Oakland, CA	^R 2,285	^R 2,535	3,210	4	5	4

1998-2000: Texas Transportation Institute, *The 2001 Annual Urban Mobility Report* (College Station, TX: 2001) updated as of Aug. 6, 2002.

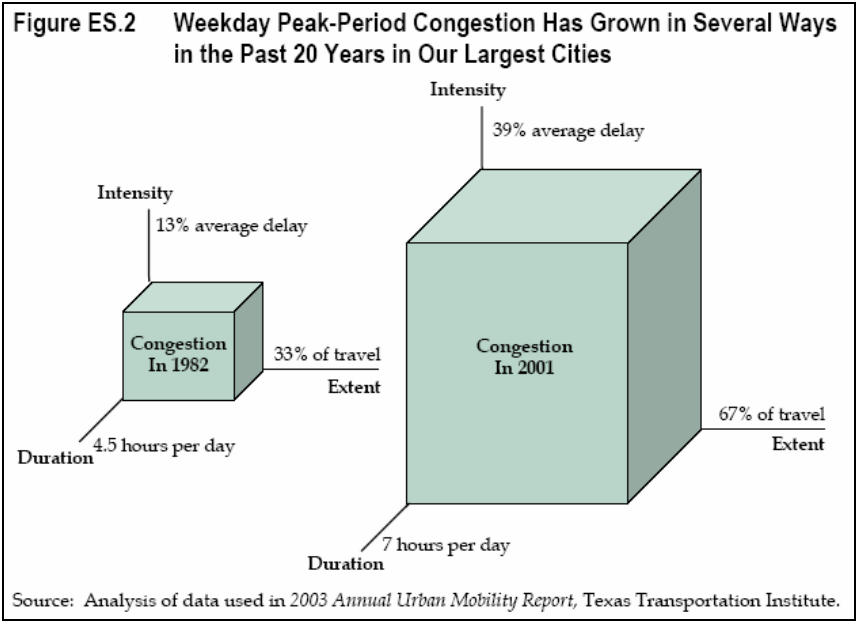
The travel time index¹³, a similar measurement, has replaced the RCI in recent years. It measures intensity, duration and extent of congestion in large and very large urban centers.

Urban Area	Travel Time Index	Point Change in Peak-Period Time Penalty 1982 to 2002			
2002	2002	2001	1992	1982	Rank
85 Area Average Very Large Area Average	1.37 1.50	1.35 1.48	1.28 1.41	1.12 1.19	
Very Large					
Los Angeles-Long Beach-Santa Ana CA	1.77	1.77	1.76	1.30	1
Chicago IL-IN	1.54	1.47	1.35	1.18	2
San Francisco-Oakland CA	1.55	1.54	1.41	1.21	4
Washington DC-VA-MD	1.50	1.46	1.37	1.18	8
Boston MA-NH-FI	1.45	1.45	1.29	1.14	9
Miami FL	1.40	1.37	1.26	1.09	9
New York-Newark NY-NJ-CT	1.40	1.38	1.27	1.13	16
Dallas-Fort Worth-Arlington TX	1.34	1.31	1.20	1.07	16
Detroit MI	1.36	1.35	1.34	1.12	19
Philadelphia PA-NJ-DE-MD	1.35	1.35	1.22	1.13	25
Houston TX	1.39	1.37	1.24	1.28	51
Large					
Indianapolis IN	1.24	1.25	1.10	1.03	27

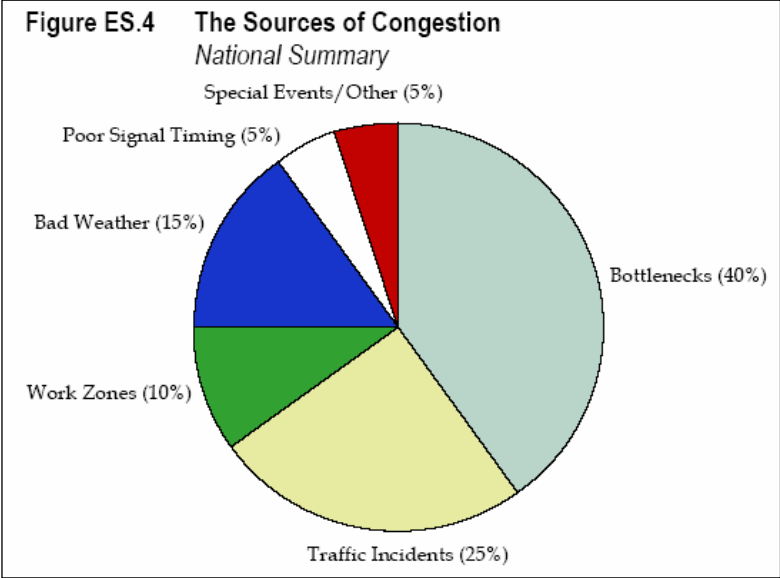


¹³ The travel time index is a ratio of week day peak period travel to travel time under ideal circumstances. 2004 Urban Mobility Study.

Congestion has clearly grown over time affecting many things including the location of distribution centers. The reliability of transit times worsens with congestion. This affects freight and labor force travel times.

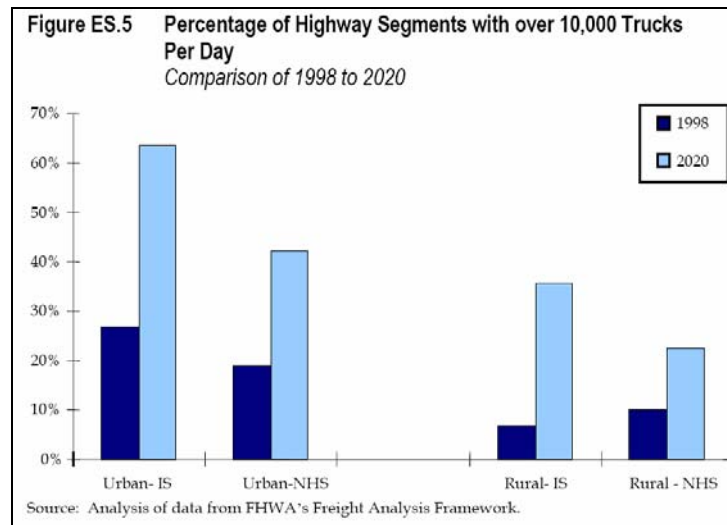


Physical traffic bottlenecks are locations where the physical capacity is restricted, with flows from upstream sections (with higher capacities) being funneled into smaller downstream segments. This is most evident near metropolitan areas. Bottlenecks are the primary contributor to congestion although unreliability is caused by the interaction of all causes of congestion which are measured by intensity, duration and extent.



Demand for freight transportation in the United States, which is expected to grow substantially over the next 15 years is a major contributing factor to congestion. The most striking growth is expected to be on rural Interstate highways, indicating a demand to travel outside of metropolitan areas.¹⁴

Since 1992, traffic has grown substantially on rural highways and at a faster pace than on metropolitan highways. National data shows that between 1992 and 2002, traffic on rural Interstates increased 36 percent compared with an increase of 25 percent on urban Interstates. Further analysis shows that traffic volume per lane (a measure of traffic density) increased by 35 percent on rural Interstates compared with 21 percent on urban Interstates).



The congestion costs to freight interests are significant. Freight transportation has gone through many changes over the past 20 years as it has adapted to changes in business practices. Within this new operating environment, freight operations and productivity have been optimized to work closely with other aspects of business activity.

Deregulation has resulted in excess capacity being eliminated from the highway and rail freight systems. Intermodal services and facilities have revolutionized international trade. Ports and airports have seen services and demand grow rapidly. Freight services are now more efficient and in many cases lower in cost (in constant dollars) than in previous decades. But the elimination of excess capacity has resulted in systems with less redundancy and less ability to withstand shocks or disruptions.

Congestion is growing on many key freight segments of the transportation system, and congestion can drastically reduce the productivity of the overall freight network. The delay caused by congestion could vastly increase the costs of those freight movements that are today managed to exacting schedules. Companies are increasingly factoring this into their location decisions.

¹⁴ As noted elsewhere this growth is expected to strain port and land gateways as well.

Containing three of the worst bottlenecks in the United States metro Chicago is clearly a candidate for such a trend.¹⁵

Table 2.1 The Worst Physical Bottlenecks in the United States 2002

Rank	City	Location	Annual Hours of Delay (Hours in Thousands)
1	Los Angeles	U.S. 101 (Ventura Freeway) at I-405 Interchange	27,144
2	Houston	I-610 at I-10 Interchange (West)	25,181
3	Chicago	I-90/94 at I-290 Interchange ("Circle Interchange")	25,068
4	Phoenix	I-10 at SR 51/SR 202 Interchange ("Mini-Stack")	22,805
5	Los Angeles	I-405 (San Diego Freeway) at I-10 Interchange	22,792
6	Atlanta	I-75 south of the I-85 Interchange	21,045
7	Washington (D.C.-Maryland-Virginia)	I-495 at I-270 Interchange	19,429
8	Los Angeles	I-10 (Santa Monica Freeway) at I-5 Interchange	18,606
9	Los Angeles	I-405 (San Diego Freeway) at I-605 Interchange	18,606
10	Atlanta	I-285 at I-85 Interchange ("Spaghetti Junction")	17,072
11	Chicago	I-94 (Dan Ryan Expressway) at I-90 Skyway Split (Southside)	16,713

Rank	City	Location	Annual Hours of Delay (Hours in Thousands)
12	Phoenix	I-17 (Black Canyon Freeway) at I-10 Interchange (the "Stack") to Cactus Road	16,310
13	Los Angeles	I-5 (Santa Ana Freeway) at SR 22/SR 57 Interchange ("Orange Crush")	16,304
14	Providence	I-95 at I-195 Interchange	15,340
15	Washington (D.C.-Maryland-Virginia)	I-495 at I-95 Interchange	15,035
16	Tampa	I-275 at I-4 Interchange ("Malfunction Junction")	14,371
17	Atlanta	I-285 at I-75 Interchange	14,333
18	Seattle	I-5 at I-90 Interchange	14,306
19	Chicago	I-290 (Eisenhower Expressway) between Exits 17b and 23a	14,009
20	Houston	I-45 (Gulf Freeway) at U.S. 59 Interchange	13,944
21	San Jose	U.S. 101 at I-880 Interchange	12,249
22	Las Vegas	U.S. 95 west of the I-15 Interchange ("Spaghetti Bowl")	11,152
23	San Diego	I-805 at I-15 Interchange	10,992
24	Cincinnati	I-75, from Ohio River Bridge to I-71 Interchange	10,088

A recent report published by the University of California has found a critical shift is occurring in the logistic practices of American producers and distributors. The traditional model has been plants located in large urban regions, with adjoining warehouses to store commodities, prior to shipment.

But with the significant increase in foreign trade, along with the increased difficulty of locating plants and warehouses in congested and more expensive large urban areas, businesses are moving to large distribution centers in less congested areas to process inbound and outbound shipments.

In a 2002 Transportation Research Board report on the adequacy of U.S. freight movement capabilities found that "workplaces and residences will move away from congestion within metropolitan areas and from more congested to less congested regions within the United States. Some production will move from the United States to other countries if congestion costs cause the United States to lose comparative advantage in some industries"¹⁶

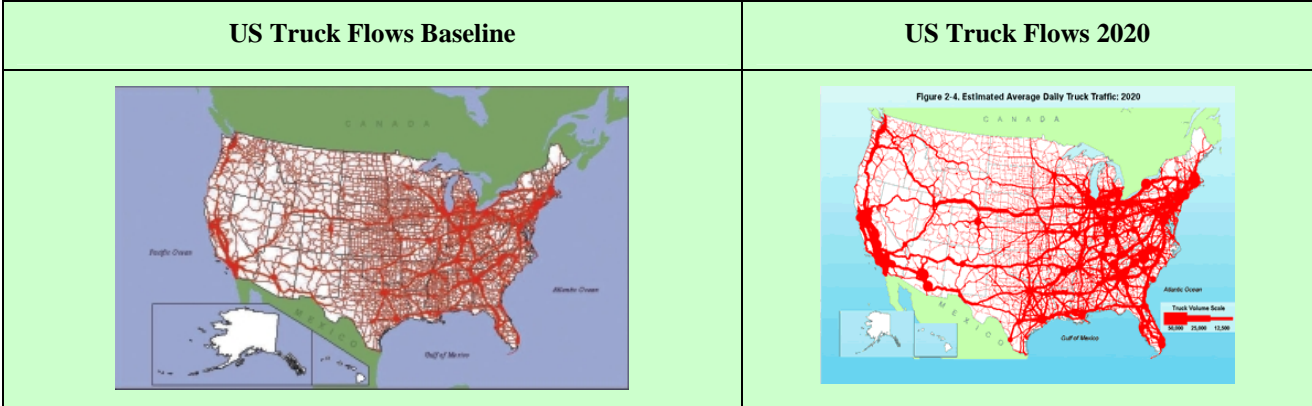
¹⁵ Data from American Highway Users Alliance February 2004. Unclogging America's Highways. New York and Manhattan were not considered in the study.

¹⁶ Transportation Research Board. Special Report 271. Freight Capacity for the 21st Century. 2002.

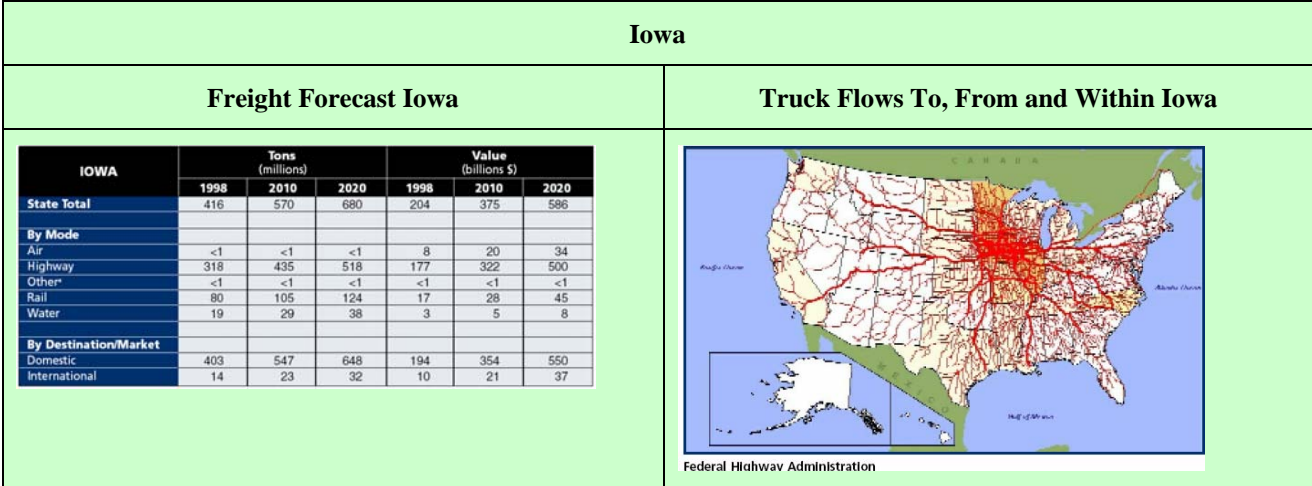
Increasingly, these distribution centers are moving to regions where land is cheaper, sufficient labor is available and most importantly, a less congested system of highways is available.¹⁷ These large centers are responsible for quickly processing incoming commodities and preparing them for delivery on outgoing trucks. In this vein it is noteworthy that Alter Group announced plans to build a 1.8 million square foot logistics park in Peru.¹⁸ Proximity to the Rochelle and Elwood intermodal facilities was also noted in the announcement.

5.4. Expected Congestion Trends

As noted above congestion is expected to increase with growth in the economy.

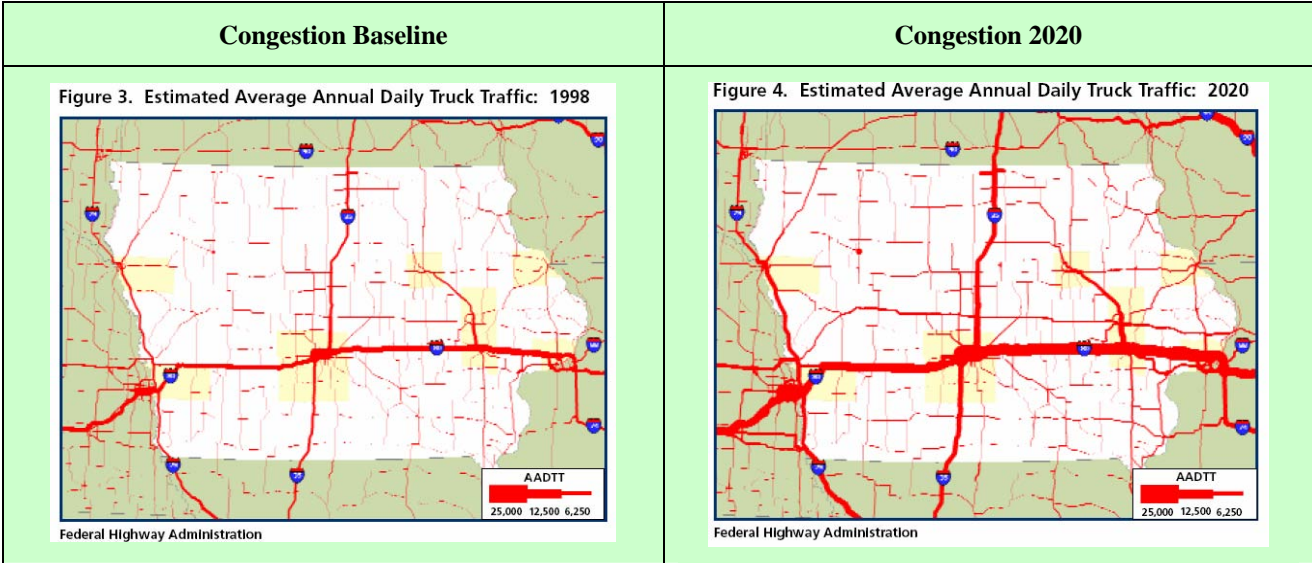


Relevant data for the Peoria and Chicago BEA’s is presented below. Data for Iowa (Davenport is included in the NTAR) projects increasing traffic west to east into the I-39 corridor.




¹⁷ Hesse, M., Location Matters. Access. Fall 2002. University of California Transportation Center.

¹⁸ GlobeSt.com March 30,2005



Data for Illinois projects increasing traffic into the I-39 corridor and increased congestion for the metro Chicago area. I-39 and I-80 is expected to be less congested than the metro area of Chicago

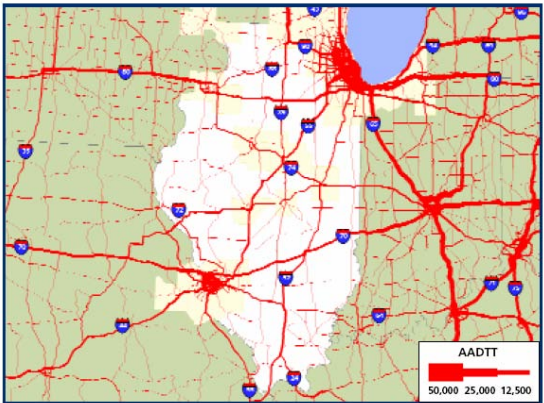
Illinois						
Freight Forecast Illinois				Truck Flows To, From and Within Illinois		
ILLINOIS	Tons (millions)			Value (billions \$)		
State Total	1,151	1,587	1,927	898	1,628	2,553
By Mode						
Air	2	3	5	118	263	459
Highway	658	921	1,119	590	1,064	1,651
Other*	1	1	1	<1	<1	<1
Rail	371	496	598	175	277	405
Water	118	166	205	14	24	37
By Destination/Market						
Domestic	1,076	1,470	1,760	789	1,393	2,129
International	74	117	167	109	236	424



Federal Highway Administration

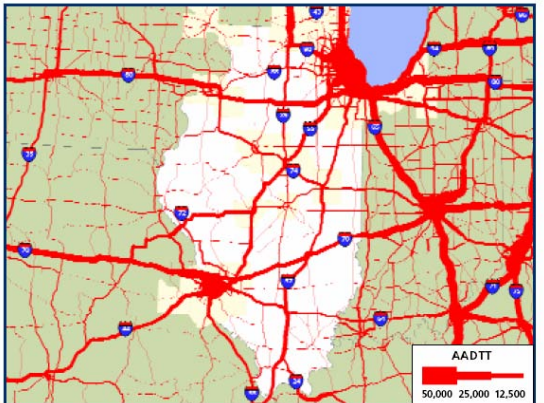
Congestion Baseline

Figure 3. Estimated Average Annual Daily Truck Traffic: 1998



Congestion 2020

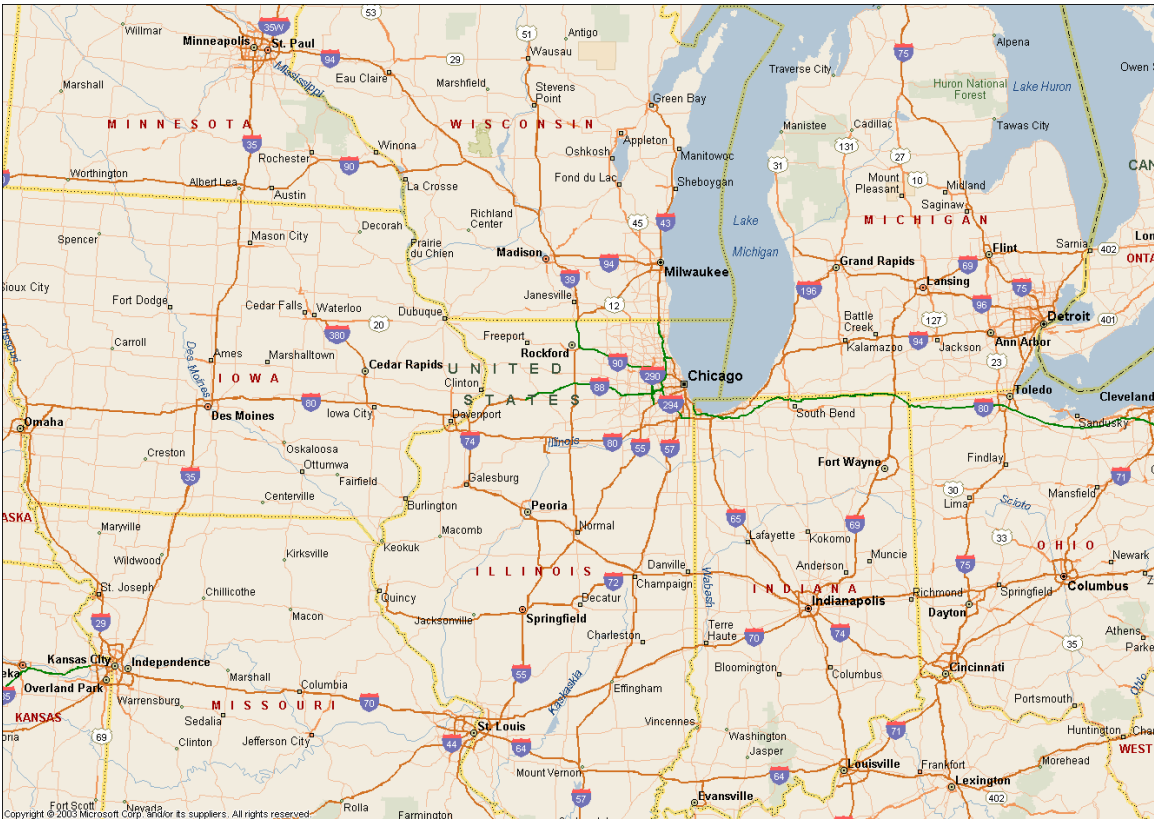
Figure 4. Estimated Average Annual Daily Truck Traffic: 2020



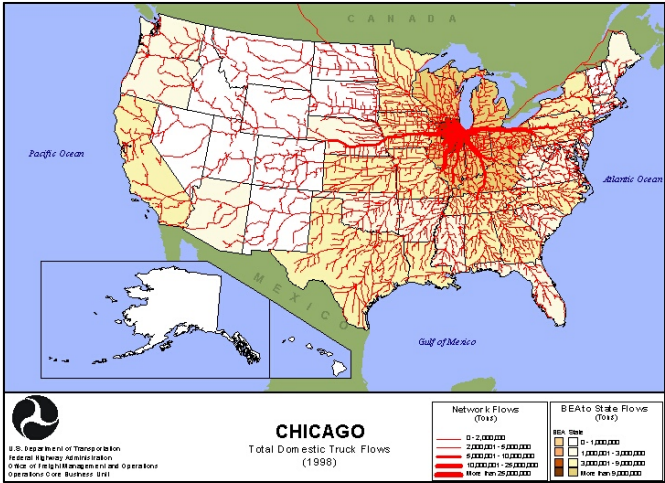
5.5. Highway Network

The interstate network of the I-39 Logistics Corridor and the surrounding region is extensive and interconnected. Major interfaces with the corridor occur with I-55, I-74, I-80, I-88, I-90 and I-43. I-39 has the distinct advantage of being the only interstate connecting the northern cluster of interstates (I-90, I-94, I-80, I-88) with the central cluster of interstates in Illinois (I-74, I-55, I-70, I-57, I-64). The I-39 Logistics Corridor is one of the most connected areas in the country.

Competing areas such as Will county and Indianapolis are similarly well connected. Will County is connected to the regional, domestic and international network via I-55 and I-57. Indianapolis is connected via the I-65 and I-69 corridors. I-39 is connected via I-55, I-74, I-80, I-88 and I-90 within Illinois alone.

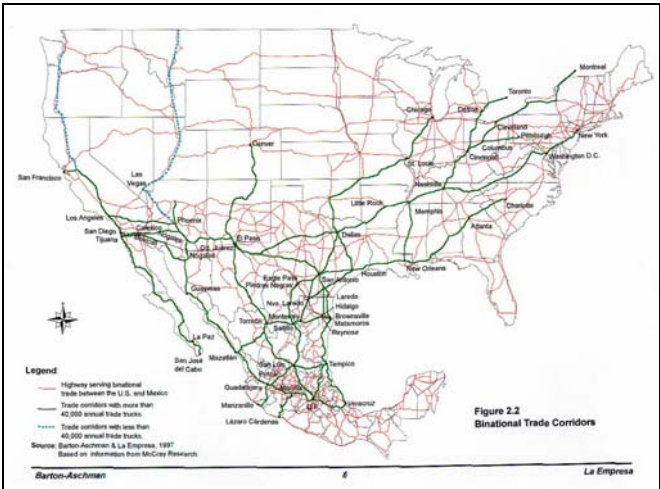


The region contains an extensive highway network that is well connected to the domestic and international trucking system of the country. Most domestic truck trips either remain within the state, or in the surrounding states. Long distance truck flows generally link major production and consumption areas together, or link regional distribution centers to or from local markets. The Illinois interstate system accounts for 2% of all road miles in Illinois but carries but carries 28% of all traffic and 50% of all goods shipped on state highways.¹⁹



Most international road movements move to or from major ports and border gateways. With the exception of states that possess a gateway, these flows travel over multiple jurisdictions. In fact, each state has flows that pass through the U.S. Canadian Border, and major ports on all three coasts.

This map shows how traffic that has an origin or destination within Chicago moves to these borders. Generally, most flows go to the nearest gateway, although large volumes of pass through traffic can exist. The Chicago region has such volumes. The regional network is well connected for international trade with truck access to all major ports of entry including the NAFTA superhighway.



¹⁹ IDOT 2003



The majority of total truck activities are local, either within the state or neighboring states. The long distance corridors are used by both domestic and international freight. The combined domestic and international flows to and from the area are reflected below.



The Chicago region is a reasonably balanced freight market²⁰ and that promotes preferable trucking rates. The balanced freight market, the extensiveness and the interconnectivity of the road network make the area an attractive logistics location.

²⁰ A balanced freight market is one where the tonnage into and out of an area are roughly the same or where outbound exceeds inbound. This facilitates economical trucking rates, as empty trucking miles are less likely.

5.6. I-39 and I-80 Infrastructure

The intersection of I-39 and I-80 runs along the I-39 corridor and is located in LaSalle County. The I-39 corridor is well connected to the highway system of the United States with major east-west intersections with I-43/90, I-88, I-80 and I-55 to the south west.



LaSalle County is located in District 3 of the Illinois Department of Transportation and has 350 miles of state highways and streets not including interstates. Local highway systems increase this to total of 2,659 miles. There are no toll roads in LaSalle County.

ILLINOIS DEPARTMENT OF TRANSPORTATION										
Office of Planning and Programming - Planning Services Section										
Mileage by 5-Year Functional Classification										
DECEMBER 2003										
TABLE HS-4										
District 3										
LaSalle County	STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS					
	Primary (A)	Supplementary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)	Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
Interstate										
Non Urban	52.32	0.00	52.32	0.00	0.00	0.00	0.00	52.32	0.00	52.32
Urban	14.19	0.00	14.19	0.00	0.00	0.00	0.00	14.19	0.00	14.19
Total	66.51	0.00	66.51	0.00	0.00	0.00	0.00	66.51	0.00	66.51
Freeway and Expressway										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial										
Non Urban	14.38	0.09	14.47	0.00	0.00	0.00	0.00	14.47	0.00	14.47
Urban	42.97	0.00	42.97	0.00	0.00	0.00	0.00	42.97	0.00	42.97
Total	57.35	0.09	57.44	0.00	0.00	0.00	0.00	57.44	0.00	57.44
Minor Arterial										
Non Urban	160.01	0.00	160.01	0.00	0.00	0.00	0.00	160.01	0.00	160.01
Urban	8.36	1.95	10.31	0.00	12.33	5.00	22.04	49.68	0.71	50.39
Total	168.37	1.95	170.32	0.00	12.33	5.00	22.04	209.69	0.71	210.40
Major Collector										
Non Urban	45.20	3.52	48.72	0.00	323.52	11.26	6.44	389.94	1.10	391.04
Minor Collector										
Non Urban	0.00	0.00	0.00	0.00	9.08	18.80	0.19	28.07	0.00	28.07
Collector										
Urban	0.00	0.00	0.00	0.00	3.79	10.50	45.72	60.01	0.62	60.63
Local										
Non Urban	0.00	5.86	5.86	0.00	20.59	1,411.57	113.59	1,551.61	2.27	1,553.88
Urban	0.00	1.40	1.40	0.00	0.10	36.79	257.74	296.03	0.09	296.12
Total	0.00	7.26	7.26	0.00	20.69	1,448.36	371.33	1,847.64	2.36	1,850.00
TOTAL ALL SYSTEMS										
Non Urban	271.91	9.47	281.38	0.00	353.19	1,441.63	120.22	2,196.42	3.37	2,199.79
Urban	65.52	3.35	68.87	0.00	16.22	52.29	325.50	462.88	1.42	464.30
Total	337.43	12.82	350.25	0.00	369.41	1,493.92	445.72	2,659.30	4.79	2,664.09

The above Table Does Not Include 25.67 Existing Miles And 0.00 Proposed Miles of Ramps.
The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

Cities of LaSalle, Peru, Oglesby and N. Utica have easy access to the Illinois River, a rail-line, immediate access to I80 and easy, if not direct, access to I39. The issue with these cities for sighting a DC comes in that I80/I39 access is at the North end of town while the river and railroad are on the South side. This comes into play in that all roads in these towns are only two lane with very few turn lanes. The roads are also not in great condition. This may cause a concern if a customer is using the rail and river for deliveries.

Most of the truck care facilities are associated with I80 and are quite complete. The JC Whitney DC is located on the South side of I80 and North of North Utica. It is still considered part of LaSalle.

Mendota is smaller town off of I39 and is the sight of an Amtrak Station and switching facilities. There are a total of six rail lines entering/exiting Mendota which is second only to Rockford for the number of rail lines.

Del Monte has located farms, processing, and distribution centers outside of town and the town is trying to develop a business park at the rail lines similar to the ADS DC located there.

Other counties affected by this node include Bureau, Putnam, Marshall and Livingston. The local and state highway systems of these counties are presented below.

ILLINOIS DEPARTMENT OF TRANSPORTATION Office of Planning and Programming - Planning Services Section Mileage by 5-Year Functional Classification											
TABLE HS-4											
DECEMBER 2004											
District 2		STATE HIGHWAY SYSTEMS			LOCAL HIGHWAY SYSTEMS						
Bureau	County	Primary (A)	Supple-mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)	Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
Interstate											
	Non Urban	47.09	0.00	47.09	0.00	0.00	0.00	0.00	47.09	0.00	47.09
	Urban	2.21	0.00	2.21	0.00	0.00	0.00	0.00	2.21	0.00	2.21
	Total	49.30	0.00	49.30	0.00	0.00	0.00	0.00	49.30	0.00	49.30
Freeway and Expressway											
	Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial											
	Non Urban	12.01	2.16	14.17	0.00	0.00	0.00	0.00	14.17	0.00	14.17
	Urban	8.88	0.00	8.88	0.00	0.00	0.00	0.00	8.88	0.00	8.88
	Total	20.89	2.16	23.05	0.00	0.00	0.00	0.00	23.05	0.00	23.05
Minor Arterial											
	Non Urban	92.84	0.00	92.84	0.00	0.00	0.00	0.00	92.84	0.00	92.84
	Urban	8.09	1.34	9.43	0.00	1.50	0.35	5.44	16.72	0.00	16.72
	Total	100.93	1.34	102.27	0.00	1.50	0.35	5.44	109.56	0.00	109.56
Major Collector											
	Non Urban	52.95	6.82	59.77	0.00	141.13	2.05	2.27	205.22	0.00	205.22
Minor Collector											
	Non Urban	2.59	4.04	6.63	0.00	57.68	34.71	1.82	100.84	0.00	100.84
Collector											
	Urban	0.00	0.00	0.00	0.00	0.00	1.11	11.30	12.41	0.00	12.41
Local											
	Non Urban	0.00	7.69	7.69	0.00	18.66	1,066.70	123.26	1,216.31	0.15	1,216.46
	Urban	0.00	0.07	0.07	0.00	0.00	3.23	66.19	69.49	0.00	69.49
	Total	0.00	7.76	7.76	0.00	18.66	1,069.93	189.45	1,285.80	0.15	1,285.95
TOTAL ALL SYSTEMS											
	Non Urban	207.48	20.71	228.19	0.00	217.47	1,103.46	127.35	1,676.47	0.15	1,676.62
	Urban	19.18	1.41	20.59	0.00	1.50	4.69	82.93	109.71	0.00	109.71
	Total	226.66	22.12	248.78	0.00	218.97	1,108.15	210.28	1,786.18	0.15	1,786.33
		The above Table Does Not Include		15.29	Existing Miles And	0.00	Proposed Miles of Ramps.				
		The above Table Does Not Include		0.00	Existing Miles And	0.00	Proposed Miles of Collector-Distributors.				

ILLINOIS DEPARTMENT OF TRANSPORTATION
Office of Planning and Programming - Planning Services Section
Mileage by 5-Year Functional Classification

TABLE HS-4

DECEMBER 2004

District 3 Putnam County	STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS			Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
	Primary (A)	Supple- mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)			
Interstate										
Non Urban	0.93	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.00	0.93
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.93	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.00	0.93
Freeway and Expressway										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial										
Non Urban	6.31	0.00	6.31	0.00	0.00	0.00	0.00	6.31	0.00	6.31
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.31	0.00	6.31	0.00	0.00	0.00	0.00	6.31	0.00	6.31
Minor Arterial										
Non Urban	32.89	0.00	32.89	0.00	0.00	0.00	0.00	32.89	0.00	32.89
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	32.89	0.00	32.89	0.00	0.00	0.00	0.00	32.89	0.00	32.89
Major Collector										
Non Urban	11.27	1.19	12.46	0.00	15.41	0.00	0.85	28.72	0.00	28.72
Minor Collector										
Non Urban	0.00	0.00	0.00	0.00	8.15	0.00	1.00	9.15	0.00	9.15
Collector										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Local										
Non Urban	0.00	0.31	0.31	0.00	18.01	199.87	36.02	254.21	0.13	254.34
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.31	0.31	0.00	18.01	199.87	36.02	254.21	0.13	254.34
TOTAL ALL SYSTEMS										
Non Urban	51.40	1.50	52.90	0.00	41.57	199.87	37.87	332.21	0.13	332.34
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	51.40	1.50	52.90	0.00	41.57	199.87	37.87	332.21	0.13	332.34

The above Table Does Not Include 1.22 Existing Miles And 0.00 Proposed Miles of Ramps.

The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

ILLINOIS DEPARTMENT OF TRANSPORTATION
Office of Planning and Programming - Planning Services Section
Mileage by 5-Year Functional Classification

TABLE HS-4

DECEMBER 2004

District 3 Marshall County	STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS			Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
	Primary (A)	Supple- mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)			
Interstate										
Non Urban	12.59	0.00	12.59	0.00	0.00	0.00	0.00	12.59	0.00	12.59
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	12.59	0.00	12.59	0.00	0.00	0.00	0.00	12.59	0.00	12.59
Freeway and Expressway										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial										
Non Urban	13.50	0.00	13.50	0.00	0.00	0.00	0.00	13.50	0.00	13.50
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	13.50	0.00	13.50	0.00	0.00	0.00	0.00	13.50	0.00	13.50
Minor Arterial										
Non Urban	56.67	0.15	56.82	0.00	0.00	0.00	0.00	56.82	0.00	56.82
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	56.67	0.15	56.82	0.00	0.00	0.00	0.00	56.82	0.00	56.82
Major Collector										
Non Urban	25.61	0.00	25.61	0.00	72.31	2.02	0.63	100.57	0.00	100.57
Minor Collector										
Non Urban	0.00	0.00	0.00	0.00	15.24	8.98	0.00	24.22	0.00	24.22
Collector										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Local										
Non Urban	0.00	2.41	2.41	0.00	11.24	466.62	73.25	553.52	0.25	553.77
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	2.41	2.41	0.00	11.24	466.62	73.25	553.52	0.25	553.77
TOTAL ALL SYSTEMS										
Non Urban	108.37	2.56	110.93	0.00	98.79	477.62	73.88	761.22	0.25	761.47
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	108.37	2.56	110.93	0.00	98.79	477.62	73.88	761.22	0.25	761.47

The above Table Does Not Include 1.40 Existing Miles And 0.00 Proposed Miles of Ramps.

The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

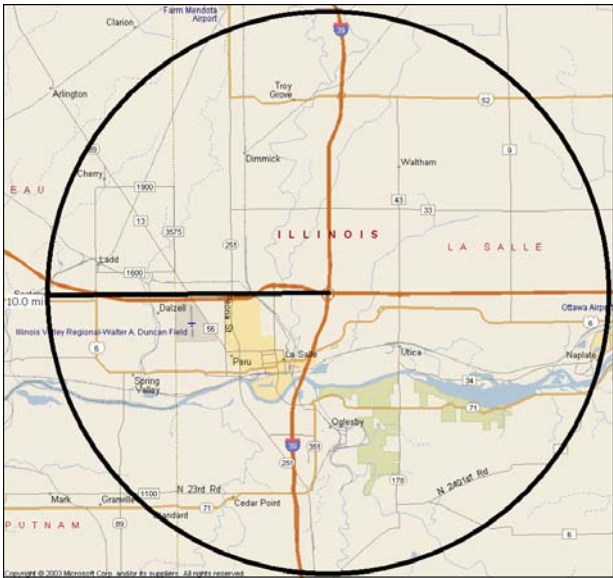
ILLINOIS DEPARTMENT OF TRANSPORTATION
Office of Planning and Programming - Planning Services Section
Mileage by 5-Year Functional Classification

District 3		STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS			DECEMBER 2004		
Livingston County		Primary (A)	Supple-mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)	Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
Interstate											
	Non Urban	29.12	0.00	29.12	0.00	0.00	0.00	0.00	29.12	0.00	29.12
	Urban	1.25	0.00	1.25	0.00	0.00	0.00	0.00	1.25	0.00	1.25
	Total	30.37	0.00	30.37	0.00	0.00	0.00	0.00	30.37	0.00	30.37
Freeway and Expressway											
	Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial											
	Non Urban	53.07	0.00	53.07	0.00	0.00	0.00	0.00	53.07	0.00	53.07
	Urban	6.27	0.00	6.27	0.00	0.00	0.00	0.00	6.27	0.00	6.27
	Total	59.34	0.00	59.34	0.00	0.00	0.00	0.00	59.34	0.00	59.34
Minor Arterial											
	Non Urban	104.44	0.00	104.44	0.00	0.00	0.00	0.00	104.44	0.00	104.44
	Urban	0.00	1.09	1.09	0.00	1.72	0.59	5.56	8.96	0.24	9.20
	Total	104.44	1.09	105.53	0.00	1.72	0.59	5.56	113.40	0.24	113.64
Major Collector											
	Non Urban	0.00	31.79	31.79	0.00	251.17	15.38	4.10	302.44	0.00	302.44
Minor Collector											
	Non Urban	0.00	0.00	0.00	0.00	2.85	12.01	0.31	15.17	0.00	15.17
Collector											
	Urban	0.00	0.00	0.00	0.00	0.54	2.73	6.84	10.11	0.22	10.33
Local											
	Non Urban	0.00	2.67	2.67	0.00	0.72	1,579.61	104.68	1,687.68	0.00	1,687.68
	Urban	0.00	0.08	0.08	0.00	0.10	7.96	46.71	54.85	0.44	55.29
	Total	0.00	2.75	2.75	0.00	0.82	1,687.57	151.39	1,742.53	0.44	1,742.97
TOTAL ALL SYSTEMS											
	Non Urban	186.63	34.46	221.09	0.00	254.74	1,607.00	109.09	2,191.92	0.00	2,191.92
	Urban	7.52	1.17	8.69	0.00	2.36	11.28	59.11	81.44	0.90	82.34
	Total	194.15	35.63	229.78	0.00	257.10	1,618.28	168.20	2,273.36	0.90	2,274.26

The above Table Does Not Include 6.62 Existing Miles And 0.00 Proposed Miles of Ramps.

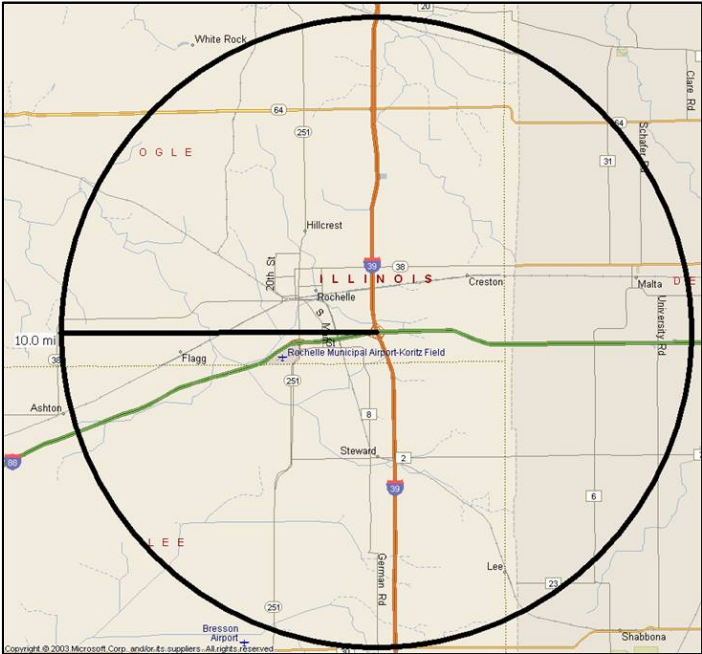
The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

The principal area of interest is the node located at I-39 and I-80. This is shown with a ten mile radius below.



5.7. I-39 and I-88 Infrastructure

This node services Rochelle and DeKalb. Major highways interfacing with interstates are Highways IL23, IL38 and IL64.



The node is bordered by DeKalb, Lee and Ogle Counties. The local and state highway systems for these counties are as follows:

ILLINOIS DEPARTMENT OF TRANSPORTATION
Office of Planning and Programming - Planning Services Section
Mileage by 5-Year Functional Classification

DECEMBER 2004

District 2 DeKalb County	STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS				Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
	Primary (A)	Supple- mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)				
Interstate											
Non Urban	0.00	0.00	0.00	15.60	0.00	0.00	0.00	15.60	0.00	15.60	
Urban	0.00	0.00	0.00	2.66	0.00	0.00	0.00	2.66	0.00	2.66	
Total	0.00	0.00	0.00	18.26	0.00	0.00	0.00	18.26	0.00	18.26	
Freeway and Expressway											
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Other Principal Arterial											
Non Urban	18.06	0.00	18.06	0.00	0.00	0.47	1.03	19.56	0.00	19.56	
Urban	22.00	0.00	22.00	0.00	0.00	0.00	0.00	22.00	0.00	22.00	
Total	40.06	0.00	40.06	0.00	0.00	0.47	1.03	41.56	0.00	41.56	
Minor Arterial											
Non Urban	76.16	0.00	76.16	0.00	0.00	0.00	0.00	76.16	0.00	76.16	
Urban	0.00	0.10	0.10	0.00	21.59	12.51	28.97	63.17	0.00	63.17	
Total	76.16	0.10	76.26	0.00	21.59	12.51	28.97	139.33	0.00	139.33	
Major Collector											
Non Urban	0.00	0.00	0.00	0.00	143.97	3.51	1.43	148.91	0.00	148.91	
Minor Collector											
Non Urban	0.00	0.00	0.00	0.00	16.71	14.26	0.00	30.97	0.00	30.97	
Collector											
Urban	0.00	0.00	0.00	0.00	0.00	8.03	15.32	23.35	0.00	23.35	
Local											
Non Urban	0.00	0.09	0.09	0.00	8.05	756.69	82.50	847.33	0.00	847.33	
Urban	0.00	0.25	0.25	0.00	0.00	11.60	148.05	159.90	0.00	159.90	
Total	0.00	0.34	0.34	0.00	8.05	768.29	230.55	1,007.23	0.00	1,007.23	
TOTAL ALL SYSTEMS											
Non Urban	94.22	0.09	94.31	15.60	168.73	774.93	84.96	1,138.53	0.00	1,138.53	
Urban	22.00	0.35	22.35	2.66	21.59	32.14	192.34	271.08	0.00	271.08	
Total	116.22	0.44	116.66	18.26	190.32	807.07	277.30	1,409.61	0.00	1,409.61	

The above Table Does Not Include 4.37 Existing Miles And 0.00 Proposed Miles of Ramps.
The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

ILLINOIS DEPARTMENT OF TRANSPORTATION
Office of Planning and Programming - Planning Services Section
Mileage by 5-Year Functional Classification

DECEMBER 2004

District 2 Ogle County	STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS			Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
	Primary (A)	Supple- mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)			
Interstate										
Non Urban	18.10	0.00	18.10	5.14	0.00	0.00	0.00	23.24	0.00	23.24
Urban	0.00	0.00	0.00	3.07	0.00	0.00	0.00	3.07	0.00	3.07
Total	18.10	0.00	18.10	8.21	0.00	0.00	0.00	26.31	0.00	26.31
Freeway and Expressway										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial										
Non Urban	53.26	0.00	53.26	0.00	0.00	0.00	0.00	53.26	0.00	53.26
Urban	5.47	0.00	5.47	0.00	0.00	0.00	0.00	5.47	0.00	5.47
Total	58.73	0.00	58.73	0.00	0.00	0.00	0.00	58.73	0.00	58.73
Minor Arterial										
Non Urban	88.06	0.04	88.10	0.00	0.00	0.00	0.00	88.10	0.00	88.10
Urban	2.35	0.00	2.35	0.00	3.03	0.79	7.81	13.98	0.00	13.98
Total	90.41	0.04	90.45	0.00	3.03	0.79	7.81	102.08	0.00	102.08
Major Collector										
Non Urban	20.03	2.61	22.64	0.00	164.72	8.76	3.01	199.13	0.00	199.13
Minor Collector										
Non Urban	0.00	0.00	0.00	0.00	58.84	12.24	0.50	71.58	0.00	71.58
Collector										
Urban	0.00	0.00	0.00	0.00	1.00	0.16	12.32	13.48	0.80	14.28
Local										
Non Urban	0.09	1.15	1.24	0.00	43.01	936.84	115.67	1,096.76	0.00	1,096.76
Urban	0.00	0.00	0.00	0.00	0.00	1.43	36.60	38.03	0.00	38.03
Total	0.09	1.15	1.24	0.00	43.01	938.27	152.27	1,134.79	0.00	1,134.79
TOTAL ALL SYSTEMS										
Non Urban	179.54	3.80	183.34	5.14	266.57	957.64	119.18	1,532.07	0.00	1,532.07
Urban	7.82	0.00	7.82	3.07	4.03	2.38	56.73	74.03	0.80	74.83
Total	187.36	3.80	191.16	8.21	270.60	960.02	175.91	1,606.10	0.80	1,606.90

The above Table Does Not Include 13.54 Existing Miles And 0.00 Proposed Miles of Ramps.

The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

ILLINOIS DEPARTMENT OF TRANSPORTATION
Office of Planning and Programming - Planning Services Section
Mileage by 5-Year Functional Classification

DECEMBER 2004

District 2 Lee County	STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS			Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
	Primary (A)	Supple- mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)			
Interstate										
Non Urban	19.23	0.00	19.23	29.68	0.00	0.00	0.00	48.91	0.00	48.91
Urban	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.28	0.00	0.28
Total	19.23	0.00	19.23	29.96	0.00	0.00	0.00	49.19	0.00	49.19
Freeway and Expressway										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial										
Non Urban	27.84	0.00	27.84	0.00	0.00	0.00	0.00	27.84	0.00	27.84
Urban	11.82	0.00	11.82	0.00	0.00	0.00	0.00	11.82	0.00	11.82
Total	39.66	0.00	39.66	0.00	0.00	0.00	0.00	39.66	0.00	39.66
Minor Arterial										
Non Urban	73.53	0.00	73.53	0.00	0.00	0.00	0.00	73.53	0.00	73.53
Urban	0.00	0.74	0.74	0.00	3.54	1.90	7.88	14.06	0.00	14.06
Total	73.53	0.74	74.27	0.00	3.54	1.90	7.88	87.59	0.00	87.59
Major Collector										
Non Urban	20.20	8.48	28.68	0.00	173.65	5.37	4.38	212.08	0.00	212.08
Minor Collector										
Non Urban	0.00	0.00	0.00	0.00	38.62	10.48	0.00	49.10	0.00	49.10
Collector										
Urban	0.00	0.00	0.00	0.00	0.24	0.00	10.19	10.43	0.00	10.43
Local										
Non Urban	0.00	5.23	5.23	0.00	6.07	909.25	48.88	969.43	0.00	969.43
Urban	0.00	0.00	0.00	0.00	0.00	8.91	57.21	66.12	0.00	66.12
Total	0.00	5.23	5.23	0.00	6.07	918.16	106.09	1,035.55	0.00	1,035.55
TOTAL ALL SYSTEMS										
Non Urban	140.80	13.71	154.51	29.68	216.34	925.10	53.26	1,380.89	0.00	1,380.89
Urban	11.82	0.74	12.56	0.28	3.78	10.81	75.28	102.71	0.00	102.71
Total	152.62	14.45	167.07	29.96	222.12	935.91	128.54	1,483.60	0.00	1,483.60

The above Table Does Not Include 10.75 Existing Miles And 0.00 Proposed Miles of Ramps.

The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

I-39 is receiving minor surface repairs between Rochelle and Mendota. Rochelle roads are in serviceable condition. State highway 38 which is an option to the I-88 toll road would need resurfacing and possible widening before handling additional heavy traffic.

5.8. I-39 and I-90 Infrastructure

I-39 and I-90 node service the Rockford area and is flanked by Boone and Winnebago County.



ILLINOIS DEPARTMENT OF TRANSPORTATION
Office of Planning and Programming - Planning Services Section
Mileage by 5-Year Functional Classification

TABLE HS-4 DECEMBER 2004

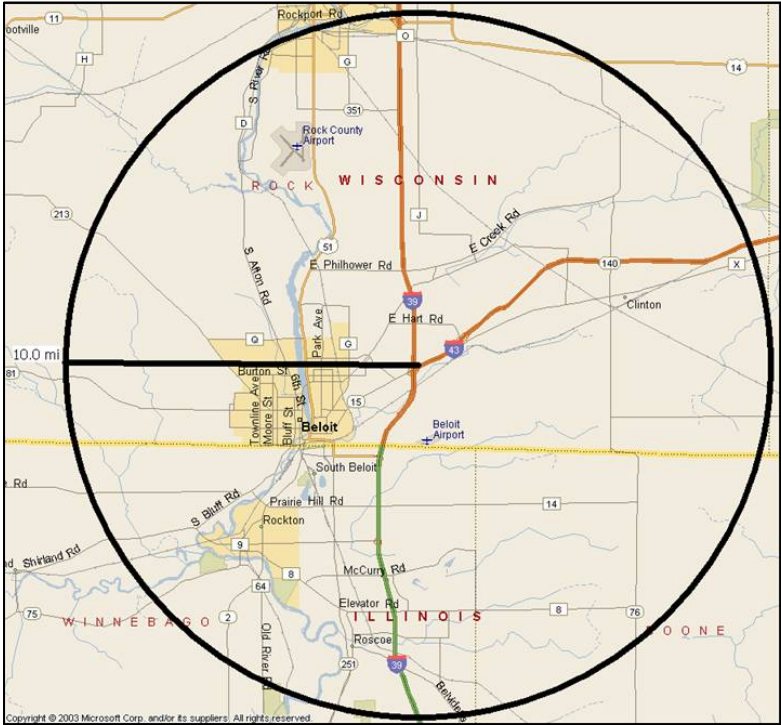
District 2 Boone County	STATE HIGHWAY SYSTEMS				LOCAL HIGHWAY SYSTEMS			Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
	Primary (A)	Supple- mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)			
Interstate										
Non Urban	0.00	0.00	0.00	10.67	0.00	0.00	0.00	10.67	0.00	10.67
Urban	0.00	0.00	0.00	2.11	0.00	0.00	0.00	2.11	0.00	2.11
Total	0.00	0.00	0.00	12.78	0.00	0.00	0.00	12.78	0.00	12.78
Freeway and Expressway										
Urban	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial										
Non Urban	13.66	0.00	13.66	0.00	0.00	0.00	0.00	13.66	0.00	13.66
Urban	7.52	0.00	7.52	0.00	0.00	0.00	0.00	7.52	0.00	7.52
Total	21.18	0.00	21.18	0.00	0.00	0.00	0.00	21.18	0.00	21.18
Minor Arterial										
Non Urban	28.33	0.00	28.33	0.00	0.00	0.00	0.00	28.33	0.00	28.33
Urban	0.00	0.00	0.00	0.00	1.06	0.39	10.90	12.35	0.00	12.35
Total	28.33	0.00	28.33	0.00	1.06	0.39	10.90	40.68	0.00	40.68
Major Collector										
Non Urban	0.00	0.00	0.00	0.00	67.94	11.68	4.82	84.44	0.00	84.44
Minor Collector										
Non Urban	0.00	0.00	0.00	0.00	17.53	11.22	0.00	28.75	0.00	28.75
Collector										
Urban	0.00	0.00	0.00	0.00	0.00	0.16	6.48	6.64	0.00	6.64
Local										
Non Urban	0.00	0.37	0.37	0.00	7.68	374.42	35.14	417.61	0.00	417.61
Urban	0.00	0.00	0.00	0.00	0.00	1.52	71.12	72.64	0.74	73.38
Total	0.00	0.37	0.37	0.00	7.68	375.94	106.26	490.25	0.74	490.99
TOTAL ALL SYSTEMS										
Non Urban	41.99	0.37	42.36	10.67	93.15	397.32	39.96	583.46	0.00	583.46
Urban	7.52	0.00	7.52	2.11	1.06	2.07	88.50	101.26	0.74	102.00
Total	49.51	0.37	49.88	12.78	94.21	399.39	128.46	684.72	0.74	685.46

The above Table Does Not Include 4.33 Existing Miles And 0.00 Proposed Miles of Ramps.
The above Table Does Not Include 0.00 Existing Miles And 0.00 Proposed Miles of Collector-Distributors.

ILLINOIS DEPARTMENT OF TRANSPORTATION											
Office of Planning and Programming - Planning Services Section											
Mileage by 5-Year Functional Classification											
TABLE HS-4									DECEMBER 2004		
District 2		STATE HIGHWAY SYSTEMS			LOCAL HIGHWAY SYSTEMS						
Winnebago County		Primary (A)	Supple-mentary (B)	Total (A) and (B)	Toll (C)	County (D)	Township (E)	Municipal (F)	Total Existing (A) thru (F)	Proposed (G)	Total Designated (A) thru (G)
Interstate											
Non Urban		3.19	0.00	3.19	4.93	0.00	0.00	0.00	8.12	0.00	8.12
Urban		7.45	0.00	7.45	11.19	0.00	0.00	0.00	18.64	0.00	18.64
Total		10.64	0.00	10.64	16.12	0.00	0.00	0.00	26.76	0.00	26.76
Freeway and Expressway											
Urban		11.95	0.00	11.95	0.00	0.00	0.00	0.00	11.95	0.00	11.95
Other Principal Arterial											
Non Urban		13.78	0.13	13.91	0.00	0.00	0.00	0.00	13.91	0.72	14.63
Urban		71.96	7.00	78.96	0.00	15.07	2.26	16.49	112.38	1.58	113.96
Total		85.74	7.13	92.87	0.00	15.07	2.26	16.49	126.29	2.30	128.59
Minor Arterial											
Non Urban		16.65	0.18	16.83	0.00	0.00	0.00	0.00	16.83	0.00	16.83
Urban		6.22	3.16	9.38	0.00	44.78	17.02	78.70	149.88	0.84	150.72
Total		22.87	3.34	26.21	0.00	44.78	17.02	78.70	166.71	0.84	167.55
Major Collector											
Non Urban		14.27	3.32	17.59	0.00	147.76	1.05	1.10	167.50	0.00	167.50
Minor Collector											
Non Urban		0.00	0.00	0.00	0.00	24.02	3.95	0.00	27.97	0.00	27.97
Collector											
Urban		3.16	2.20	5.36	0.00	25.01	14.18	96.42	142.97	0.61	143.58
Local											
Non Urban		0.00	9.07	9.07	0.00	68.63	408.24	39.83	525.77	0.00	525.77
Urban		0.00	6.25	6.25	0.00	6.44	205.09	764.02	961.80	0.61	962.41
Total		0.00	15.32	15.32	0.00	75.07	613.33	803.85	1,507.57	0.61	1,508.18
TOTAL ALL SYSTEMS											
Non Urban		47.89	12.70	60.59	4.93	240.41	413.24	40.93	760.10	0.72	760.82
Urban		100.34	18.61	118.95	11.19	91.30	238.55	967.63	1,417.62	3.64	1,421.26
Total		148.23	31.31	179.54	16.12	331.71	651.79	998.56	2,177.72	4.36	2,182.08
				33.47	Existing Miles And	0.00	Proposed Miles of Ramps.				
				0.00	Existing Miles And	0.00	Proposed Miles of Collector-Distributors.				

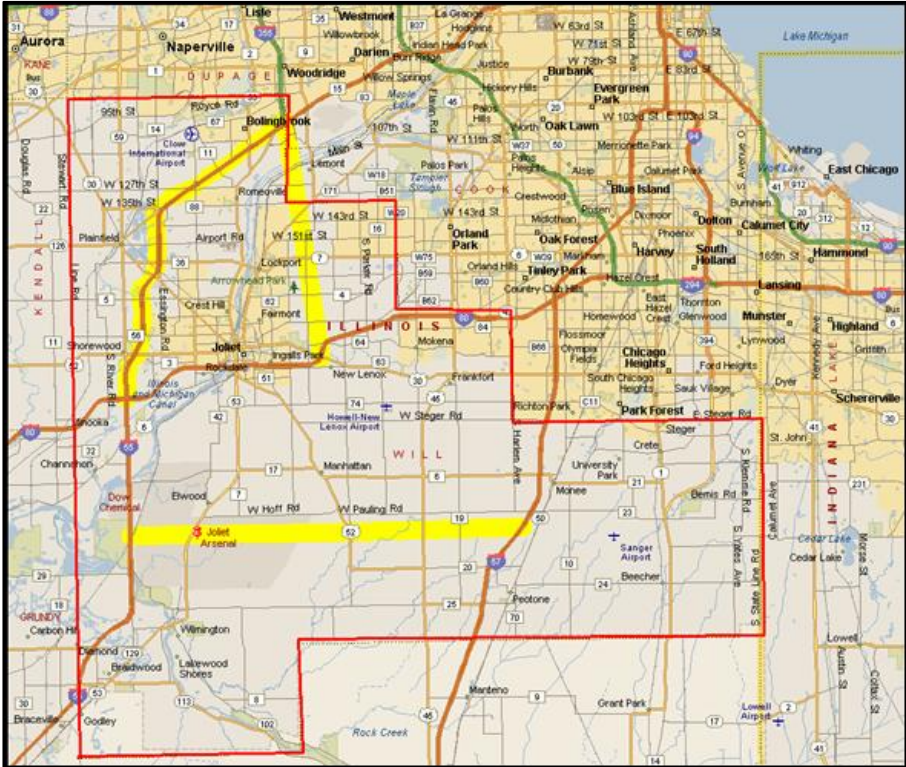
5.9. I-39 and I-43 Infrastructure

The I-39 and I-43 node appears as follows. This node is in Rock County Wisconsin north of Boone and Winnebago County and services Beloit and Janesville..



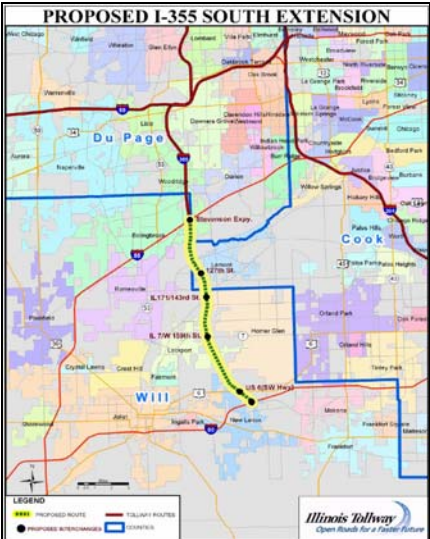
Road conditions on I-43 are poor for two miles past the I-43/I39 interchange. Side roads are also in need of repair. There are 17 road repair and resurfacing projects on the state books for Rock County. I-39 is experiencing a resurfacing project north of the Wisconsin border. The southbound side is currently undergoing construction. There are multiple truck service facilities in and around the exchange.

5.10. Infrastructure Improvements Planned for Will County



Planned infrastructure changes (shown in yellow above) for Will County include:

- Linking cargo operations at the proposed SSA with the Center Point Intermodal Center in Elwood with a limited access highway. The Gateway Hub is located 15 miles to the west of the site for the proposed SSA.
- I-355 extension from I-55 at Bolingbrook to I-80 at New Lenox in Will County is ready for construction pending funding. (Arsenal Road)



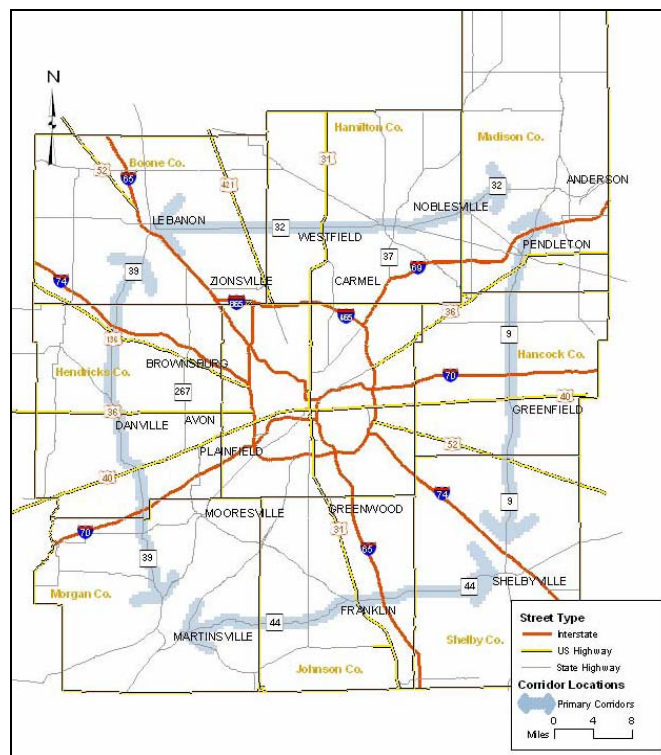
- Widening of I-55 from Bolingbrook to I-80 and then to Will county.
- Connector for I-55 and I-57. Also intended to connect the proposed SSA and the CenterPoint Intermodal Center this rebuilt highway would further serve as regional arterial linking the proposed Prairie Parkway with the proposed Illiana Expressway through to I-65 in Indiana.

These proposals recognize the increasing importance of the Chicago region as a gateway in that the domestic and international intermodal freight network would be served by these changes. These proposed modern highway changes address a major concern that exists about the adequacy of freight-highway connectors needed in the intermodal system.²¹

The planned changes are logical extensions of the regional infrastructure and highly compatible with the growth in highway logistics. Despite growth in rail and intermodal shipping, trucking is expected to double by the year 2020 and projected to be used for some 82% of all shipments.²²

5.11. Infrastructure Improvements Planned for Indianapolis

The highway network of Indianapolis is highlighted by the convergence of I-65, I-69, I-70 and I-74. The convergence is facilitated by the I-465 loop. Although the loop is frequently congested several studies are underway to develop congestion relief.



²¹ Federal Highway Administration NHS Intermodal Connector Planning. There are a total of 117 intermodal facilities in Illinois (all modes truck, rail, air and water) and only 154 connector miles. CATS has estimated that 55 miles of improvement are needed in the Chicago area.

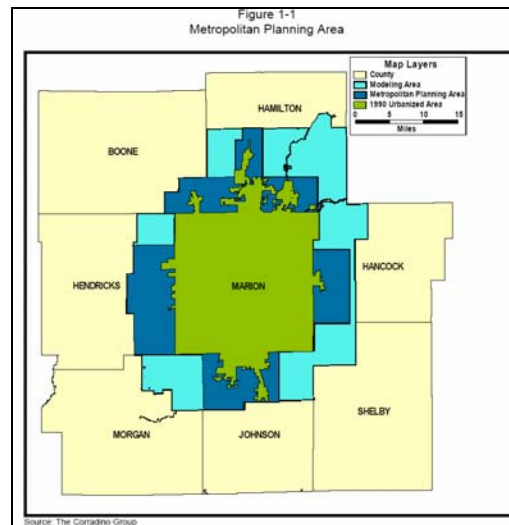
²² ATA industry projections.

These include the Central Indiana Suburban Transportation and Mobility Study (CISTMS) which is focusing on several broad corridors including State Roads 32, 38, 9, 44 and 267/39. The implementation of one or more of these corridors could establish a portion of circumferential roadway (“outer belt” concept) that could relieve a portion of I-465. The Indianapolis Metropolitan Planning Board (MPO) is also conducting studies for future connections and routes for I-69.

Of significance is the completion of the project to provide new travel lanes on Interstate 70 and an interchange at Six Points Road near Indianapolis International Airport. The development effort also includes new collector lanes from I-267 and US 40.

The interchange is now complete, and opening is pending completion of work on AmeriPLEX Parkway south of I-70, where it ties into Six Points Road, which also is known as Ronald Reagan Parkway. Six Points Road will serve as the new gateway to Indianapolis International Airport, which plans to open a new midfield terminal and parking garage in 2008.²³

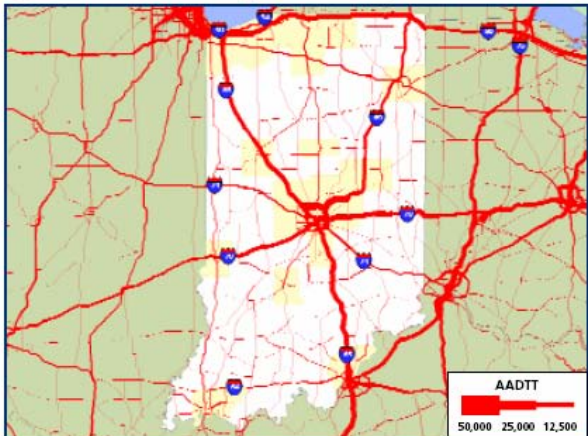
Ongoing planning is outlined in the Indianapolis Regional Transportation Plan which covers the following counties for a period expiring in 2025 during which population is expected to grow 30% and employment 44%. The majority of that growth (57%) is expected to occur in Marion County.



Overall congestion is expected to be a major problem in the future as shown on this volume forecast. The Regional Transportation Study has found that a major issue facing the region is congestion. Traffic congestion, already a problem is expected to increase.

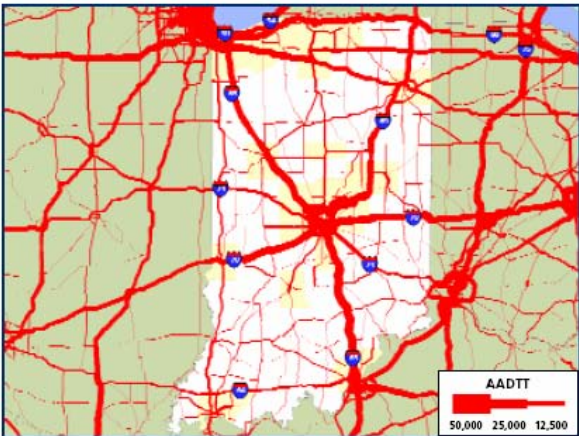
²³ Indianapolis Highway Department

Figure 3. Estimated Average Annual Daily Truck Traffic: 1998

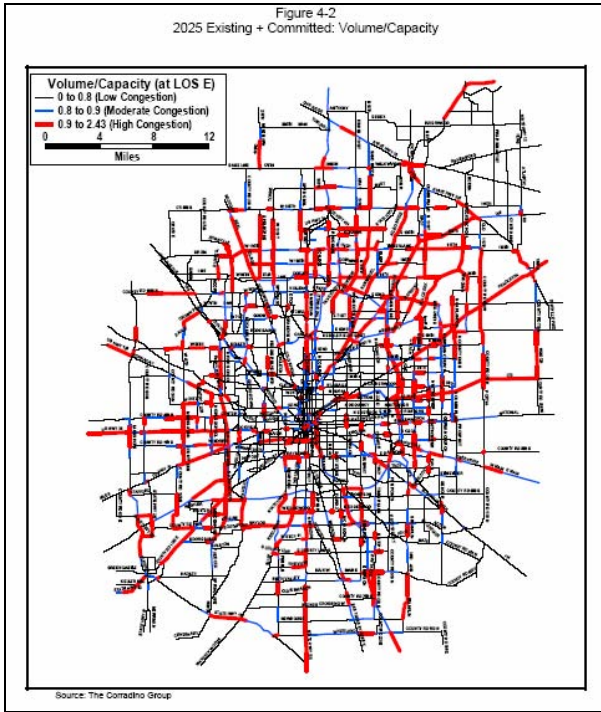


Federal Highway Administration

Figure 4. Estimated Average Annual Daily Truck Traffic: 2020

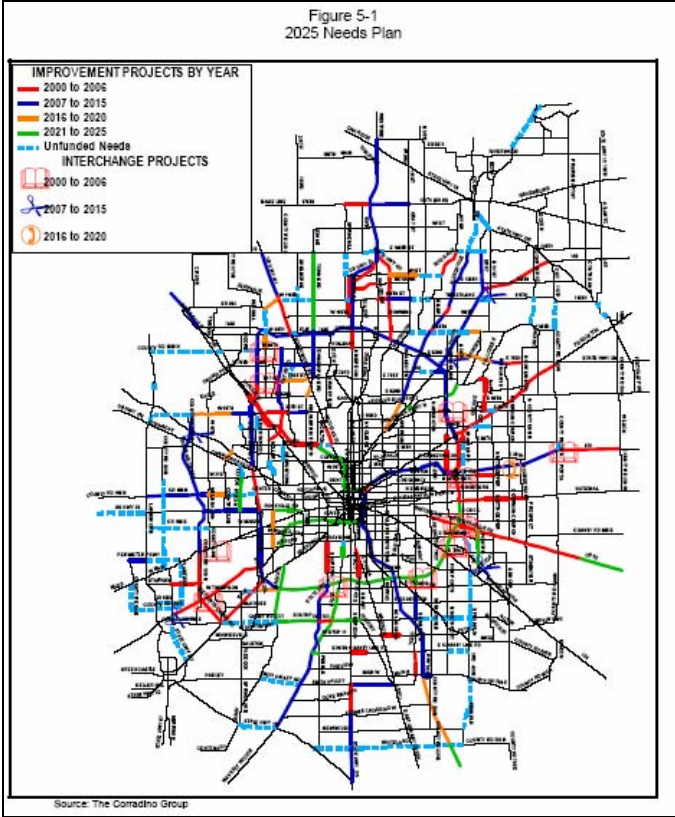


Federal Highway Administration

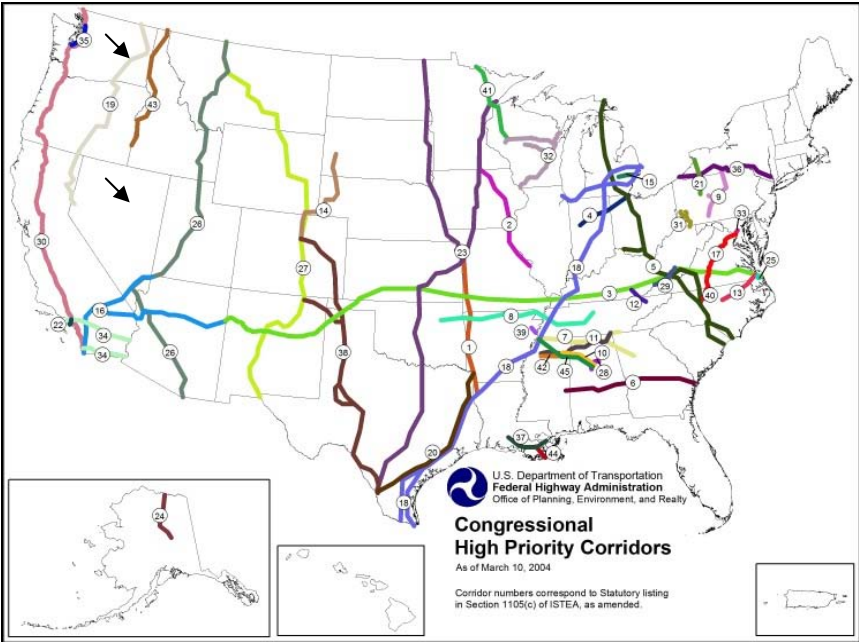


Source: The Corradino Group

The regional transportation plan developed by MPO has identified a cost-feasible plan and identified funding requirements through to 2025. The plan is dynamic and is reviewed continuously to insure that the needs of the metropolitan area are being met.



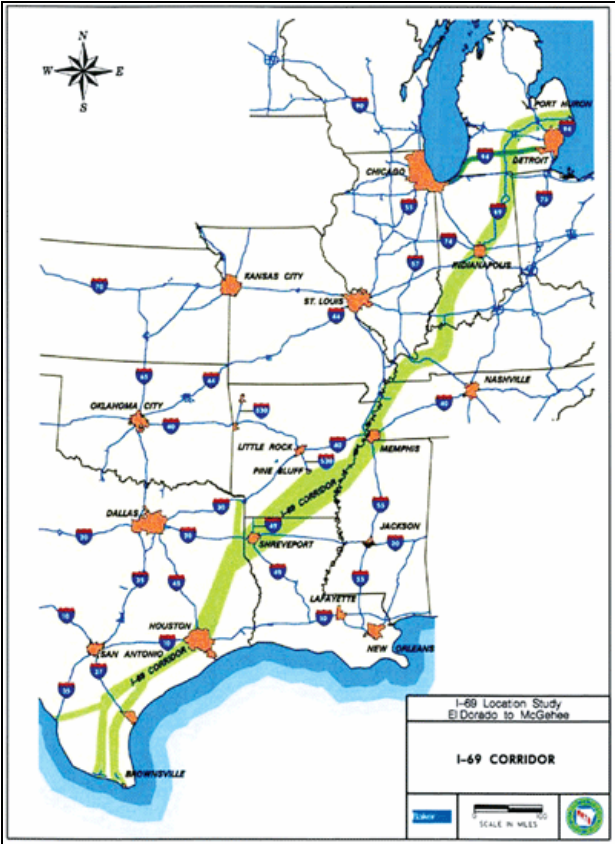
The I-69 corridor is classified as a high priority highway as part of the National Highway System. The I-69 corridor provides direct access to the well connected highway systems of Indianapolis.²⁴



²⁴ I-69 is considered a Bi-National Corridor and is part of the network known as the NAFTA Superhighway

High priority corridors are authorized for additional federal funding due to their economic or military strategic importance to the National Highway System.

The I-69 Corridor consists of the highway network from Sarnia, Ontario, Canada, through Port Huron, Michigan, southwesterly along Interstate Route 69 through Indianapolis, Indiana, through Evansville, Indiana, Memphis, Tennessee, Mississippi, Arkansas, Shreveport / Bossier Louisiana, to Houston, Texas, and to the Lower Rio Grande Valley at the border between the United States and Mexico.



Currently there are only a few Congressional High Priority Corridors that involve Illinois. These include portions of the I-69 corridor from Michigan to Chicago via I-94 and the Wisconsin Development Corridor.

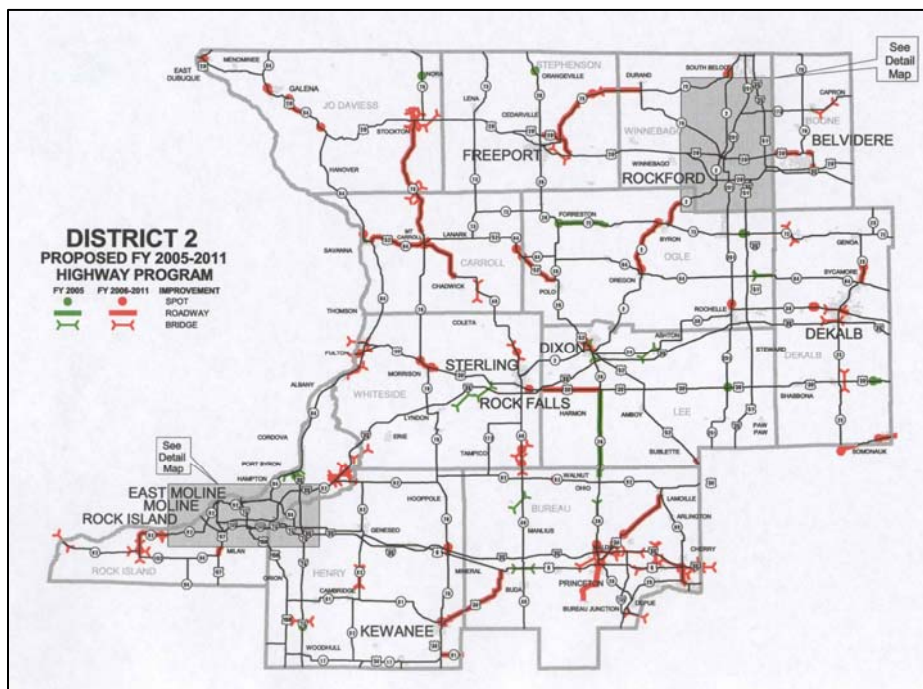
5.12. Infrastructure Improvements Affecting I-39

5.12.1. I-39 Corridor Improvements

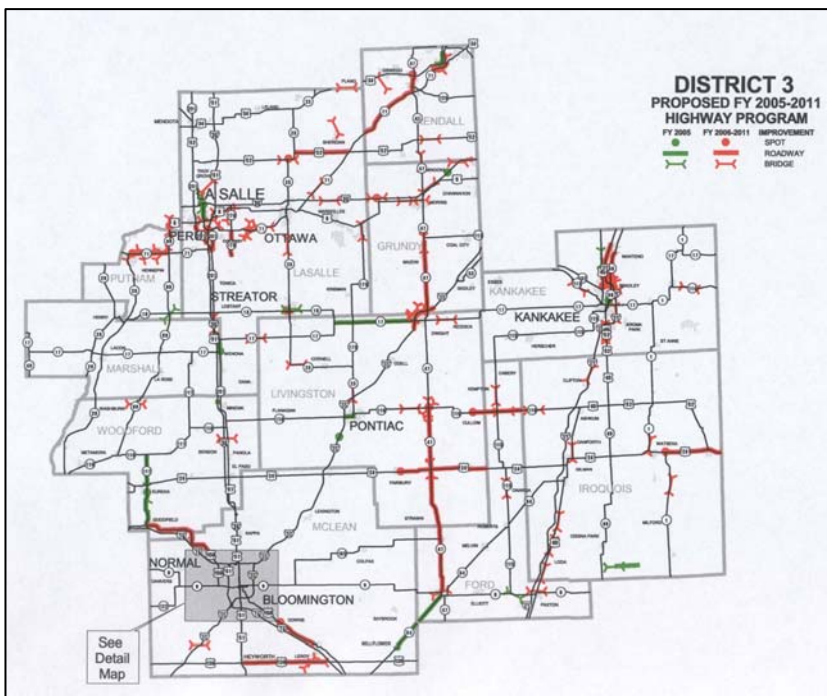
Illinois has a cluster of interstate highways in the northern part of the state (I-90, I-94, I-80, and I-88). There is another cluster in the central part of the state (I-74, I-55, I-70, I-57, and I-64). Prior to the creation of I-39, there was nothing joining these highways. The initial start of what became I-39 was an upgrade of U.S. 51. The first section of this upgrade built to interstate standards stretched between Rockford and LaSalle-Peru. Another section started in Bloomington working northward towards LaSalle-Peru. The majority of funding was provided by the state of Illinois.

The completion of this project was construction of a bridge over the wide Illinois River at LaSalle-Peru. This also allowed the designation of this road as Interstate 39 (1987-1988). As of 1993, Interstate 39 was complete from I-55 north to I-90. As of September 2000, Interstate 39 was complete from Bloomington, Illinois, to Merrill, Wisconsin, a distance of 262 miles. Today, Interstate 39 has quadrupled in size from when it was first developed.²⁵

The Illinois Department of Transportation maintains a long range highway improvement program for state roads. These improvements directly affect the local infrastructure surrounding I-39. Counties comprising the I-39 Logistics Corridor are assigned to District 2 and 3 of the program. The program lays out planned improvements for the years 2005 through 2011. The association should consider monitoring these projects and providing input on proposed projects that would enhance local infrastructure at the key nodes of the corridor. Current plans for the relevant districts are outlined below.



²⁵ "Milestones for U.S. Transportation," *Public Roads* U.S. Department of Transportation



5.12.2. Rockford Area Transportation Plan

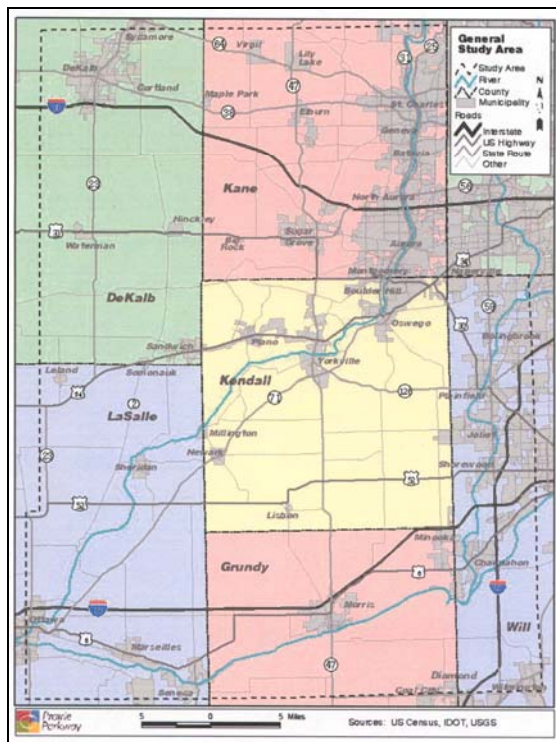
Identified bottlenecks in the Rockford Area Transportation Study include the following:

- The I-39 and I-90 interchange
- I-39 at US 20 lane widening is needed
- Problems with local routes including 90 degree turns on SR 251, substandard intersection capacities and lane widths.
- Airport access roads are considered substandard and there is no interchange access to the Rockford Airport.

The Association should consider active involvement in promoting correction of these deficiencies.

5.12.3. Prairie Parkway Project

The Illinois Department of Transportation (IDOT) is evaluating future needs for transportation improvements. Amongst those improvements is the proposed Prairie Parkway Project. The project is not funded and is still in the study phase. The study area is shown below and includes the eastern part of LaSalle County.



The Prairie Parkway, also known as the outer beltway, is a proposed 36-mile-long highway that would connect Interstates 88 and 80. The proposed highway includes a 400-foot-wide corridor that would run through Kane, Kendall and Grundy counties and their related municipalities, from Minooka to just east of Kaneville.

The Outer Belt Corridor study area has been defined generally as the area bounded by Route 88 on the north, the Illinois River on the south, the eastern line of Kane County and Kendall County on the east, and the eastern portion of LaSalle County (east of IL-23) and DeKalb County on the west.

The study area is 1,600 square miles and consists of 1,428 route miles of existing highway. The interstate portion, including I-55, I-80 and I-88 consists of 98 miles. The project addresses the fact that there are no north-south Interstates between I-55/355 and I-39. This is a distance of almost 50 miles.

The north-south routes include IL-47, IL-23 north of I-88 in DeKalb county and IL-59. In comparison east-west principal arterials include I-80, I-88, US 30, IL-64, IL-71 and portions of US 34, US 52, Il 38 and IL 56.

The engineering study found that the majority of traffic is carried on minor arterials or collector streets which constitute 74% of the highway system in the area. This led to a conclusion that the study area road system was not balanced relative to functional classification of highway types. Principal arterials which are higher capacity roads are more developed in Will (37%) and Kane (32%) counties than in DeKalb (15%), LaSalle (17%), Grundy (22%) and Kendall (25%).

The Chicago Area Transportation Study regional forecasting model was used to predict future conditions in the study area. Among the findings were that population and employment would be increasing in the future.²⁶ Six counties are included in the study area.

Population			
County	2000	2030	Change
DeKalb	88,969	130,000	46%
Grundy	37,537	65,300	74%
Kane	404,119	680,000	68%
Kendall	54,544	131,000	140%
LaSalle	111,509	123,400	11%
Will	502,266	1,136,700	126%
Subtotal	1,200,944	2,268,430	89%
CMSA	9,157,540	11,872,600	30%
<i>Prairie Parkway Engineering Study</i>			
Employment			
County	2000	2030	Change
DeKalb	48,446	67,100	39%
Grundy	20,119	30,000	49%
Kane	242,211	389,000	61%
Kendall	21,606	37,900	75%
LaSalle	59,620	84,100	41%
Will	185,225	475,000	156%
Subtotal	579,227	1,085,130	87%
CMSA	5,550,960	7,385,000	33%
<i>Prairie Parkway Engineering Study</i>			

Truck traffic is projected to increase 63% in the area. I-80 and I-88 are expected to have daily truck volume increase in excess of 2,000 trucks per day each. The heaviest corridors of vehicle traffic demand were found to be located in the central and eastern portions of the study area oriented in the north south direction.

5.12.4. Illinois Tollway Infrastructure

The Illinois Tollway consists of four legs. These are I-294/94, I-90, I-355 and I-88. The Tollway serves growing communities in 12 counties where employment opportunities have grown as quickly as residential communities. The Tollway is a primary freight route and promotes intermodal transportation by connecting the area’s road network to O’Hare airport and the intermodal facility in Rochelle.

The long range plan includes creating an “open road” system that would provide non-stop trips for Tollway users equipped with I-PASS. Major areas of attention are planned.

1. Fixing the infrastructure by reconstructing 90% of the 274 mile system. Reconstruction will include widening 117 miles of Tollway.

²⁶ It should be noted that Will County was listed as the 4th fastest growing county in the United States in 2002. It should also be noted that only the eastern portion of LaSalle County is included in the figures above. The model utilizes census data and trends to forecast.

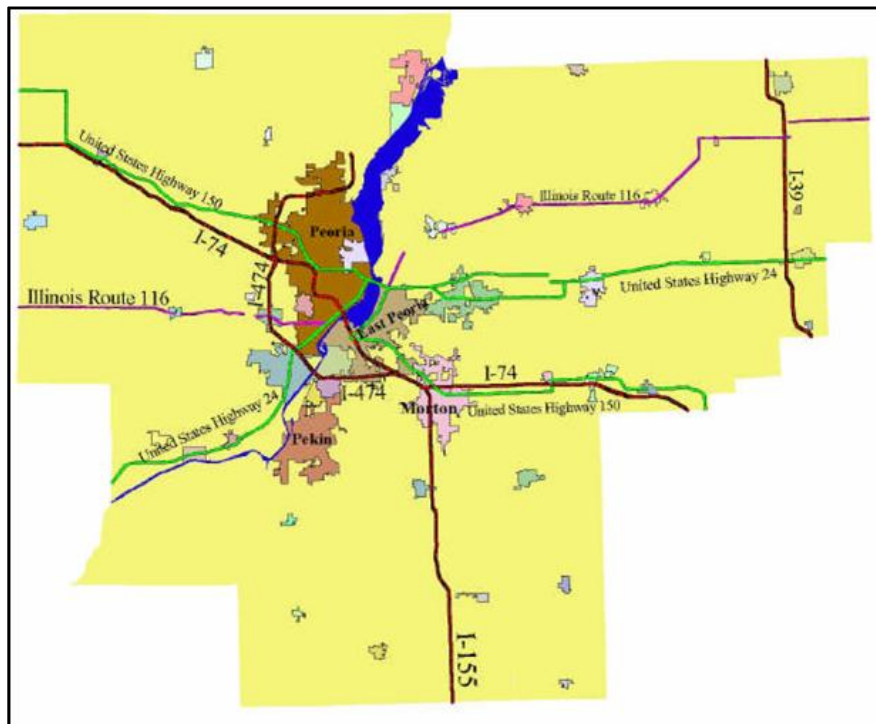
5.12.5. I-74 Corridor Improvements

The I-74 corridor provides a vital link between Iowa and Illinois, and an important gateway to the Quad Cities region. The current configuration of roadways and bridges along I-74 does not provide consistent travel times along this major transportation corridor. Traffic incidents and maintenance activities on the narrow Mississippi River bridges impede traffic flow. Therefore, improvements to the I-74 corridor are needed to enhance the movement of persons and goods between Iowa and Illinois. This corridor provides several linkages to Illinois via I-80 west of I-39.

The Iowa Department of Transportation and Illinois Department of Transportation have joined forces for the I-74 Iowa-Illinois Corridor Study. This project has examined a wide range of alternatives designed to improve traffic flow and mobility in the project area, which extends from Avenue of the Cities in Moline, IL, to 53rd Street in Davenport, IA.

A preferred alternative has been developed and is being pursued to the funding stage.

Additionally, I-74 from East Peoria through Peoria is being completely removed and replaced. I-74 is the main interstate serving Peoria, East Peoria and the tri-county area. This is the largest downstate highway construction project in Illinois history, Upgrade 74. At a cost of nearly \$460 million, Upgrade 74 will provide new overpasses, all new pavement and safer entrance and exit ramps and will be completed in 2005.



5.13. Trucking Volumes in the Region

Trucking volumes in the region are very high. Truck loads to and from the Chicago BEA total in excess of 80 million loads per year. The Peoria BEA generates 8 million loads per year. Both regions reflect balanced freight markets for trucking. This promotes better freight rates.²⁸

From Chicago Rockford BEA Truck Loads²⁹

BEA	Origin	Truckload Loads	L-T-L Truck Loads	Private Truck Loads	Truck Loads
64	Total	24,371,600	780,343	15,954,414	41,350,134

From Peoria BEA Truck Loads

BEA	Origin	Truckload Loads	L-T-L Truck Loads	Private Truck Loads	Truck Loads
101	Total	2,287,450	34,461	1,664,342	3,999,581

To Chicago Rockford BEA Truck Loads

BEA	Destination	Truckload Loads	L-T-L Truck Loads	Private Truck Loads	Truck Loads
64	Total	23,484,708	746,269	15,950,087	40,297,008

To Peoria BEA Truck Loads

BEA	Destination	Truckload Loads	L-T-L Truck Loads	Private Truck Loads	Truck Loads
101	Total	2,295,298	32,968	1,662,713	4,005,380

Entry and exit direction to the I-39 corridor is dominated by traffic entering and exiting to the east and west with 83% and 80% respectively.³⁰

Entry_Road_Direction	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
E	97,530,124	2,570,550	37,542,276	137,642,949	55%	55%
W	53,286,830	2,134,026	14,208,052	69,628,907	28%	83%
N	22,985,354	561,731	7,843,999	31,391,083	13%	95%
S	8,564,382	338,123	2,850,830	11,753,335	5%	100%
Undetermined	197,275	3,808	252,104	453,186	0%	100%
Exit_Road_Direction	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
W	79,808,618	2,902,919	24,099,307	106,810,844	43%	43%
E	68,226,976	1,782,670	23,895,824	93,905,470	37%	80%
S	25,782,704	711,107	10,359,561	36,853,372	15%	95%
N	8,328,854	209,733	4,003,981	12,542,568	5%	100%
Undetermined	416,811	1,808	338,588	757,207	0%	100%

²⁸ Indianapolis is not a balanced freight market for trucking

²⁹ Truckloads averaged 12 tons overall.

³⁰ Freight flow Analysis of June 2003 to June 2004 commodity flow data. Approximately 650,000 loads sampled totaling 250 million tons.

The dominant entry and exit points for I-39 are I-90 and I-55 covering 81% and 83% of such transactions respectively.

Entry Road	Number Times Route is Used	% Of Rout Entries	Exit Road	Number Times Route is Used	% Of Rout Entries
I90	450,388	69%	I90	450,647	69%
I55	78,247	12%	I55	89,697	14%
I88	22,207	3%	I88	30,879	5%
U20	21,307	3%	U20	16,123	2%
I43	20,954	3%	LRIVER	13,616	2%
LRIVER	20,045	3%	I43	13,022	2%
S81	8,050	1%	S81	6,811	1%
I39	5,364	1%	I39	5,255	1%
S64	4,729	1%	I80	4,666	1%
I80	4,539	1%	S64	4,541	1%
S251	2,831	0%	J90RM	2,658	0%
J90RM	2,259	0%	S251	2,407	0%
U51	1,961	0%	S17	1,846	0%
U34	1,684	0%	U34	1,681	0%
S17	1,507	0%	U51	1,607	0%
S116	1,101	0%	S116	1,434	0%
U24	1,029	0%	U24	1,121	0%
S71	755	0%	S71	1,105	0%
Other	344	0%	Other	222	0%
S29	42	0%	S1	22	0%
S1	36	0%	S29	22	0%
U52	17	0%	U52	14	0%

I-39 Entry and Exit Tonnage

Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% of total Weight	Cumm %
I90	120,468,904	3,684,076	33,084,242	157,237,221	63%	63%
Other	21,265,633	800,428	14,237,488	36,303,548	14%	77%
I55	21,904,818	547,187	7,360,147	29,812,151	12%	89%
I88	7,937,057	221,255	3,748,798	11,907,110	5%	94%
I43	5,514,479	286,956	1,255,564	7,056,998	3%	97%
I80	3,240,793	24,175	1,783,793	5,048,761	2%	99%
I39	2,232,281	44,161	1,227,229	3,503,671	1%	100%
Total	182,563,964	5,608,237	62,697,261	250,869,461	100%	

Exit_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% of total Weight	Cumm %
I90	118,705,018	3,763,906	32,521,211	154,990,135	62%	62%
Other	20,351,032	500,602	12,456,283	33,307,916	13%	75%
I55	23,368,844	701,459	8,551,089	32,621,391	13%	88%
I88	8,638,467	418,170	3,097,460	12,154,097	5%	93%
I39	5,015,348	41,267	3,316,280	8,372,894	3%	96%
I43	3,621,473	153,045	1,255,460	5,029,978	2%	98%
I80	2,863,783	29,788	1,499,478	4,393,050	2%	100%

Truck traffic in the corridor has approximately 3,100 destinations if aggregated by county. LaSalle County, Winnebago and Ogle Counties are major destinations. Winnebago and LaSalle are major origin points for I-39 truck traffic.

Destination	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
La Salle County, IL	5,590,419	44,353	3,864,544	9,499,317	4%	4%
Cook County, IL	3,801,705	267,583	3,883,676	7,952,964	3%	7%
Winnebago County, IL	4,333,224	184,877	3,120,580	7,638,681	3%	10%
DuPage County, IL	2,553,219	60,691	2,289,953	4,903,863	2%	12%
Ogle County, IL	2,269,301	17,602	1,500,393	3,787,296	2%	13%
Lake County, IN	1,805,027	14,342	1,042,365	2,861,734	1%	15%
Dane County, WI	1,909,239	125,893	693,434	2,728,566	1%	16%
Rock County, WI	1,933,905	98,870	588,633	2,621,408	1%	17%
Putnam County, IL	1,594,288	3,695	803,361	2,401,344	1%	18%
Lee County, IL	1,268,926	20,102	1,054,156	2,343,184	1%	19%
Boone County, IL	1,417,367	8,224	867,689	2,293,280	1%	20%
Kane County, IL	1,109,620	19,631	1,109,611	2,238,862	1%	20%
Hennepin County, MN	1,670,733	185,328	333,060	2,189,120	1%	21%
Marshall County, IL	1,437,610	3,254	724,554	2,165,418	1%	22%
Milwaukee County, WI	1,234,262	73,630	561,315	1,869,207	1%	23%
Will County, IL	870,031	19,184	781,180	1,670,394	1%	24%
Marathon County, WI	1,182,566	46,028	411,236	1,639,831	1%	24%
Stephenson County, IL	1,026,231	13,229	587,922	1,627,382	1%	25%
McHenry County, IL	737,852	18,121	814,880	1,570,853	1%	26%
Lake County, IL	655,791	48,418	865,308	1,569,517	1%	26%
Wood County, WI	992,979	15,170	444,861	1,453,011	1%	27%

Origin	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
Winnebago County, IL	5,940,562	346,714	4,835,034	11,122,310	4%	4%
Hennepin County, MN	5,550,937	216,773	1,769,084	7,536,794	3%	7%
Cook County, IL	4,649,157	237,754	2,416,748	7,303,658	3%	10%
Dane County, WI	4,023,882	80,428	2,281,741	6,386,051	3%	13%
King County, WA	4,082,120	93,546	1,272,858	5,448,525	2%	15%
Rock County, WI	3,009,986	83,084	2,062,423	5,155,492	2%	17%
La Salle County, IL	2,590,934	57,621	1,849,731	4,498,287	2%	19%

5.14. NAFTA Trucking on I-39

NAFTA trucking on I-39 also enters and exits primarily through I-90 and I-55.

Entry_Road	Total Truck Tons	% of total Weight	Cumm %
I90	7,149,849	83%	83%
I55	888,628	10%	93%
Other	301,035	3%	96%
I43	160,817	2%	98%
I88	63,853	1%	99%
I39	46,221	1%	100%
I80	41,481	0%	100%
Exit_Road	Total Truck Tons	% of total Weight	Cumm %
I90	7,098,485	82%	82%
I55	883,991	10%	92%
Other	322,972	4%	96%
I43	251,911	3%	99%
I88	53,386	1%	100%
I80	29,719	0%	100%
I39	11,419	0%	100%

Principal origins and destinations reflect the importance of Canada as a trading partner.

I-39 NAFTA Trucking Origins

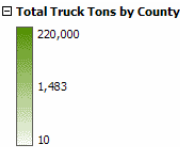
Origin	Total Truck Tons	% Total Truck Tons	Cumm %
Non-CMA ON	966,024	11%	11%
Non-CMA MB	949,804	11%	22%
Toronto ON	561,650	6%	29%
Non-CMA BC	530,223	6%	35%
Non-CMA SK	514,121	6%	41%
Non-CMA AB	393,516	5%	45%
Winnipeg MB	267,301	3%	48%
Vancouver BC	165,112	2%	50%
Milwaukee County, WI	163,360	2%	52%
Edmonton AB	99,637	1%	53%
Nuevo Leon	90,076	1%	54%
Distrito Federal	86,813	1%	55%
Waukesha County, WI	84,449	1%	56%
Rock County, WI	82,587	1%	57%
Saskatoon SK	79,198	1%	58%
Mexico	64,083	1%	59%
Winnebago County, IL	59,767	1%	60%
Dane County, WI	43,238	0%	60%
Non-CMA QC	36,212	0%	61%
Ogle County, IL	35,780	0%	61%
Tamaulipas	33,190	0%	61%
Regina SK	32,788	0%	62%
Marathon County, WI	30,831	0%	62%
Calgary AB	28,028	0%	62%
Hennepin County, MN	26,786	0%	63%
Jefferson County, KY	25,644	0%	63%
Ottawa ON	23,186	0%	63%
Kitchener ON	22,364	0%	64%
Hamilton ON	21,814	0%	64%
Cook County, IL	21,648	0%	64%
Marshall County, IL	20,702	0%	64%
Dunn County, WI	20,604	0%	65%

I-39 NAFTA Trucking Destinations

Destination	Total Truck Tons	% Total Truck Tons	Cumm %
Non-CMA ON	650,949	8%	8%
Non-CMA BC	455,141	5%	13%
Non-CMA MB	309,992	4%	16%
Non-CMA AB	292,220	3%	20%
Toronto ON	263,402	3%	23%
Cook County, IL	218,024	3%	25%
Non-CMA QC	206,062	2%	28%
Non-CMA SK	194,105	2%	30%
Vancouver BC	193,480	2%	32%
Winnipeg MB	137,180	2%	34%
Milwaukee County, WI	129,628	1%	35%
Hennepin County, MN	123,637	1%	37%
Edmonton AB	85,226	1%	38%
Mexico	82,506	1%	39%
Allegheny County, PA	81,783	1%	40%
Ramsey County, MN	79,770	1%	40%
Montreal PQ	76,743	1%	41%
Hampden County, MA	73,561	1%	42%
Distrito Federal	72,020	1%	43%
Winnebago County, IL	71,613	1%	44%
Rock County, WI	64,211	1%	45%
Dane County, WI	63,150	1%	45%
Cuyahoga County, OH	56,681	1%	46%
Wayne County, MI	54,697	1%	47%
Hamilton County, OH	54,389	1%	47%
Nuevo Leon	54,083	1%	48%
Marathon County, WI	53,929	1%	49%
Saskatoon SK	49,941	1%	49%
King County, WA	48,926	1%	50%
Dakota County, MN	47,220	1%	50%
Charleston County, SC	46,815	1%	51%
Middlesex County, MA	45,552	1%	51%
Kings County, NY	45,413	1%	52%
Brown County, WI	43,402	1%	52%
Greenville County, SC	41,211	0%	53%
Ogle County, IL	40,756	0%	53%
La Salle County, IL	40,154	0%	54%

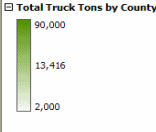
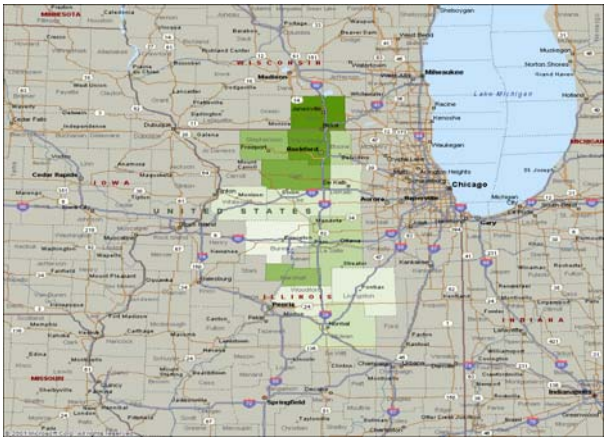
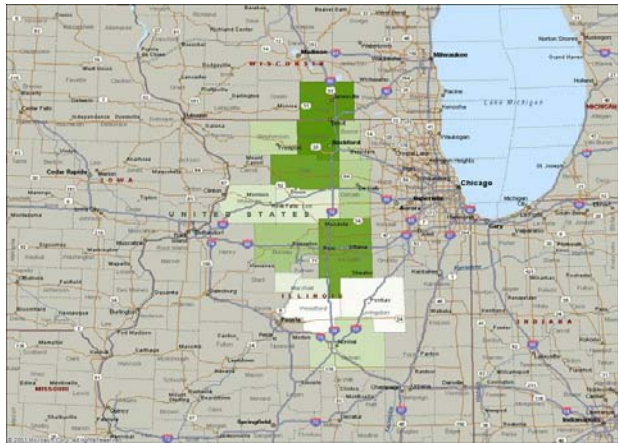
Inbound NAFTA Illinois

Outbound NAFTA Illinois



Inbound NAFTA I-39 Corridor

Outbound NAFTA I-39 Corridor



5.15. Trucking Commodities

Origin commodities that utilize trucking include intermodal drayage and the classification of warehousing and distribution. Warehousing and distribution is a commodity that consists of a variety of consumer goods that are detailed below.

Chicago Rockford BEA Origin Commodities Trucking

BEA	Origin	STCC	Commodity	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Cumm. Tons %
64	Chicago, IL	1400	Nonmetallic Minerals	65,683,904	0	78,044,552	143,728,456	24.6%
64	Chicago, IL	5020	Rail Intermodal Drayage	57,565,798	0	0	57,565,798	34.4%
64	Chicago, IL	5010	Warehouse & Distribution Center	22,746,483	1,263,269	27,980,781	51,990,533	43.3%
64	Chicago, IL	2911	Petroleum Refining Products	7,253,925	38,043	11,953,080	19,282,030	47.0%
64	Chicago, IL	3273	Ready-mix Concrete, Wet	0	0	19,166,348	19,166,348	50.3%
64	Chicago, IL	113	Grain	9,389,933	0	4,769,441	14,164,856	54.3%
64	Chicago, IL	3313	Electrometallurgical Products	11,371,106	151,095	1,330,143	12,852,417	56.5%
64	Chicago, IL	2912	Liquefied Gases,coal Or Petroleum	5,165,454	37,816	3,614,643	8,824,514	58.1%
64	Chicago, IL	2991	Misc Coal Or Petroleum Products	5,568,805	399,265	2,534,357	8,507,263	59.7%
64	Chicago, IL	2092	Soybean Oil Or By-products	5,676,217	26,579	1,716,113	7,428,069	61.4%
64	Chicago, IL	2812	Potassium Or Sodium Compound	4,836,995	219,203	1,777,089	6,844,625	63.0%
64	Chicago, IL	2046	Wet Corn Milling Or Milo	4,158,561	78,757	952,349	5,263,924	64.3%
64	Chicago, IL	2951	Asphalt Paving Blocks Or Mix	3,798,627	352,637	586,859	4,738,971	65.2%
64	Chicago, IL	2411	Primary Forest Materials	3,082,104	142,788	1,374,300	4,601,077	66.0%
64	Chicago, IL	3071	Misc Plastic Products	3,067,548	259,369	815,356	4,209,258	66.7%
64	Chicago, IL	2097	Ice, Natural Or Manufactured	3,402,667	124,778	645,068	4,172,513	67.4%
64	Chicago, IL	3311	Blast Furnace Or Coke	1,376,188	33,981	2,634,021	4,045,695	68.2%
64	Chicago, IL	2813	Industrial Gases	2,070,200	100,536	1,331,433	3,503,819	68.8%
64	Chicago, IL	3499	Fabricated Metal Products, Nec	1,898,850	110,070	1,007,128	3,036,319	69.3%
64	Chicago, IL	3271	Concrete Products	1,598,792	1,981	1,339,326	2,955,920	69.8%
64	Chicago, IL	2899	Chemical Preparations, Nec	2,296,212	253,556	350,558	2,934,053	70.4%
64	Chicago, IL	3295	Nonmetal Minerals, Processed	1,476,167	63,006	1,105,603	2,652,036	70.9%
64	Chicago, IL	2952	Asphalt Coatings Or Felt	1,768,795	53,473	757,056	2,580,488	71.4%
64	Chicago, IL	3241	Portland Cement	1,395,627	531	957,924	2,365,282	71.9%
64	Chicago, IL	2879	Misc Agricultural Chemicals	1,561,839	192,091	589,241	2,346,157	72.3%
64	Chicago, IL	3461	Metal Stampings	1,716,472	105,193	503,711	2,326,613	72.7%
64	Chicago, IL	2071	Candy Or Other Confectionery	1,689,162	50,392	415,234	2,179,050	73.0%
64	Chicago, IL	2432	Plywood Or Veneer	1,639,369	77,312	355,397	2,074,642	73.4%
64	Chicago, IL	3714	Motor Vehicle Parts Or Accessories	986,145	371,521	434,289	1,990,609	73.9%
64	Chicago, IL	2741	Misc Printed Matter	1,461,176	150,799	268,083	1,888,649	74.3%
64	Chicago, IL	2099	Misc Food Preparations, Nec	1,387,213	83,751	285,767	1,794,979	74.7%
64	Chicago, IL	2093	Nut Or Veg Oils Or By-products	1,225,859	14,129	405,772	1,648,219	75.1%
64	Chicago, IL	3711	Motor Vehicles	893,395	246,275	446,182	1,645,060	75.8%
64	Chicago, IL	2651	Containers Or Boxes,paper	834,296	45,879	716,140	1,607,989	76.1%
64	Chicago, IL	2851	Paints, Lacquers, Etc.	1,128,214	136,713	287,368	1,586,044	76.3%
64	Chicago, IL	2086	Soft Drinks Or Mineral Water	505,482	447	1,060,670	1,572,086	76.6%
64	Chicago, IL	114	Oil Kernels, Nuts Or Seeds	1,058,681	0	511,256	1,570,365	77.3%
64	Chicago, IL	2621	Paper	1,025,535	34,666	257,305	1,464,597	77.6%
64	Chicago, IL	2041	Flour Or Other Grain Mill Products	1,039,063	8,973	370,158	1,435,494	78.1%
64	Chicago, IL	2821	Plastic Mater Or Synth Fibres	854,819	128,005	372,345	1,414,537	78.5%
64	Chicago, IL	3741	Locomotives Or Parts	827,106	84,722	252,692	1,169,384	78.7%
64	Chicago, IL	3275	Gypsum Products	792,516	6,729	317,215	1,122,353	78.9%
64	Chicago, IL	2052	Biscuits, Crackers Or Pretzles	836,174	46,752	188,875	1,074,042	79.1%
64	Chicago, IL	2083	Malt	411,499	879	591,156	1,003,534	79.3%
64	Chicago, IL	2818	Misc Industrial Organic Chemicals	586,984	39,441	258,853	1,003,525	79.5%
64	Chicago, IL	2085	Distilled Or Blended Liquors	656,138	3,935	301,132	961,994	79.7%
64	Chicago, IL	3713	Motor Bus Or Truck Bodies	610,332	86,782	213,252	911,898	79.9%
64	Chicago, IL	3321	Iron Or Steel Castings	569,613	11,634	321,926	904,249	80.0%
64	Chicago, IL	5030	Air Freight Drayage	883,189	0	0	883,189	80.2%

Chicago Rockford BEA Destination Commodities Trucking

BEA	Destination	STCC	Commodity	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Cumm. Tons %
64	Chicago, IL	1400	Nonmetallic Minerals	53,135,136	0	63,134,309	116,269,445	20.1%
64	Chicago, IL	5010	Warehouse & Distribution Center	25,237,050	995,289	38,238,477	64,470,816	31.2%
64	Chicago, IL	5020	Rail Intermodal Drayage	55,065,370	0	0	55,065,370	40.7%
64	Chicago, IL	3273	Ready-mix Concrete, Wet	0	0	19,563,966	19,563,966	44.1%
64	Chicago, IL	113	Grain	8,633,862	0	5,451,551	14,090,767	47.3%
64	Chicago, IL	1121	Bituminous Coal	12,487,419	0	0	12,487,515	58.9%
64	Chicago, IL	2912	Liquefied Gases,coal Or Petroleum	3,687,281	177,911	2,037,038	5,902,986	59.9%
64	Chicago, IL	119	Misc. Field Crops	1,540,226	0	2,475,357	4,020,499	60.7%
64	Chicago, IL	2411	Primary Forest Materials	3,048,755	215,254	733,293	3,997,778	61.4%
64	Chicago, IL	2911	Petroleum Refining Products	1,236,846	51,479	1,684,712	2,976,893	62.5%
64	Chicago, IL	2812	Potassium Or Sodium Compound	1,579,821	94,817	832,172	2,519,712	63.6%
64	Chicago, IL	2951	Asphalt Paving Blocks Or Mix	1,521,849	228,849	298,686	2,050,946	64.0%
64	Chicago, IL	2879	Misc Agricultural Chemicals	1,442,330	207,051	341,817	1,991,850	64.4%
64	Chicago, IL	2086	Soft Drinks Or Mineral Water	936,477	10,381	1,000,427	1,969,843	64.7%
64	Chicago, IL	3295	Nonmetal Minerals, Processed	1,289,425	51,889	604,801	1,946,853	65.2%
64	Chicago, IL	3271	Concrete Products	1,244,060	32,239	629,832	1,912,050	65.6%
64	Chicago, IL	2813	Industrial Gases	895,923	606,921	357,502	1,862,087	65.9%
64	Chicago, IL	3241	Portland Cement	1,254,376	12,725	514,491	1,785,446	66.4%
64	Chicago, IL	3714	Motor Vehicle Parts Or Accessories	1,195,808	136,391	210,233	1,616,188	66.8%
64	Chicago, IL	3071	Misc Plastic Products	994,691	174,336	252,213	1,458,098	67.1%
64	Chicago, IL	3313	Electrometallurgical Products	1,192,197	54,068	166,069	1,412,966	67.4%
64	Chicago, IL	114	Oil Kernels, Nuts Or Seeds	852,676	0	519,377	1,373,606	67.8%
64	Chicago, IL	2092	Soybean Oil Or By-products	685,027	2,425	448,052	1,135,535	68.9%
64	Chicago, IL	2026	Processed Milk	234,552	9,531	832,312	1,076,531	69.0%
64	Chicago, IL	2099	Misc Food Preparations, Nec	750,291	77,171	152,772	1,008,284	69.3%
64	Chicago, IL	2432	Plywood Or Veneer	685,180	81,947	196,558	966,923	69.6%
64	Chicago, IL	2991	Misc Coal Or Petroleum Products	451,695	1,195	489,587	944,168	70.3%
64	Chicago, IL	3311	Blast Furnace Or Coke	366,345	7,521	495,105	869,080	70.6%
64	Chicago, IL	2433	Prefab Wood Buildings	390,524	218,577	228,162	839,231	70.7%
64	Chicago, IL	2082	Malt Liquors	654,349	4,468	163,510	827,506	70.9%
64	Chicago, IL	2651	Containers Or Boxes,paper	475,715	45,738	288,696	821,463	71.1%
64	Chicago, IL	5030	Air Freight Drayage	807,591	0	0	807,591	71.2%
64	Chicago, IL	142	Dairy Farm Products	796,553	0	0	796,553	71.3%
64	Chicago, IL	2062	Sugar, Refined, Cane Or Beet	613,101	11,042	151,888	777,995	71.6%
64	Chicago, IL	2491	Treated Wood Products	550,537	30,203	194,917	775,822	71.8%
64	Chicago, IL	3251	Clay Brick Or Tile	461,675	3,216	279,012	744,921	71.9%
64	Chicago, IL	3499	Fabricated Metal Products, Nec	395,843	58,437	276,821	733,662	72.1%
64	Chicago, IL	3275	Gypsum Products	495,005	1,577	214,804	720,472	72.2%
64	Chicago, IL	2818	Misc Industrial Organic Chemicals	571,307	21,488	91,690	692,577	72.7%
64	Chicago, IL	3711	Motor Vehicles	453,367	120,731	82,520	684,026	73.3%
64	Chicago, IL	3332	Primary Lead Smelter Products	425,075	8,686	224,144	661,785	73.4%
64	Chicago, IL	2042	Prepared Or Canned Feed	451,748	109,740	85,014	648,461	73.6%
64	Chicago, IL	141	Livestock	407,511	0	211,404	637,745	73.8%
64	Chicago, IL	2952	Asphalt Coatings Or Felt	355,918	42,305	223,737	623,657	73.9%
64	Chicago, IL	3461	Metal Stampings	443,687	47,591	130,816	623,087	74.0%
64	Chicago, IL	2499	Misc Wood Products	422,399	15,935	137,829	618,542	74.2%
64	Chicago, IL	2821	Plastic Mater Or Synth Fibres	353,101	74,667	167,175	610,444	74.7%
64	Chicago, IL	133	Leafy Fresh Vegetables	445,198	0	140,474	599,998	74.8%
64	Chicago, IL	139	Misc Fresh Vegetables	403,084	0	141,142	546,021	75.0%
64	Chicago, IL	2047	Dog,cat Or Other Pet Food,nec	407,211	31,631	66,957	507,273	75.1%
64	Chicago, IL	161	Live Poultry	489,662	0	728	490,389	75.1%
64	Chicago, IL	3741	Locomotive Or Parte	312,284	47,297	120,176	479,849	75.2%
64	Chicago, IL	3281	Cut Stone Or Stone Products	339,474	6,431	116,771	464,503	75.3%
64	Chicago, IL	2097	Ice, Natural Or Manufactured	297,270	0	156,543	453,813	75.4%
64	Chicago, IL	2621	Paper	335,709	13,238	40,237	453,578	75.8%
64	Chicago, IL	2034	Dehydr Or Dried Fruit Or Veg	404,490	15,423	31,162	451,328	75.9%
64	Chicago, IL	2899	Chemical Preparations, Nec	341,057	38,040	60,729	447,062	76.2%
64	Chicago, IL	2631	Fiber, Paper Or Pulpboard	376,873	21,036	31,331	429,265	76.5%
64	Chicago, IL	2052	Biscuits, Crackers Or Pretzles	324,203	41,913	46,728	421,331	76.5%
64	Chicago, IL	2033	Canned Fruits,vegetables, Etc.	313,406	8,988	87,482	412,402	76.7%
64	Chicago, IL	3713	Motor Bus Or Truck Bodies	234,886	46,903	107,668	390,053	76.8%
64	Chicago, IL	2071	Candy Or Other Confectionery	230,311	27,271	105,935	385,451	76.8%
64	Chicago, IL	3334	Primary Aluminum Smelter Products	176,390	112,074	81,448	379,101	76.9%
64	Chicago, IL	3399	Primary Metal Products, Nec	236,631	20,459	112,676	370,840	77.0%
64	Chicago, IL	3444	Sheet Metal Products	255,812	52,977	61,976	370,766	77.1%
64	Chicago, IL	3321	Iron Or Steel Castings	242,361	15,410	98,830	356,715	77.1%
64	Chicago, IL	2032	Canned Specialties	295,058	3,646	44,178	351,101	77.2%
64	Chicago, IL	3494	Valves Or Pipe Fittings	227,875	63,625	56,818	350,145	77.2%
64	Chicago, IL	2429	Misc Sawmill Or Planing Mill	297,817	1,405	48,911	348,132	77.3%
64	Chicago, IL	3715	Truck Trailers	208,717	31,514	98,621	339,964	77.4%
64	Chicago, IL	2061	Sugar Mill Prod Or By-prod	291,203	4,165	42,131	337,499	77.4%
64	Chicago, IL	122	Deciduous Fruits	260,721	0	76,353	337,212	77.5%
64	Chicago, IL	2014	Animal By-prod,inedible	223,166	691	111,348	336,177	77.6%
64	Chicago, IL	3449	Misc Metal Work	227,112	16,952	80,181	331,110	77.7%
64	Chicago, IL	2644	Wallpaper	233,575	20,533	75,282	329,390	77.8%
64	Chicago, IL	2851	Paints, Lacquers, Etc.	223,187	27,109	72,351	326,549	77.8%
64	Chicago, IL	2046	Wet Corn Milling Or Milo	187,579	2,735	122,835	323,398	79.3%
64	Chicago, IL	2041	Flour Or Other Grain Mill Products	227,552	24,528	64,548	317,387	80.4%

Peoria Origin Commodities Trucking

BEA	Origin	STCC	Commodity	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Cumm. Tons %
101	Peoria, IL	1400	Nonmetallic Minerals	7,769,051	0	9,231,061	17,000,112	34.3%
101	Peoria, IL	113	Grain	3,707,043	0	1,379,914	5,089,062	52.8%
101	Peoria, IL	5010	Warehouse & Distribution Center	1,687,437	137,347	2,841,837	4,666,622	62.3%
101	Peoria, IL	2912	Liquefied Gases,coal Or Petroleum	429,319	1,025	515,603	946,790	64.2%
101	Peoria, IL	3273	Ready-mix Concrete, Wet	0	0	820,000	820,000	65.8%
101	Peoria, IL	2092	Soybean Oil Or By-products	498,455	1,940	155,132	656,261	67.3%
101	Peoria, IL	114	Oil Kernels, Nuts Or Seeds	475,121	0	176,797	652,104	71.9%
101	Peoria, IL	2813	Industrial Gases	496,311	753	50,776	548,122	73.0%
101	Peoria, IL	2951	Asphalt Paving Blocks Or Mix	336,145	22,491	44,561	403,241	73.9%
101	Peoria, IL	5020	Rail Intermodal Drayage	366,504	0	0	366,504	74.6%
101	Peoria, IL	3313	Electrometallurgical Products	348,082	6,737	1,425	356,251	75.3%
101	Peoria, IL	2879	Misc Agricultural Chemicals	240,112	29,249	83,455	353,094	76.0%
101	Peoria, IL	3295	Nonmetal Minerals, Processed	261,041	5,975	35,198	303,183	76.7%
101	Peoria, IL	2042	Prepared Or Canned Feed	222,927	4,496	17,985	246,337	79.0%
101	Peoria, IL	2041	Flour Or Other Grain Mill Products	192,871	1,112	31,683	228,260	79.6%
101	Peoria, IL	2491	Treated Wood Products	182,402	8,881	34,363	225,646	80.1%
101	Peoria, IL	2014	Animal By-prod,inedible	192,683	25	28,974	223,505	80.5%
101	Peoria, IL	2047	Dog,cat Or Other Pet Food,nec	198,021	1,991	12,272	213,834	81.0%
101	Peoria, IL	2818	Misc Industrial Organic Chemicals	97,417	5,505	70,306	195,848	82.1%
101	Peoria, IL	2991	Misc Coal Or Petroleum Products	135,335	12,114	30,924	178,470	82.5%
101	Peoria, IL	2899	Chemical Preparations, Nec	105,297	11,867	23,426	142,151	82.9%
101	Peoria, IL	2411	Primary Forest Materials	113,333	991	24,776	139,137	83.2%
101	Peoria, IL	2851	Paints, Lacquers, Etc.	118,283	1,556	10,381	133,136	83.4%
101	Peoria, IL	3271	Concrete Products	72,899	211	57,789	131,636	83.7%
101	Peoria, IL	3071	Misc Plastic Products	95,376	8,620	23,692	129,609	84.0%
101	Peoria, IL	2911	Petroleum Refining Products	44,206	535	75,378	120,319	85.0%
101	Peoria, IL	2086	Soft Drinks Or Mineral Water	32,559	12	82,897	115,805	85.2%
101	Peoria, IL	2096	Margarine,shortening, Etc.	86,993	1,442	22,892	112,489	85.7%
101	Peoria, IL	119	Misc. Field Crops	86,499	0	13,543	100,042	85.9%

Peoria Destination Commodities Trucking

BEA	Destination	STCC	Commodity	Truckload Tons	L-T-L Tons	Private Tons	Truck Tons	Cumm. Tons %
101	Peoria, IL	1400	Nonmetallic Minerals	8,432,841	0	10,019,766	18,452,607	27.9%
101	Peoria, IL	113	Grain	3,655,688	0	1,501,560	5,157,390	36.1%
101	Peoria, IL	5010	Warehouse & Distribution Center	887,276	73,481	1,481,830	2,442,587	39.8%
101	Peoria, IL	2911	Petroleum Refining Products	686,848	5,953	957,216	1,651,949	43.9%
101	Peoria, IL	5020	Rail Intermodal Drayage	1,320,889	0	0	1,320,889	45.9%
101	Peoria, IL	2411	Primary Forest Materials	1,052,434	2,913	167,942	1,223,359	47.8%
101	Peoria, IL	2912	Liquefied Gases,coal Or Petroleum	686,085	6,674	409,661	1,102,424	49.5%
101	Peoria, IL	3273	Ready-mix Concrete, Wet	0	0	1,102,055	1,102,055	51.1%
101	Peoria, IL	2951	Asphalt Paving Blocks Or Mix	456,073	24,478	57,868	538,877	52.0%
101	Peoria, IL	3313	Electrometallurgical Products	469,418	5,071	59,829	534,472	52.9%
101	Peoria, IL	2086	Soft Drinks Or Mineral Water	171,554	143	347,904	525,401	53.7%
101	Peoria, IL	2879	Misc Agricultural Chemicals	432,187	8,561	77,118	517,982	54.5%
101	Peoria, IL	2812	Potassium Or Sodium Compound	467,068	5,929	40,091	515,698	55.9%
101	Peoria, IL	114	Oil Kernels, Nuts Or Seeds	372,292	0	142,021	514,565	56.7%
101	Peoria, IL	3241	Portland Cement	336,114	252	151,856	489,368	57.6%
101	Peoria, IL	3295	Nonmetal Minerals, Processed	299,568	664	158,888	459,257	58.3%
101	Peoria, IL	3271	Concrete Products	282,190	201	174,684	458,516	59.0%
101	Peoria, IL	2092	Soybean Oil Or By-products	218,496	310	152,177	370,994	59.6%
101	Peoria, IL	2047	Dog,cat Or Other Pet Food,nec	259,783	982	95,968	358,078	60.1%
101	Peoria, IL	2991	Misc Coal Or Petroleum Products	228,984	0	123,958	353,589	60.9%
101	Peoria, IL	3714	Motor Vehicle Parts Or Accessories	280,712	2,713	46,034	343,449	61.5%
101	Peoria, IL	2813	Industrial Gases	205,253	12,865	105,910	324,461	62.0%
101	Peoria, IL	3711	Motor Vehicles	149,498	4,267	130,609	302,176	62.5%
101	Peoria, IL	3071	Misc Plastic Products	193,832	6,410	90,251	298,638	62.9%
101	Peoria, IL	2821	Plastic Mater Or Synth Fibres	204,459	937	77,926	290,591	63.4%
101	Peoria, IL	2818	Misc Industrial Organic Chemicals	265,798	1,359	19,284	289,704	64.2%
101	Peoria, IL	2082	Malt Liquors	209,724	29	58,136	269,825	64.6%
101	Peoria, IL	2026	Processed Milk	47,859	114	187,498	235,473	64.9%
101	Peoria, IL	2042	Prepared Or Canned Feed	141,087	13,155	69,312	223,754	65.4%
101	Peoria, IL	2099	Misc Food Preparations, Nec	135,264	2,491	74,012	218,609	65.7%
101	Peoria, IL	2429	Misc Sawmill Or Planing Mill	179,972	164	32,928	213,063	66.0%
101	Peoria, IL	3499	Fabricated Metal Products, Nec	104,787	2,825	92,184	200,361	66.4%
101	Peoria, IL	2621	Paper	127,957	656	28,509	184,882	66.7%
101	Peoria, IL	2062	Sugar, Refined, Cane Or Beet	141,927	69	41,642	184,106	67.0%
101	Peoria, IL	2651	Containers Or Boxes,paper	96,634	1,951	79,462	180,899	67.3%
101	Peoria, IL	2499	Misc Wood Products	132,406	773	20,960	163,280	67.5%
101	Peoria, IL	2432	Plywood Or Veneer	139,445	20	15,617	155,549	67.8%
101	Peoria, IL	3275	Gypsum Products	108,788	26	43,745	154,701	68.0%
101	Peoria, IL	2952	Asphalt Coatings Or Felt	86,362	1,951	64,389	153,169	68.3%
101	Peoria, IL	3311	Blast Furnace Or Coke	43,347	411	98,703	142,482	68.5%
101	Peoria, IL	3312	Primary Iron Or Steel Products	75,147	39	45,684	139,761	69.3%
101	Peoria, IL	2498	Wood Prod, Nec	84,709	47	49,680	134,416	69.5%
101	Peoria, IL	2041	Flour Or Other Grain Mill Products	120,526	3,949	8,973	133,739	69.8%
101	Peoria, IL	3281	Cut Stone Or Stone Products	111,018	411	19,468	131,462	70.0%
101	Peoria, IL	3461	Metal Stampings	84,347	1,935	42,853	129,393	70.2%
101	Peoria, IL	2046	Wet Corn Milling Or Milo	28,026	80	94,015	126,916	70.8%
101	Peoria, IL	2899	Chemical Preparations, Nec	102,607	1,975	19,191	125,940	71.2%
101	Peoria, IL	1121	Bituminous Coal	121,421	0	0	121,421	85.3%

Top Trucking Commodities on I-39

STCC4	Commodity	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
14 00	Nonmetallic Minerals	24,821,688	0	19,786,571	44,608,258	9%	9%
50 10	Warehouse & Distribution Center	15,952,690	1,236,117	8,730,054	25,918,861	5%	14%
01 13	Grain	3,408,403	0	4,656,973	8,065,376	2%	16%
24 11	Primary Forest Materials	6,401,730	180,582	704,918	7,287,230	1%	17%
29 51	Asphalt Paving Blocks Or Mix	4,349,488	93,676	1,885,698	6,328,862	1%	18%
29 12	Liquefied Gases,coal Or Petroleum	4,525,495	214,821	1,409,460	6,149,776	1%	20%
33 13	Electrometallurgical Products	5,140,924	71,159	337,199	5,549,283	1%	21%
32 95	Nonmetal Minerals, Processed	4,521,527	126,718	598,260	5,246,505	1%	22%
29 11	Petroleum Refining Products	2,471,496	10,772	1,840,928	4,323,196	1%	23%
28 12	Potassium Or Sodium Compound	3,566,131	98,004	508,785	4,172,920	1%	23%
28 79	Misc Agricultural Chemicals	3,305,884	65,108	571,370	3,942,363	1%	24%
20 86	Soft Drinks Or Mineral Water	1,726,731	14,787	2,129,435	3,870,954	1%	25%
20 62	Sugar, Refined, Cane Or Beet	3,137,252	38,780	116,849	3,294,881	1%	26%
37 14	Motor Vehicle Parts Or Accessories	2,696,621	75,620	271,654	3,043,895	1%	26%
20 99	Misc Food Preparations, Nec	2,509,847	76,317	426,456	3,012,621	1%	27%
01 19	Misc. Field Crops	2,109,344	0	878,543	2,987,887	1%	27%
20 92	Soybean Oil Or By-products	2,368,733	12,563	520,403	2,901,699	1%	28%
29 91	Misc Coal Or Petroleum Products	2,197,018	147,024	449,141	2,793,183	1%	29%
32 71	Concrete Products	2,094,658	102,116	544,888	2,741,662	1%	29%
30 71	Misc Plastic Products	2,223,995	111,552	265,050	2,600,587	1%	30%
26 51	Containers Or Boxes,paper	2,134,176	36,195	365,757	2,536,128	1%	30%
28 21	Plastic Mater Or Synth Fibres	1,916,086	53,830	384,369	2,354,285	0%	31%
20 82	Malt Liquors	1,973,712	4,930	280,300	2,258,942	0%	31%
20 42	Prepared Or Canned Feed	2,017,080	83,869	94,949	2,195,899	0%	32%
60 20	Rail Intermodal Drayage	2,026,692	0	0	2,026,692	0%	32%
01 14	Oil Kernels, Nuts Or Seeds	1,011,492	0	943,093	1,954,584	0%	32%
29 52	Asphalt Coatings Or Felt	1,349,573	115,701	305,203	1,770,530	0%	33%
20 25	Cheese Or Special Dairy Products	1,655,578	19,661	68,348	1,743,588	0%	33%
32 41	Portland Cement	1,221,813	73,865	434,212	1,729,891	0%	33%
37 11	Motor Vehicles	1,248,184	85,853	349,746	1,683,782	0%	34%
24 32	Plywood Or Veneer	1,505,711	17,549	140,422	1,663,682	0%	34%
34 61	Metal Stampings	1,435,298	60,577	161,635	1,657,509	0%	34%
24 99	Misc Wood Products	1,441,591	15,904	199,128	1,656,623	0%	35%
20 41	Flour Or Other Grain Mill Products	1,460,801	18,493	166,596	1,645,890	0%	35%
20 14	Animal By-prod,inedible	1,514,365	5,810	87,280	1,607,456	0%	35%
34 99	Fabricated Metal Products, Nec	1,292,870	47,267	248,348	1,588,484	0%	36%
32 73	Ready-mix Concrete, Wet	0	0	1,520,375	1,520,375	0%	36%
20 93	Nut Or Veg Oils Or By-products	1,374,377	1,741	81,140	1,457,258	0%	36%
27 41	Misc Printed Matter	1,247,494	87,942	102,842	1,438,278	0%	37%
32 51	Clay Brick Or Tile	1,117,131	33,936	256,865	1,407,933	0%	37%
20 46	Wet Corn Milling Or Mllo	1,130,246	25,035	202,955	1,358,236	0%	37%
28 99	Chemical Preparations, Nec	1,074,184	60,575	168,327	1,303,086	0%	37%
28 13	Industrial Gases	995,499	29,260	275,697	1,300,457	0%	38%
20 83	Malt	770,277	930	468,406	1,239,614	0%	38%
20 61	Sugar Mill Prod Or By-prod	1,148,175	556	55,096	1,203,828	0%	38%
26 31	Fiber, Paper Or Pulpboard	1,123,704	29,789	30,737	1,184,210	0%	38%
20 33	Canned Fruits,vegetables, Etc.	1,019,646	10,492	94,819	1,124,957	0%	39%
24 31	Millwork Or Cabinetwork	925,674	35,915	86,968	1,048,558	0%	39%
32 75	Gypsum Products	698,942	14,292	281,830	995,064	0%	39%
20 26	Processed Milk	178,727	4,100	797,501	980,328	0%	39%
20 71	Candy Or Other Confectionery	815,810	19,464	133,636	968,910	0%	39%
20 62	Biscuits, Crackers Or Pretzels	809,887	13,161	94,872	917,920	0%	40%
28 18	Misc Industrial Organic Chemicals	681,450	41,070	186,092	908,613	0%	40%
26 21	Paper	847,553	34,253	22,641	904,448	0%	40%

Top Trucking Commodities from I-80

STTC	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
1400	Nonmetallic Minerals	I80	1,626,076	0	826,900	2,452,976	48.59%	48.59%
5010	Warehouse & Distribution Center	I80	145,591	9,412	194,844	349,847	6.93%	55.52%
2912	Liquefied Gases,coal Or Petroleum	I80	155,931	469	59,654	216,054	4.28%	59.79%
3273	Ready-mix Concrete, Wet	I80	0	0	165,062	165,062	3.27%	63.06%
2411	Primary Forest Materials	I80	113,856	307	13,253	127,416	2.52%	65.59%
2086	Soft Drinks Or Mineral Water	I80	34,407	3	43,248	77,658	1.54%	67.13%
2951	Asphalt Paving Blocks Or Mix	I80	34,436	7	43,106	77,549	1.54%	68.66%
2991	Misc Coal Or Petroleum Products	I80	57,032	0	17,041	74,073	1.47%	70.13%
3271	Concrete Products	I80	40,424	52	32,991	73,467	1.46%	71.58%
3071	Misc Plastic Products	I80	59,241	329	9,812	69,382	1.37%	72.96%

Top Trucking Commodities to I-80

STCC4	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
1400	Nonmetallic Minerals	I80	1,627,966	0	872,190	2,500,157	56.91%	56.91%
5010	Warehouse & Distribution Center	I80	116,577	9,671	127,056	253,304	5.77%	62.68%
3273	Ready-mix Concrete, Wet	I80	0	0	181,104	181,104	4.12%	66.80%
2912	Liquefied Gases,coal Or Petroleum	I80	120,045	344	21,698	142,087	3.23%	70.03%
2411	Primary Forest Materials	I80	87,913	16	18,799	106,728	2.43%	72.46%
2951	Asphalt Paving Blocks Or Mix	I80	34,541	7	43,102	77,650	1.77%	74.23%
3271	Concrete Products	I80	43,086	66	20,194	63,346	1.44%	75.67%
2092	Soybean Oil Or By-products	I80	40,739	190	10,146	51,075	1.16%	76.84%
2086	Soft Drinks Or Mineral Water	I80	25,211	3	24,591	49,805	1.13%	77.97%
2498	Wood Prod, Nec	I80	38,329	4	6,036	44,370	1.01%	78.98%
2991	Misc Coal Or Petroleum Products	I80	39,661	0	136	39,797	0.91%	79.89%
5020	Rail Intermodal Drayage	I80	38,642	0	0	38,642	0.88%	80.77%
2911	Petroleum Refining Products	I80	24,634	36	4,314	28,985	0.66%	81.43%

Top Trucking Commodities from I-88

STTC	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
1400	Nonmetallic Minerals	188	1,228,494	0	783,975	2,012,469	16.90%	16.90%
5010	Warehouse & Distribution Center	188	969,110	47,717	927,572	1,944,399	16.33%	33.23%
3295	Nonmetal Minerals, Processed	188	290,193	1,107	106,094	397,393	3.34%	36.57%
2097	Ice, Natural Or Manufactured	188	200,963	0	149,037	350,000	2.94%	39.51%
0113	Grain	188	235,980	0	87,862	323,842	2.72%	42.23%
3275	Gypsum Products	188	239,806	34	70,997	310,837	2.61%	44.84%
2911	Petroleum Refining Products	188	127,970	810	146,856	275,636	2.31%	47.15%
2879	Misc Agricultural Chemicals	188	151,707	2,556	57,361	211,623	1.78%	48.93%
2912	Liquefied Gases,coal Or Petroleum	188	115,023	789	83,765	199,577	1.68%	50.61%
0119	Misc. Field Crops	188	122,619	0	43,277	165,896	1.39%	52.00%
3714	Motor Vehicle Parts Or Accessories	188	100,327	4,089	47,970	152,386	1.28%	53.28%

Top Trucking Commodities I-88

STCCA	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
1400	Nonmetallic Minerals	188	1,486,635	0	1,338,823	2,825,458	23.25%	23.25%
5010	Warehouse & Distribution Center	188	582,787	72,844	340,762	996,393	8.20%	31.44%
0113	Grain	188	224,248	0	120,135	344,383	2.83%	34.28%
3313	Electrometallurgical Products	188	277,904	1,869	838	280,611	2.31%	36.59%
3295	Nonmetal Minerals, Processed	188	228,963	1,187	36,262	266,411	2.19%	38.78%
2411	Primary Forest Materials	188	225,468	2,571	25,242	253,280	2.08%	40.86%
2025	Cheese Or Special Dairy Products	188	209,521	3,392	4,472	217,385	1.79%	42.65%
2899	Chemical Preparations, Nec	188	192,410	14,841	8,335	215,585	1.77%	44.43%
3461	Metal Stampings	188	184,211	13,277	13,567	211,054	1.74%	46.16%
2082	Malt Liquors	188	174,377	36	25,616	200,030	1.65%	47.81%

Top Trucking Commodities from I-90

STCCA	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
1400	Nonmetallic Minerals	190	10,790,172	0	9,072,082	19,862,253	12.63%	12.63%
5010	Warehouse & Distribution Center	190	10,251,026	799,608	3,273,128	14,323,762	9.11%	21.74%
2951	Asphalt Paving Blocks Or Mix	190	3,952,918	77,598	1,797,214	5,827,730	3.71%	25.45%
2411	Primary Forest Materials	190	4,945,915	134,921	310,621	5,391,457	3.43%	28.88%
3313	Electrometallurgical Products	190	3,908,160	55,504	304,149	4,267,813	2.71%	31.59%
0113	Grain	190	864,039	0	3,074,876	3,938,915	2.51%	34.10%
3295	Nonmetal Minerals, Processed	190	3,349,001	103,456	308,485	3,760,942	2.39%	36.49%
2812	Potassium Or Sodium Compound	190	2,945,120	72,346	462,568	3,480,034	2.21%	38.70%
2912	Liquefied Gases,coal Or Petroleum	190	2,536,700	196,716	564,546	3,297,962	2.10%	40.80%
2062	Sugar, Refined, Cane Or Beet	190	2,919,568	37,719	82,873	3,040,160	1.93%	42.73%
2911	Petroleum Refining Products	190	1,703,369	8,649	1,237,183	2,949,201	1.88%	44.61%
0119	Misc. Field Crops	190	1,986,014	0	834,225	2,820,239	1.79%	46.40%
2086	Soft Drinks Or Mineral Water	190	1,191,826	3,348	1,559,610	2,754,784	1.75%	48.15%

Top Trucking Commodities to I-90

STCCA	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
1400	Nonmetallic Minerals	190	12,442,172	0	9,599,211	22,041,382	14.22%	14.22%
5010	Warehouse & Distribution Center	190	10,774,355	825,106	4,030,260	15,629,721	10.08%	24.31%
2951	Asphalt Paving Blocks Or Mix	190	3,462,119	71,624	1,778,100	5,311,843	3.43%	27.73%
2411	Primary Forest Materials	190	4,659,728	132,219	457,853	5,249,800	3.39%	31.12%
3313	Electrometallurgical Products	190	3,893,181	46,579	254,687	4,194,447	2.71%	33.83%
2912	Liquefied Gases,coal Or Petroleum	190	2,942,332	192,056	537,269	3,671,657	2.37%	36.20%
2812	Potassium Or Sodium Compound	190	3,119,912	51,738	426,006	3,597,656	2.32%	38.52%
2911	Petroleum Refining Products	190	1,986,799	6,752	1,309,853	3,303,404	2.13%	40.65%
3295	Nonmetal Minerals, Processed	190	2,923,771	64,586	313,311	3,301,669	2.13%	42.78%
2879	Misc Agricultural Chemicals	190	2,538,247	20,898	371,454	2,930,599	1.89%	44.67%

Top Trucking Commodities from I-43

STTC	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
1400	Nonmetallic Minerals	143	530,466	0	683,205	1,213,671	17.20%	17.20%
5010	Warehouse & Distribution Center	143	317,193	33,311	64,717	415,221	5.88%	23.08%
3499	Fabricated Metal Products, Nec	143	306,219	2,083	1,733	310,036	4.39%	27.48%
3295	Nonmetal Minerals, Processed	143	233,256	2,480	6,722	242,458	3.44%	30.91%
3313	Electrometallurgical Products	143	236,236	1,261	70	237,567	3.37%	34.28%
2025	Cheese Or Special Dairy Products	143	211,072	2,641	8,801	222,515	3.15%	37.43%
2082	Malt Liquors	143	171,282	55	18,955	190,293	2.70%	40.13%
2033	Canned Fruits,vegetables, Etc.	143	138,483	272	14,360	153,115	2.17%	42.30%
3461	Metal Stampings	143	133,630	10,402	3,246	147,278	2.09%	44.38%
2097	Ice, Natural Or Manufactured	143	78,414	67,339	0	145,753	2.07%	46.45%
2899	Chemical Preparations, Nec	143	124,235	11,692	7,781	143,708	2.04%	48.49%
2026	Processed Milk	143	28,381	732	111,769	140,882	2.00%	50.48%

Top Trucking Commodities to I-43

STCC4	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
6010	Warehouse & Distribution Center	I43	597,876	34,281	265,714	897,871	17.85%	17.85%
1400	Nonmetallic Minerals	I43	381,069	0	249,014	630,083	12.53%	30.38%
2082	Malt Liquors	I43	304,361	1,689	49,993	356,042	7.08%	37.46%
3275	Gypsum Products	I43	179,539	107	44,704	224,351	4.46%	41.92%
2097	Ice, Natural Or Manufactured	I43	112,556	0	90,193	202,749	4.03%	45.95%
2651	Containers Or Boxes,paper	I43	172,870	4,230	15,959	193,059	3.84%	49.78%
3295	Nonmetal Minerals, Processed	I43	153,965	5,277	876	160,118	3.18%	52.97%
2411	Primary Forest Materials	I43	70,188	5,811	53,707	129,706	2.58%	55.55%
2879	Misc Agricultural Chemicals	I43	77,911	1,369	34,541	113,822	2.26%	57.81%
3714	Motor Vehicle Parts Or Accessories	I43	58,651	3,869	42,277	104,797	2.08%	59.89%
2911	Petroleum Refining Products	I43	63,250	460	31,840	95,551	1.90%	61.79%
2991	Misc Coal Or Petroleum Products	I43	70,658	827	21,749	93,234	1.85%	63.65%

Top Trucking Commodities from I-55

STTC	Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
1400	Nonmetallic Minerals	I55	3,429,306	0	2,728,252	6,157,558	20.65%	20.65%
6010	Warehouse & Distribution Center	I55	1,864,435	155,486	1,156,891	3,176,813	10.66%	31.31%
2912	Liquefied Gases,coal Or Petroleum	I55	1,500,368	14,711	514,244	2,029,323	6.81%	38.12%
2411	Primary Forest Materials	I55	752,077	19,458	142,387	913,922	3.07%	41.18%
2911	Petroleum Refining Products	I55	518,733	920	312,207	831,860	2.79%	43.97%
2086	Soft Drinks Or Mineral Water	I55	374,510	11,400	343,830	729,740	2.45%	46.42%
2879	Misc Agricultural Chemicals	I55	613,897	9,410	89,984	713,290	2.39%	48.81%
2651	Containers Or Boxes,paper	I55	583,317	13,582	79,556	676,456	2.27%	51.08%
2082	Malt Liquors	I55	541,671	48	78,870	620,589	2.08%	53.16%
3295	Nonmetal Minerals, Processed	I55	505,927	13,263	46,376	565,566	1.90%	55.06%

Top Trucking Commodities to I-55

Commodity	Entry_Road	Truckload Tons	Less than Truckload Tons	Private Truck Tons	Total Truck Tons	% Total Truck Tons	Cumm %
Grain	I55	2,432,147	0	2,447,433	4,879,580	14.96%	14.96%
Warehouse & Distribution Center	I55	2,120,584	186,825	1,329,277	3,636,687	11.15%	26.11%
Nonmetallic Minerals	I55	1,747,414	0	1,497,061	3,244,475	9.95%	36.05%
Oil Kernels, Nuts Or Seeds	I55	781,070	0	694,248	1,475,318	4.52%	40.57%
Nonmetal Minerals, Processed	I55	866,592	54,085	60,163	980,840	3.01%	43.58%
Sugar, Refined, Cane Or Beet	I55	922,384	2,527	13,394	938,305	2.88%	46.46%
Misc Wood Products	I55	549,912	3,453	59,440	612,805	1.88%	48.34%
Soybean Oil Or By-products	I55	491,607	1,973	114,921	608,502	1.87%	50.20%
Soft Drinks Or Mineral Water	I55	287,570	697	296,365	584,633	1.79%	51.99%
Flour Or Other Grain Mill Products	I55	478,992	1,983	16,264	497,238	1.52%	53.52%

Top NAFTA Trucking Commodities on I-39

STCC4	Commodity	Total Truck Tons	% Total Truck Tons	Cumm %
26 21	Paper	641,754	7%	7%
37 14	Motor Vehicle Parts Or Accessories	391,647	5%	12%
26 49	Misc Converted Paper Products	379,418	4%	16%
35 31	Constr Machinery Or Equipment	277,813	3%	20%
49 00	Hazardous Materials	269,043	3%	23%
26 61	Paper Or Building Board	267,498	3%	26%
33 12	Primary Iron Or Steel Products	226,451	3%	28%
24 21	Lumber Or Dimension Stock	224,916	3%	31%
32 41	Portland Cement	212,961	2%	33%
30 71	Misc Plastic Products	179,241	2%	35%
26 45	Die-cut Paper Or Ppbd Products	158,473	2%	37%
37 42	Railroad Cars	157,867	2%	39%
28 21	Plastic Mater Or Synth Fibres	156,217	2%	41%
24 99	Misc Wood Products	141,471	2%	43%
20 37	Frozen Fruit, Veg Or Juice	137,024	2%	44%
20 11	Meat, Fresh Or Chilled	135,976	2%	46%
25 99	Furniture Or Fixtures, Nec	126,001	1%	47%
35 22	Farm Machinery Or Equipment	122,702	1%	49%
28 19	Misc Indus Inorganic Chemicals	119,231	1%	50%
28 18	Misc Industrial Organic Chemicals	105,762	1%	51%
20 99	Misc Food Preparations, Nec	102,167	1%	52%
37 11	Motor Vehicles	101,078	1%	54%
14 91	Misc Nonmetallic Minerals, Nec	75,898	1%	54%
01 22	Deciduous Fruits	71,415	1%	55%
01 91	Horticultural Specialties	71,407	1%	56%
28 12	Potassium Or Sodium Compound	71,155	1%	57%
30 11	Tires Or Inner Tubes	70,155	1%	58%
20 86	Soft Drinks Or Mineral Water	68,485	1%	59%

5.16. Warehousing and Distribution

A Warehousing and distribution and FAK shipment (freight of all kind) is the second largest commodity flow in the region following nonmetallic metals. These commodity classes are present in rail, intermodal, air and trucking of all types. Much of this represents mixed shipments of consumer goods where shipment classification is difficult to determine by volume of any one pure commodity.

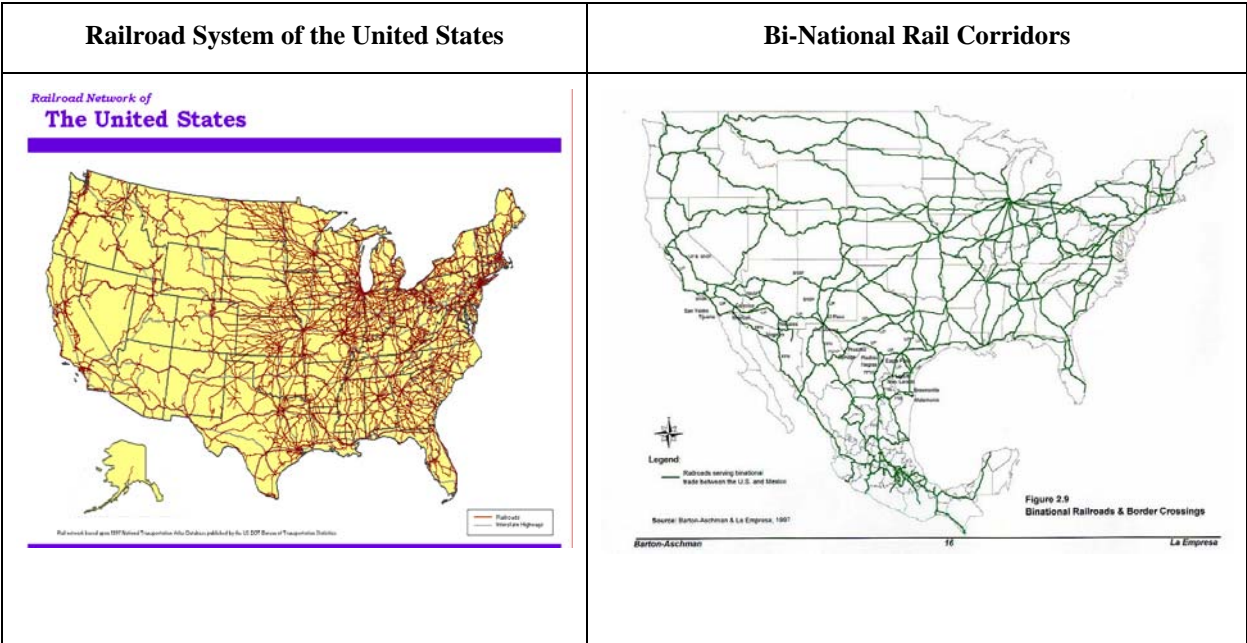
This commodity grouping represents the flow of goods to distribution centers and from manufacturing sources for various commodities sold primarily to consumers in retail and direct distribution. This flow also represents the flow of imported goods used for the same purpose. The major sub flows are listed below.

Warehousing and Distribution & FAK Commodities
Pharmaceuticals
Computers and Periphery Devices
Photocopiers, Office machines and Mail Equipment
Telecommunications Equipment
Electrical Machinery and Switching Devices
Parts And Accessories Of Motor Vehicles
Aircraft Parts & Associated Equipment
Furniture & Bedding Accessories
Women/Girls Coats, Not Knit
Articles Of Apparel Of Textile Fabrics
Footwear
Medical Instruments & Appliances
Measuring/Checking/Analyzing Instruments
Toys And Sporting Goods
Veterinary Products

Many companies that are in these sectors also employ containerized shipping. A listing of the top containerized shipping firms is contained in the appendix.

5.17. Railroad Network

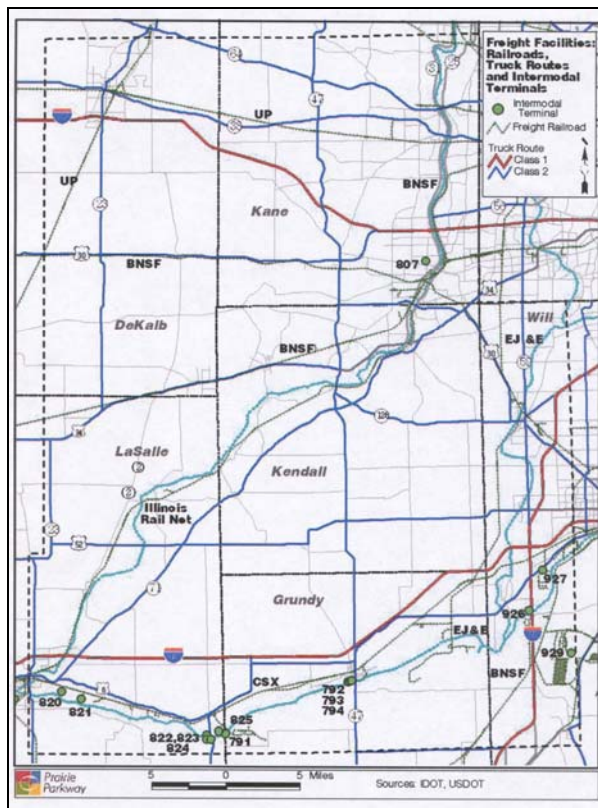
The freight railroad network of the United States consists of a vast track system established to service population centers with movement east, west, north and south. The principal enablers of this are the main lines referred to as the bi national rail corridors. 90% of railroad volume is handled by eight (8) major carriers referred to as class I freight railroad systems. Regional (35) and local rail roads (517) comprise the balance. The entire system consists of 220,000 miles of railroads, 20,000 freight locomotives and 1,300,000 freight cars. Six class I carriers operate in the Chicago region.



LaSalle County has access to rail in Mendota where switching facilities are available near the Amtrak Station. There are six lines entering and exiting Mendota which is second only to Rockford for the number of lines. In Rockford intermodal ramps are available for both container and trailer loads and in Rochelle piggy back ramp service is available. Mendota is located along the BNSF and freight service includes daily switching.

Seven major carriers provide rail access within the I-39 Logistics Corridor. These are the Union Pacific, BNSF, CN, CSX, Norfolk Southern and the Wisconsin & Southern railroad. The main railways affecting distribution center location in the corridor are the CSX, Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP). Major intermodal centers are located at the former Joliet Arsenal (CenterPoint Intermodal Center operated by BNSF) and the Global III intermodal center in Rochelle (operated by UP).

Rail access points for a portion of the corridor in LaSalle and DeKalb Counties are displayed on the following map.



The fastest growing segment of rail traffic has been inter-modal traffic (TCOFC), with the number of trailers and containers increasing substantially from an average of 3.4 million loadings in the early 1980's, when double stack container trains were introduced, to 9.2 million in 2000. The highest traffic corridor for inter-modal traffic is between California and Illinois reflecting the land portion of container shipments to and from the U.S. and Asia's Pacific Rim.

Chicago as a region has more rail traffic than any other terminal in North America. The number of freight cars traversing the area grew from 28,500 per day in 1998 to 37,500 today. The rail infrastructure is clearly constrained. A plan for improvements to five primary corridors has been developed. The plan also calls for construction of new track, switches and crossings. These improvements are expected to reduce delays and increase the speed in which freight trains move through the region. Funding is planned to be a combination of railroad and public funds and is not fully resolved.

Rail volume in loads affecting the BEA's is as follows. Despite relatively low tonnage for intermodal when viewed in units the picture is different. This is because bulk commodities ship by traditional rail car loads and lighter consumer goods by intermodal. Approximately 70% of originating loads are intermodal units and 60% of destination loads are intermodal.

Chicago Rockford Origin Rail Loads

BEA	Origin	State	Rail Carload Loads	Intermodal Units	Rail Loads
64	Total		831,212	2,241,294	3,072,506

Chicago Rockford Destination Rail Loads

BEA	Destination	State	Rail Carload Loads	Intermodal Units	Rail Loads
64	Total		1,521,523	2,125,529	3,647,052

Peoria Origin Rail Loads

BEA	Origin	State	Rail Carload Loads	Intermodal Units	Rail Loads
101	Total		32,757	70,206	102,962

Peoria Destination Rail Loads

BEA	Destination	States	Rail Carload Loads	Intermodal Units	Rail Loads
101	Peoria, IL		118,613	4,216	122,828

5.18. Rail Commodities

FAK (freight of all kinds) are the leading commodity for rail with an origin in the Chicago BEA. FAK and warehousing and distribution are virtually identical classifications (see table above). Bulk commodities are prominent commodities in rail shipping consisting of grains, cement, sand and coal.

Chicago BEA Origin Commodities Rail

BEA	Origin	STCC	Commodity	Rail Carload Tons	Intermodal Tons	Rail Tons
64	Chicago, IL	4611	Fak Shipments	0	18,770,440	18,770,440
64	Chicago, IL	3312	Primary Iron Or Steel Products	9,251,841	513,722	9,992,391
64	Chicago, IL	1121	Bituminous Coal	6,147,633	0	6,147,633
64	Chicago, IL	113	Grain	5,531,278	2,064	5,631,949
64	Chicago, IL	2046	Wet Corn Milling Or Milo	2,909,139	23,722	3,045,873
64	Chicago, IL	2092	Soybean Oil Or By-products	2,946,360	2,640	2,977,423
64	Chicago, IL	3711	Motor Vehicles	2,589,783	521	2,642,916
64	Chicago, IL	1441	Gravel Or Sand	2,522,565	78	2,622,017
64	Chicago, IL	2812	Potassium Or Sodium Compound	2,058,473	5,078	2,105,846
64	Chicago, IL	1421	Broken Stone Or Riprap	2,020,088	87	2,020,395
64	Chicago, IL	4411	Freight Forwarder Traffic	0	1,674,478	1,674,478
64	Chicago, IL	4021	Metal Scrap Or Tailings	1,557,643	28,721	1,631,251
64	Chicago, IL	2042	Prepared Or Canned Feed	1,573,355	17,890	1,599,930
64	Chicago, IL	2041	Flour Or Other Grain Mill Products	1,536,437	1,034	1,565,034
64	Chicago, IL	2821	Plastic Mater Or Synth Fibres	1,099,714	13,222	1,232,666
64	Chicago, IL	3714	Motor Vehicle Parts Or Accessories	0	1,188,082	1,202,302
64	Chicago, IL	2818	Misc Industrial Organic Chemicals	457,897	14,065	1,088,356
64	Chicago, IL	2819	Misc Indus Inorganic Chemicals	745,701	4,400	919,716
64	Chicago, IL	2911	Petroleum Refining Products	885,882	12,493	909,996
64	Chicago, IL	2421	Lumber Or Dimension Stock	824,777	29,853	855,897
64	Chicago, IL	4221	Semi-trailers Returned Empty	0	842,457	842,457
64	Chicago, IL	2033	Canned Fruits,vegetables, Etc.	765,308	51,682	819,768
64	Chicago, IL	2099	Misc Food Preparations, Nec	0	773,520	778,374
64	Chicago, IL	1471	Chem Or Fertilizer Mineri Crude	610,341	6,178	628,374
64	Chicago, IL	114	Oil Kernels, Nuts Or Seeds	555,239	15,116	570,530
64	Chicago, IL	2912	Liquefied Gases,coal Or Petroleum	450,546	239	520,405
64	Chicago, IL	4711	Small Packaged Freight Shipments	0	459,779	459,779
64	Chicago, IL	2899	Chemical Preparations, Nec	347,493	43,317	431,805
64	Chicago, IL	2399	Misc Fabricated Textile Products	0	410,766	411,657
64	Chicago, IL	3295	Nonmetal Minerals, Processed	405,225	2,409	411,494
64	Chicago, IL	4111	Misc Freight Shipments	0	392,119	392,119
64	Chicago, IL	4024	Paper Waste Or Scrap	335,711	15,231	388,182
64	Chicago, IL	2621	Paper	198,533	184,548	387,009
64	Chicago, IL	2991	Misc Coal Or Petroleum Products	332,214	1,448	359,684
64	Chicago, IL	4621	Mixed Shipments, Multi-stcc	0	356,550	356,550
64	Chicago, IL	2841	Soap Or Other Detergents	0	335,527	336,532
64	Chicago, IL	3742	Railroad Cars	191,190	621	317,764
64	Chicago, IL	2082	Malt Liquors	293,898	9,741	312,152
64	Chicago, IL	3071	Misc Plastic Products	0	279,164	281,717
64	Chicago, IL	3311	Blast Furnace Or Coke	260,327	130	266,807
64	Chicago, IL	4311	Mail And Express Traffic	0	256,023	256,023
64	Chicago, IL	2093	Nut Or Veg Oils Or By-products	219,799	839	231,855
64	Chicago, IL	2047	Dog,cat Or Other Pet Food,nec	0	228,340	231,286
64	Chicago, IL	4029	Misc Waste Or Scrap	0	221,277	221,277
64	Chicago, IL	2741	Misc Printed Matter	0	218,967	218,968
64	Chicago, IL	4511	Shipper Association Traffic	0	178,239	178,239
64	Chicago, IL	2035	Pickled Fruits Or Vegetables	0	161,357	162,536
64	Chicago, IL	2043	Cereal Preparations	0	135,906	140,390
64	Chicago, IL	2071	Candy Or Other Confectionery	0	128,989	129,686

Chicago BEA Destination Commodities Rail

64	Chicago, IL	1121	Bituminous Coal	49,754,872	23	50,811,265
64	Chicago, IL	4611	Fak Shipments	0	19,423,032	19,423,032
64	Chicago, IL	2046	Wet Corn Milling Or Milo	8,375,558	950	8,384,358
64	Chicago, IL	2041	Flour Or Other Grain Mill Products	5,791,469	2,494	5,796,924
64	Chicago, IL	2092	Soybean Oil Or By-products	5,056,412	1,199	5,057,713
64	Chicago, IL	3312	Primary Iron Or Steel Products	4,213,727	101,103	4,445,575
64	Chicago, IL	113	Grain	4,209,925	3,880	4,232,741
64	Chicago, IL	2812	Potassium Or Sodium Compound	1,865,462	10,635	3,703,525
64	Chicago, IL	2991	Misc Coal Or Petroleum Products	3,003,020	682	3,016,178
64	Chicago, IL	2421	Lumber Or Dimension Stock	1,452,190	50,919	2,529,959
64	Chicago, IL	3711	Motor Vehicles	2,246,218	178	2,412,326
64	Chicago, IL	2821	Plastic Mater Or Synth Fibres	2,193,981	9,085	2,370,168
64	Chicago, IL	2621	Paper	1,121,833	153,449	2,089,799
64	Chicago, IL	1421	Broken Stone Or Riprap	2,069,472	0	2,069,828
64	Chicago, IL	2818	Misc Industrial Organic Chemicals	1,778,302	13,641	1,919,076
64	Chicago, IL	1011	Iron Ores	1,588,864	0	1,823,601
64	Chicago, IL	2044	Milled Rice, Flour Or Meal	1,627,098	394	1,627,621
64	Chicago, IL	4021	Metal Scrap Or Tailings	1,478,025	24,739	1,617,914
64	Chicago, IL	1441	Gravel Or Sand	1,502,662	257	1,502,976
64	Chicago, IL	2631	Fiber, Paper Or Pulpboard	1,086,795	105,308	1,241,374
64	Chicago, IL	2911	Petroleum Refining Products	1,004,514	10,266	1,134,782
64	Chicago, IL	2819	Misc Indus Inorganic Chemicals	892,493	9,725	1,111,381
64	Chicago, IL	3714	Motor Vehicle Parts Or Accessories	0	1,022,468	1,026,524
64	Chicago, IL	2432	Plywood Or Veneer	926,069	27,039	970,479
64	Chicago, IL	3295	Nonmetal Minerals, Processed	939,973	1,165	962,475
64	Chicago, IL	4221	Semi-trailers Returned Empty	0	864,541	864,541
64	Chicago, IL	2080	Beverages Or Flavor Extracts	0	0	774,735
64	Chicago, IL	2062	Sugar, Refined, Cane Or Beet	715,344	45,828	766,531
64	Chicago, IL	2042	Prepared Or Canned Feed	736,530	6,542	743,402
64	Chicago, IL	2899	Chemical Preparations, Nec	692,232	19,993	719,034
64	Chicago, IL	114	Oil Kernels, Nuts Or Seeds	655,771	8,793	664,683
64	Chicago, IL	2083	Malt	656,924	40	657,147
64	Chicago, IL	2871	Fertilizers	574,846	4,140	580,331
64	Chicago, IL	2499	Misc Wood Products	439,548	7,732	529,673
64	Chicago, IL	4411	Freight Forwarder Traffic	0	529,420	529,420
64	Chicago, IL	2093	Nut Or Veg Oils Or By-products	515,190	1,001	529,353
64	Chicago, IL	2399	Misc Fabricated Textile Products	0	485,132	485,132
64	Chicago, IL	4111	Misc Freight Shipments	0	475,741	475,741
64	Chicago, IL	2033	Canned Fruits,vegetables, Etc.	395,369	65,488	462,777
64	Chicago, IL	2082	Malt Liquors	381,151	63,965	457,446
64	Chicago, IL	2014	Animal By-prod,inedible	399,536	8,724	408,834
64	Chicago, IL	2099	Misc Food Preparations, Nec	0	376,076	384,796
64	Chicago, IL	2912	Liquefied Gases,coal Or Petroleum	283,546	21	374,278
64	Chicago, IL	1471	Chem Or Fertilizer Miner Crude	293,023	6,365	373,581
64	Chicago, IL	2084	Wine,brandy Or Brandy Spirit	0	369,135	369,194
64	Chicago, IL	4621	Mixed Shipments, Multi-stcc	0	367,742	367,742
64	Chicago, IL	2037	Frozen Fruit, Veg Or Juice	289,261	7,172	296,502
64	Chicago, IL	4711	Small Packaged Freight Shipments	0	291,573	291,573
64	Chicago, IL	4511	Shipper Association Traffic	0	290,367	290,367

Peoria BEA Origin Commodities Rail

BEA	Origin	STCC	Commodity	Rail Carload Tons	Intermodal Tons	Rail Tons
101	Peoria, IL	4611	Fak Shipments	0	581,103	581,103
101	Peoria, IL	2818	Misc Industrial Organic Chemicals	362,781	110	496,372
101	Peoria, IL	2085	Distilled Or Blended Liquors	0	297,050	298,702
101	Peoria, IL	2046	Wet Corn Milling Or Milo	295,250	43	295,322
101	Peoria, IL	3711	Motor Vehicles	215,803	0	215,803
101	Peoria, IL	4021	Metal Scrap Or Tailings	105,477	0	108,408
101	Peoria, IL	2092	Soybean Oil Or By-products	82,604	403	83,486
101	Peoria, IL	2042	Prepared Or Canned Feed	81,597	42	81,639
101	Peoria, IL	3312	Primary Iron Or Steel Products	57,853	0	61,014
101	Peoria, IL	113	Grain	42,468	85	47,376
101	Peoria, IL	3531	Constr Machinery Or Equipment	37,144	0	41,421
101	Peoria, IL	1441	Gravel Or Sand	36,725	0	38,499
101	Peoria, IL	2813	Industrial Gases	32,574	0	37,744
101	Peoria, IL	2099	Misc Food Preparations, Nec	0	34,377	34,384
101	Peoria, IL	2819	Misc Indus Inorganic Chemicals	7,339	0	34,303
101	Peoria, IL	2871	Fertilizers	24,742	0	24,742
101	Peoria, IL	2041	Flour Or Other Grain Mill Products	20,740	21	21,017
101	Peoria, IL	2631	Fiber, Paper Or Pulpboard	17,921	0	17,921
101	Peoria, IL	139	Misc Fresh Vegetables	0	15,988	15,988
101	Peoria, IL	2815	Cyclic Intermediates Or Dyes	14,493	682	15,635
101	Peoria, IL	2044	Milled Rice, Flour Or Meal	14,085	18	14,103
101	Peoria, IL	4111	Misc Freight Shipments	0	13,400	13,400
101	Peoria, IL	2082	Malt Liquors	11,805	0	11,815
101	Peoria, IL	3632	Household Refrigerators	0	11,506	11,506
101	Peoria, IL	1121	Bituminous Coal	9,472	0	9,472
101	Peoria, IL	1010	Iron Ores	0	0	7,576
101	Peoria, IL	3742	Railroad Cars	1,294	0	7,458
101	Peoria, IL	2912	Liquefied Gases,coal Or Petroleum	0	0	7,145
101	Peoria, IL	4221	Semi-trailers Returned Empty	0	7,058	7,058
101	Peoria, IL	2899	Chemical Preparations, Nec	6,095	74	6,268
101	Peoria, IL	1451	Clay Ceramic Or Refrac Minerals	0	0	6,014
101	Peoria, IL	2991	Misc Coal Or Petroleum Products	5,962	0	5,962
101	Peoria, IL	2083	Malt	5,216	0	5,216
101	Peoria, IL	114	Oil Kernels, Nuts Or Seeds	4,886	0	4,944

Peoria BEA Origin Commodities Rail

BEA	Destination	STCC	Commodity	Rail Carload Tons	Intermodal Tons	Rail Tons
101	Peoria, IL	1121	Bituminous Coal	9,169,777	0	9,169,777
101	Peoria, IL	2046	Wet Corn Milling Or Milo	282,270	0	282,457
101	Peoria, IL	2812	Potassium Or Sodium Compound	84,622	501	275,740
101	Peoria, IL	113	Grain	232,659	0	232,685
101	Peoria, IL	2044	Milled Rice, Flour Or Meal	199,268	0	199,268
101	Peoria, IL	2991	Misc Coal Or Petroleum Products	166,317	0	166,317
101	Peoria, IL	1011	Iron Ores	137,095	0	137,095
101	Peoria, IL	4021	Metal Scrap Or Tailings	108,758	529	111,842
101	Peoria, IL	3312	Primary Iron Or Steel Products	77,140	69	80,388
101	Peoria, IL	2818	Misc Industrial Organic Chemicals	71,659	0	71,672
101	Peoria, IL	2042	Prepared Or Canned Feed	70,344	68	70,412
101	Peoria, IL	2093	Nut Or Veg Oils Or By-products	57,503	0	61,722
101	Peoria, IL	3714	Motor Vehicle Parts Or Accessories	0	47,605	47,605
101	Peoria, IL	2911	Petroleum Refining Products	38,619	0	46,569
101	Peoria, IL	114	Oil Kernels, Nuts Or Seeds	44,589	22	44,625
101	Peoria, IL	2871	Fertilizers	33,681	50	33,731
101	Peoria, IL	2041	Flour Or Other Grain Mill Products	26,880	0	26,914
101	Peoria, IL	2421	Lumber Or Dimension Stock	5,437	128	26,551
101	Peoria, IL	2092	Soybean Oil Or By-products	26,053	0	26,082
101	Peoria, IL	4025	Chemical Or Petroleum Waste	25,351	0	25,351
101	Peoria, IL	2819	Misc Indus Inorganic Chemicals	17,694	0	21,510
101	Peoria, IL	1441	Gravel Or Sand	20,510	0	20,523
101	Peoria, IL	2899	Chemical Preparations, Nec	17,914	0	17,914
101	Peoria, IL	2499	Misc Wood Products	12,491	207	17,190
101	Peoria, IL	3295	Nonmetal Minerals, Processed	15,801	0	15,801
101	Peoria, IL	3241	Portland Cement	14,147	0	14,147
101	Peoria, IL	3274	Lime Or Lime Plaster	12,153	0	12,153
101	Peoria, IL	2649	Misc Converted Paper Products	9,231	351	10,329
101	Peoria, IL	2083	Malt	10,085	0	10,085
101	Peoria, IL	4029	Misc Waste Or Scrap	0	9,121	9,121
101	Peoria, IL	4611	Fak Shipments	0	7,602	7,602
101	Peoria, IL	4011	Ashes	6,902	0	6,902
101	Peoria, IL	2082	Malt Liquors	6,429	0	6,429
101	Peoria, IL	2491	Treated Wood Products	6,423	0	6,423
101	Peoria, IL	3333	Primary Zinc Smelter Products	6,324	0	6,325
101	Peoria, IL	1471	Chem Or Fertilizer Mineri Crude	0	0	6,282
101	Peoria, IL	3711	Motor Vehicles	546	0	6,161
101	Peoria, IL	4024	Paper Waste Or Scrap	5,962	46	6,008
101	Peoria, IL	2611	Pulp Or Pulp Mill Products	5,469	0	5,469
101	Peoria, IL	1491	Misc Nonmetallic Minerals, Nec	4,577	199	5,388

3. Transload operations. The transferring of bulk commodities including chemicals, plastics and lumber between bulk rail and bulk trailers.
4. Automotive handling and distribution. i.e. Automotive Mixing Center.

Six major rail companies operate 21 largely decentralized intermodal freight hubs in the Chicago region. Many of these are located south of the city. As noted earlier road congestion is severe and highway infrastructure capacity has been exceeded.

Trucks hauling containers between intermodal yards have in the past added to this problem. Rail yard to yard trucking for the region is estimated at 3,500 trucks per day. Intermodal rail drayage is the fourth ranked commodity flow to the region and second ranked commodity shipped from the region by truck.

Other limitations on the infrastructure have been a shortage of container handling space. The rail intermodal industry has sought solutions including the consolidation of intermodal activities within the same site and development of large sites away from main congestion areas.

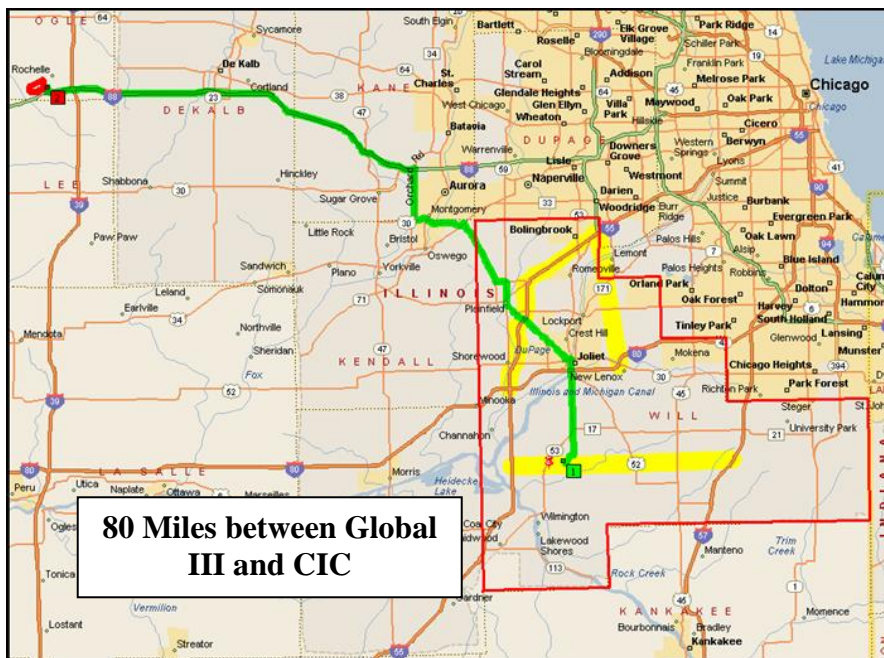
To this end major intermodal projects have been undertaken and are in process of phased implementation. These projects are the CenterPoint Intermodal Center (CIC) with the intermodal portion sponsored by BSNF, and the Global III Intermodal Center sponsored by the UP. CIC is located in Will County at the former Joliet Army Arsenal and Global III is located near Rochelle. Will County is some 40 miles closer to Metro Chicago and 80 miles from Global III. More development of intermodal facilities is planned in other parts of the US.

Both developments have or have plans for:

1. Substantial containers lift handling capacity.
2. Yard functionality for all forms of rail intermodal services.
3. Adjacent or nearby access to major industrial parks for additional development.
4. Available land for expansion.
5. Services to handle empty containers.

Both intermodal facilities have the same build out design capacity of 750,000 container lifts per year. Global III is planned as the largest such logistics park with the presence of the Interstate Transportation Center Park just north of Global III.

The Gateway Hub of CIC is a fully integrated facility with direct rail, truck, intermodal and Transload services with distribution and warehousing in the same location. It has attracted other businesses for manufacturing, distribution and intermodal services. CIC has the potential to be expanded up to an additional 1,300 acres (east of Illinois Route 53).³¹ This area was previously connected to the Wabash Railroad now the Norfolk Southern Railroad and could house another intermodal yard.

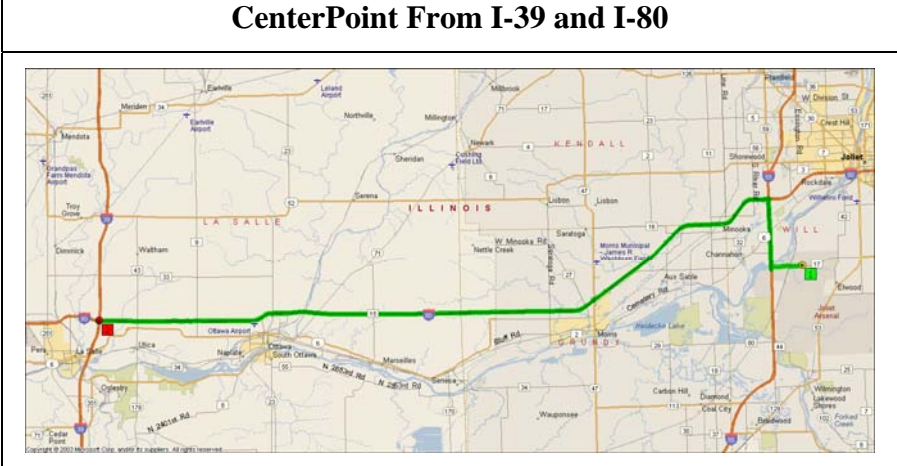
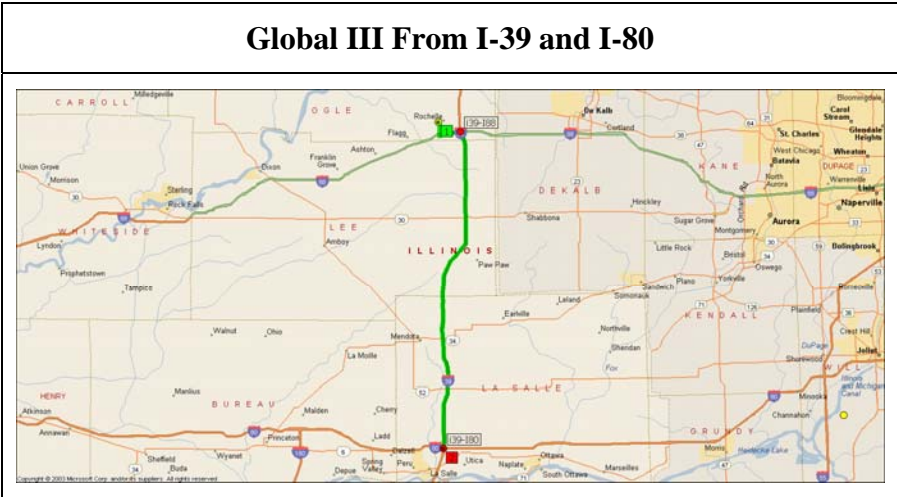


Area near the CIC is zoned for a potential power plant. This is potentially very compatible with rail, water and intermodal commodity flows. The CIC is currently seeking Free Trade Zone status for the park. Efforts to provide Foreign Trade Zone capability within industrial properties located along the I-39 corridor should be planned. Currently, FTZ status is available at the Greater Rockford Airport.

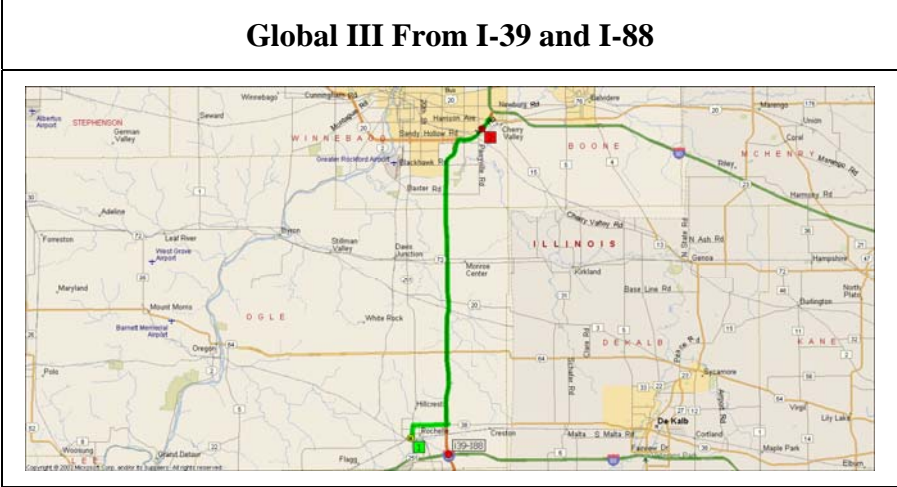
Over the next two years these facilities are expected to have the effect of significantly restructuring intermodal operations by attracting volume carriers, notably ocean vessel operators and premium service trains to terminate in the new logistics parks instead of the older yards. One other effect will be to alter the truck volumes on designated connectors.

³¹ CATS Working Paper April 2003

Driving time and distance to Global III from I-39 and I-80 is projected to be 43 minutes and 43 miles. To CenterPoint it is projected to be 56 miles and 53 minutes.



Driving time and distance to Global III from I-39 and I-88 is projected to be 6 minutes and 8 miles. To CenterPoint it is projected to be 75 miles and 78 minutes.



CenterPoint From I-39 and I-88



Driving time and distance to Global III from I-39 and I-90 is projected to be 28 minutes and 30 miles. To CenterPoint it is projected to be 101 miles and 103 minutes.

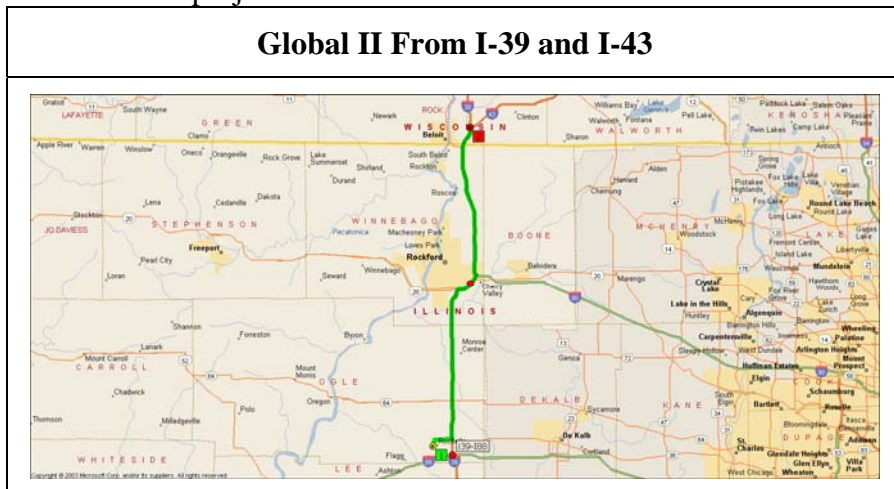
Global III From I-39 and I-90



CenterPoint From I-39 and I-90



Driving time and distance to Global III from I-39 and I-43 is projected to be 50 minutes and 48 miles. To CenterPoint it is projected to be 121 miles and 124 minutes.



Global II From I-39 and I-43



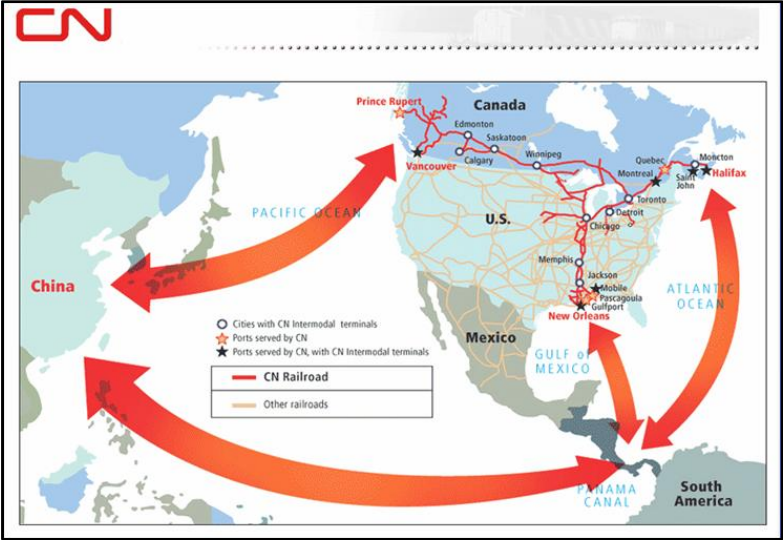
CenterPoint From I-39 and I-43

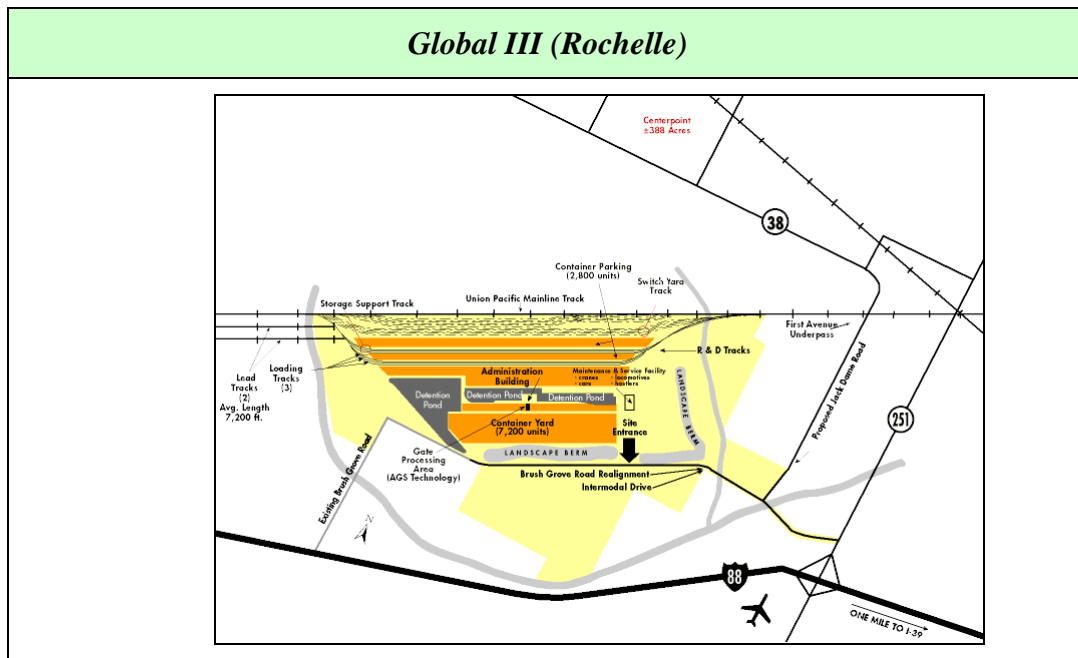
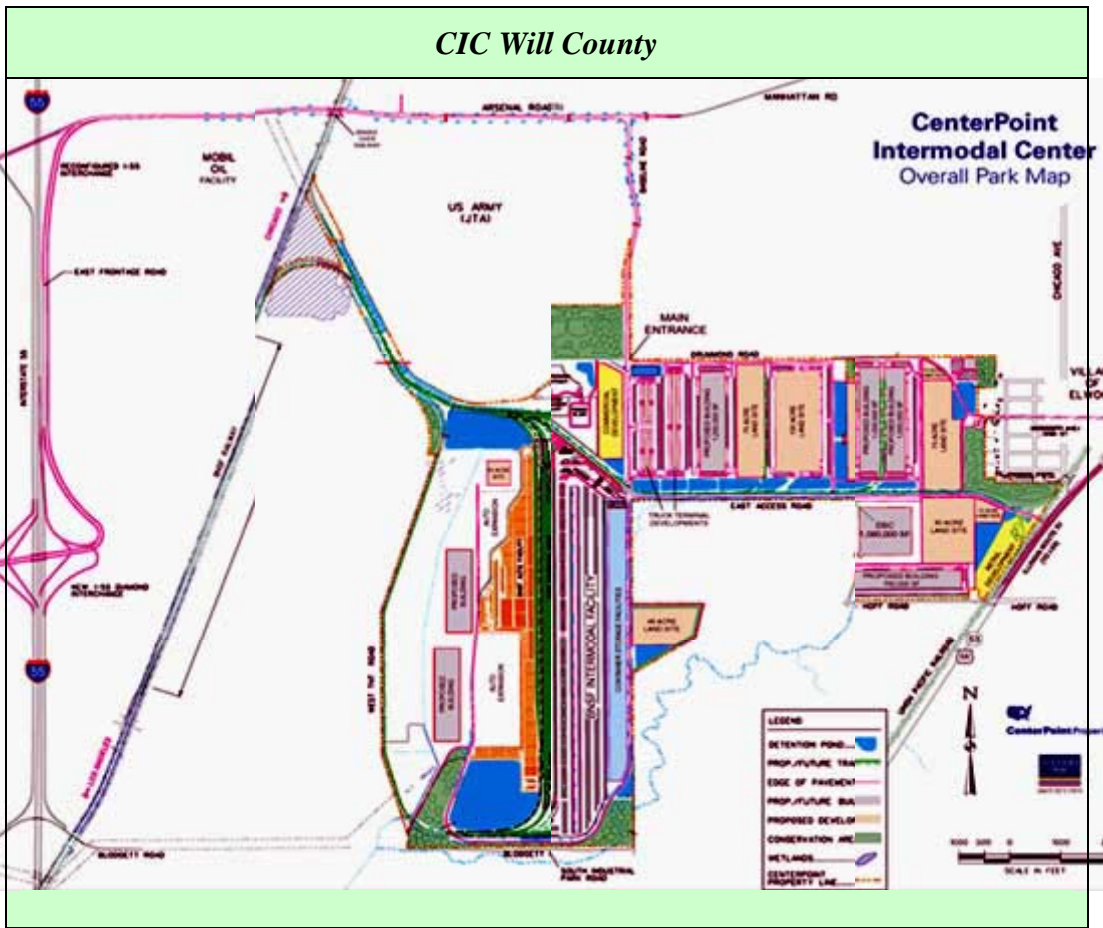
In Indianapolis there is a CSX intermodal site located near the airport. This intermodal yard has a capacity of 400,000 lifts per year and industrial park space is located near and adjacent to the intermodal site. Intermodal tonnage in the Indianapolis BEA is .1% of inbound and .2% of outbound freight. This is substantially less than tonnage in other competing areas and less than 1% of intermodal tonnage enjoyed by Chicago. Indianapolis will most likely find interdicting west coast container traffic a very competitive environment with Global III and Rochelle.

Intermodal drayage services to CIC and Global III should be available at any park developed at the I-39 and I-80 node.

A noteworthy development has occurred CN and CP are marketing a strategy to US importers from China that by-passes US west coast ports. Goods would be routed through Chicago from Canada. (Duties, fees and labor costs are claimed to be less compared to US ports).

CN and NS have agreed to by-pass the Chicago region in favor of Memphis for Gulf Coast Ports and product ultimately destined for the southeast. The Association should market the I-39 Corridor to CN and CP as the best entry point for China imports to the US via Canadian ports.





5.20. Intermodal Commodities

Intermodal Commodities originating in or destined to the Chicago BEA include FAK shipments, motor vehicle parts and accessories, food commodities of all types, small freight shipments (also FAK) and miscellaneous shipments. In the Peoria BEA commodities include appliances and distilled or blended liquor.

Origin Intermodal Commodities Chicago Rockford BEA

BEA	Origin	STCC	Commodity	Intermodal Tons
64	Chicago, IL	4611	Fak Shipments	18,770,440
64	Chicago, IL	4411	Freight Forwarder Traffic	1,674,478
64	Chicago, IL	3714	Motor Vehicle Parts Or Accessories	1,188,082
64	Chicago, IL	4221	Semi-trailers Returned Empty	842,457
64	Chicago, IL	2099	Misc Food Preparations, Nec	773,520
64	Chicago, IL	3312	Primary Iron Or Steel Products	513,722
64	Chicago, IL	4711	Small Packaged Freight Shipments	459,779
64	Chicago, IL	2399	Misc Fabricated Textile Products	410,766
64	Chicago, IL	4111	Misc Freight Shipments	392,119
64	Chicago, IL	4621	Mixed Shipments, Multi-stcc	356,550
64	Chicago, IL	2841	Soap Or Other Detergents	335,527
64	Chicago, IL	3071	Misc Plastic Products	279,164
64	Chicago, IL	4311	Mail And Express Traffic	256,023
64	Chicago, IL	2047	Dog,cat Or Other Pet Food,nec	228,340
64	Chicago, IL	4029	Misc Waste Or Scrap	221,277
64	Chicago, IL	2741	Misc Printed Matter	218,967
64	Chicago, IL	2621	Paper	184,548
64	Chicago, IL	4511	Shipper Association Traffic	178,239
64	Chicago, IL	2035	Pickled Fruits Or Vegetables	161,357
64	Chicago, IL	2043	Cereal Preparations	135,906
64	Chicago, IL	2071	Candy Or Other Confectionery	128,989
64	Chicago, IL	2085	Distilled Or Blended Liquors	121,246
64	Chicago, IL	2084	Wine,brandy Or Brandy Spirit	112,240
64	Chicago, IL	3634	Electric Housewares Or Fans	102,976
64	Chicago, IL	2038	Frozen Specialties	102,490
64	Chicago, IL	2052	Biscuits, Crackers Or Pretzles	94,036
64	Chicago, IL	2842	Specialty Cleaning Preparations	72,508
64	Chicago, IL	2599	Furniture Or Fixtures, Nec	72,296
64	Chicago, IL	2844	Cosmetics,perfumes, Etc.	62,133
64	Chicago, IL	3211	Flat Glass	58,877
64	Chicago, IL	2033	Canned Fruits,vegetables, Etc.	51,682
64	Chicago, IL	3999	Manufactured Prod, Nec	48,552
64	Chicago, IL	2654	Sanitary Food Containers	45,420
64	Chicago, IL	3011	Tires Or Inner Tubes	45,118
64	Chicago, IL	2899	Chemical Preparations, Nec	43,317

Intermodal Destination Commodities Chicago Rockford BEA

BEA	Destination	STCC	Commodity	Intermodal Tons
64	Chicago, IL	4611	Fak Shipments	19,423,032
64	Chicago, IL	3714	Motor Vehicle Parts Or Accessories	1,022,468
64	Chicago, IL	4221	Semi-trailers Returned Empty	864,541
64	Chicago, IL	4411	Freight Forwarder Traffic	529,420
64	Chicago, IL	2399	Misc Fabricated Textile Products	485,132
64	Chicago, IL	4111	Misc Freight Shipments	475,741
64	Chicago, IL	2099	Misc Food Preparations, Nec	376,076
64	Chicago, IL	2084	Wine,brandy Or Brandy Spirit	369,135
64	Chicago, IL	4621	Mixed Shipments, Multi-stcc	367,742
64	Chicago, IL	4711	Small Packaged Freight Shipments	291,573
64	Chicago, IL	4511	Shipper Association Traffic	290,367
64	Chicago, IL	3071	Misc Plastic Products	240,982
64	Chicago, IL	4311	Mail And Express Traffic	228,642
64	Chicago, IL	133	Leafy Fresh Vegetables	180,372
64	Chicago, IL	2841	Soap Or Other Detergents	160,426
64	Chicago, IL	139	Misc Fresh Vegetables	158,504
64	Chicago, IL	2621	Paper	153,449
64	Chicago, IL	121	Citrus Fruits	146,081
64	Chicago, IL	2085	Distilled Or Blended Liquors	145,604
64	Chicago, IL	3634	Electric Housewares Or Fans	129,115
64	Chicago, IL	2038	Frozen Specialties	114,833
64	Chicago, IL	2631	Fiber, Paper Or Pulpboard	105,308
64	Chicago, IL	3011	Tires Or Inner Tubes	103,580
64	Chicago, IL	129	Misc Fresh Fruits Or Tree Nuts	101,802
64	Chicago, IL	3312	Primary Iron Or Steel Products	101,103
64	Chicago, IL	2071	Candy Or Other Confectionery	94,868
64	Chicago, IL	2039	Canned Or Pres Food, Mixed	90,579
64	Chicago, IL	122	Deciduous Fruits	90,512
64	Chicago, IL	2599	Furniture Or Fixtures, Nec	83,759
64	Chicago, IL	115	Field Seeds	81,212
64	Chicago, IL	3211	Flat Glass	77,714
64	Chicago, IL	2047	Dog,cat Or Other Pet Food,nec	73,142
64	Chicago, IL	4029	Misc Waste Or Scrap	71,137
64	Chicago, IL	2033	Canned Fruits,vegetables, Etc.	65,488
64	Chicago, IL	2082	Malt Liquors	63,965
64	Chicago, IL	131	Bulbs,roots Or Tubers	61,378
64	Chicago, IL	3999	Manufactured Prod, Nec	59,290
64	Chicago, IL	2043	Cereal Preparations	57,167
64	Chicago, IL	3941	Games Or Toys	56,318
64	Chicago, IL	2844	Cosmetics,perfumes, Etc.	53,317
64	Chicago, IL	4024	Paper Waste Or Scrap	52,865
64	Chicago, IL	3949	Sporting Or Athletic Goods	52,846
64	Chicago, IL	3651	Radio Or Tv Receiving Sets	52,205
64	Chicago, IL	912	Fresh Fish Or Whale Products	51,133
64	Chicago, IL	2421	Lumber Or Dimension Stock	50,919
64	Chicago, IL	2741	Misc Printed Matter	48,275

Intermodal Origin Commodities Peoria BEA

BEA	Origin	STCC	Commodity	Intermodal Tons
101	Peoria, IL	4611	Fak Shipments	581,103
101	Peoria, IL	2085	Distilled Or Blended Liquors	297,050
101	Peoria, IL	2099	Misc Food Preparations, Nec	34,377
101	Peoria, IL	139	Misc Fresh Vegetables	15,988
101	Peoria, IL	4111	Misc Freight Shipments	13,400
101	Peoria, IL	3632	Household Refrigerators	11,506
101	Peoria, IL	4221	Semi-trailers Returned Empty	7,058
101	Peoria, IL	3315	Steel Wire, Nails Or Spikes	2,227
101	Peoria, IL	4029	Misc Waste Or Scrap	1,654
101	Peoria, IL	3423	Edge Or Hand Tools	1,551
101	Peoria, IL	3581	Automatic Merchandising Machines	1,501
101	Peoria, IL	4026	Rubber Or Plastic Scrap	1,484
101	Peoria, IL	2541	Wood Lockers,partitions, Etc.	1,306
101	Peoria, IL	4411	Freight Forwarder Traffic	961
101	Peoria, IL	2086	Soft Drinks Or Mineral Water	930
101	Peoria, IL	2879	Misc Agricultural Chemicals	813
101	Peoria, IL	3964	Apparel Fasteners	765
101	Peoria, IL	3433	Heating Equip,not Electrical	693
101	Peoria, IL	2815	Cyclic Intermediates Or Dyes	682
101	Peoria, IL	2031	Canned Or Cured Sea Foods	622
101	Peoria, IL	2039	Canned Or Pres Food, Mixed	530
101	Peoria, IL	2399	Misc Fabricated Textile Products	523
101	Peoria, IL	3481	Misc Fabricated Wire Products	519
101	Peoria, IL	2599	Furniture Or Fixtures, Nec	460
101	Peoria, IL	2092	Soybean Oil Or By-products	403
101	Peoria, IL	3071	Misc Plastic Products	333
101	Peoria, IL	3011	Tires Or Inner Tubes	292
101	Peoria, IL	4621	Mixed Shipments, Multi-stcc	230
101	Peoria, IL	2621	Paper	229
101	Peoria, IL	2038	Frozen Specialties	144
101	Peoria, IL	2818	Misc Industrial Organic Chemicals	110
101	Peoria, IL	2062	Sugar, Refined, Cane Or Beet	109
101	Peoria, IL	2087	Misc Flavoring Extracts	93
101	Peoria, IL	113	Grain	85
101	Peoria, IL	2611	Pulp Or Pulp Mill Products	80
101	Peoria, IL	2899	Chemical Preparations, Nec	74
101	Peoria, IL	3652	Phonograph Records	73
101	Peoria, IL	3714	Motor Vehicle Parts Or Accessories	51
101	Peoria, IL	2084	Wine,brandy Or Brandy Spirit	47

Intermodal Destination Commodities Peoria BEA

BEA	Destination	STCC	Commodity	Intermodal Tons
101	Peoria, IL	1121	Bituminous Coal	47,605
101	Peoria, IL	2046	Wet Corn Milling Or Milo	9,121
101	Peoria, IL	2812	Potassium Or Sodium Compound	7,602
101	Peoria, IL	113	Grain	1,932
101	Peoria, IL	2044	Milled Rice, Flour Or Meal	1,359
101	Peoria, IL	2991	Misc Coal Or Petroleum Products	1,310
101	Peoria, IL	1011	Iron Ores	1,074
101	Peoria, IL	4021	Metal Scrap Or Tailings	845
101	Peoria, IL	3312	Primary Iron Or Steel Products	672
101	Peoria, IL	2818	Misc Industrial Organic Chemicals	564
101	Peoria, IL	2042	Prepared Or Canned Feed	529
101	Peoria, IL	2093	Nut Or Veg Oils Or By-products	501
101	Peoria, IL	3714	Motor Vehicle Parts Or Accessories	490
101	Peoria, IL	2911	Petroleum Refining Products	441
101	Peoria, IL	114	Oil Kernels, Nuts Or Seeds	397
101	Peoria, IL	2871	Fertilizers	351
101	Peoria, IL	2041	Flour Or Other Grain Mill Products	207
101	Peoria, IL	2421	Lumber Or Dimension Stock	199
101	Peoria, IL	2092	Soybean Oil Or By-products	190
101	Peoria, IL	4025	Chemical Or Petroleum Waste	133
101	Peoria, IL	2819	Misc Indus Inorganic Chemicals	132
101	Peoria, IL	1441	Gravel Or Sand	130
101	Peoria, IL	2899	Chemical Preparations, Nec	128
101	Peoria, IL	2499	Misc Wood Products	102

5.21. Foreign Trade Trends and Zones

Foreign trade has tripled in the last twenty years. This growth is expected to continue as American companies outsource manufacturing to countries with lower cost labor and as tariff and other trade restrictions fade with agreements such as NAFTA.

Canada, Japan, Mexico, China, Taiwan and Korea are the foremost trading partners of the US. Over one trillion dollars worth of goods were imported from NAFTA and APEC nations in the year 2000. The US exports over \$125 billion to these two trading groups. Imports to the US far outweigh exports.

New export markets are developing in Mexico and Asia. For example, Mexican consumption patterns favor American and multi national companies. Canadian commodity flows parallel those for Illinois and Mexico. Significant regional trade occurs. Maquiladoras represent about 45% of the trade activity between the US and Mexico. These are located predominantly in the western Mexican states and are concentrated in electronics, automotive, apparel and furniture. In Mexico auto parts growth is very high due to the age of vehicles, supermarket chains are growing, and one million homes a year will be constructed between now and 2007. The majority of imports travel by truck to the US. Rail traffic has however tripled since 1992.

The Maquiladoras industries in four major commodity flows (electronic products, parts and components; automotive parts and components; apparel and footwear, furniture and accessories) could ship items in need of final finishing to customers located in FTZ areas.

In tonnage Illinois is the 5th ranked state in the nation as a receiver of goods from Mexico.

Canada is the largest trading partner of the US. The top non-agriculture sectors involved in two way trade are automotive parts and accessories, electronic components, computers and peripherals, aircraft parts, building products and telecommunication equipment. Components and accessories from Canada also lend themselves to finishing in FTZ areas.

APEC represents 21 member countries and 44% of global trade. Due to outsourcing of manufacturing for consumer goods, the import commodity flows primarily represent consumer goods that are sold by retailers. This includes toys, apparel, footwear, jewelry computers and peripherals, automotive parts, electronics and household appliances. Typically these are received by intermodal container.

Currently in the corridor foreign trade zone status is present at the Rockford Airport. This was recently granted an expansion bringing available area to 923 acres and included a 500,000 square foot facility adjacent to the Global III Intermodal Hub in Rochelle. The expansion also included a 74 acre park with a 421,000 square foot facility in Woodstock, IL. Aside from this application there has been relatively little expansion of foreign trade zones in the state for many years.³²

Foreign Trade Zone and sub zone status offers potential customers many advantages including:

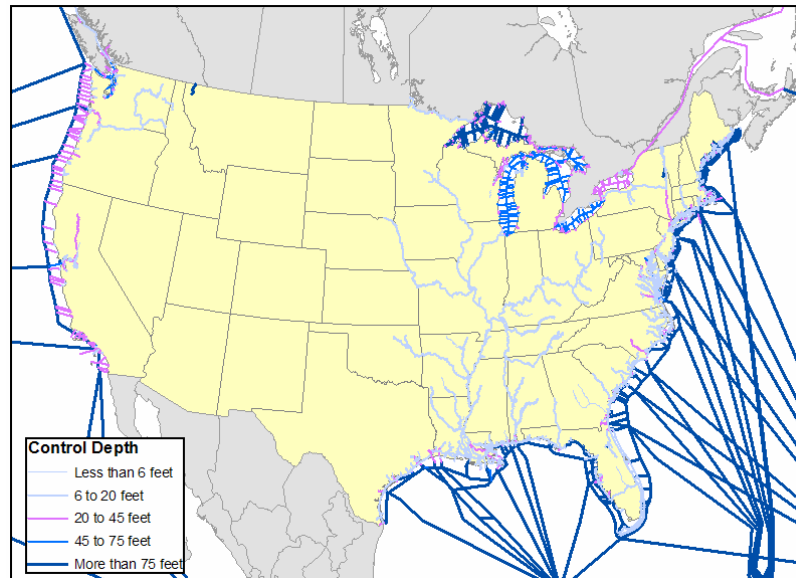
- Relief from inverted tariffs
- FTZ users may receive permission from Customs to move imported goods directly from ports to the FTZ. This avoids delays at congested ports.
- Duty exemption on re-exports. No duty is paid until goods enter US commerce.
- Duty elimination on waste, scrap and yield loss
- Weekly entry savings on administration
- Duty deferral

The potential logistics park to be located along the I-39 corridor should provide support for obtaining Foreign Trade Zone and sub zone status for potential tenants.

³² There have been 17 other approvals since 1992. These have been primarily in the petrol-chemical industry

5.22. Waterborne Network

The waterborne commerce system of the United States is reflected on the exhibit below. It consists of ocean ports and the Inland Water System.



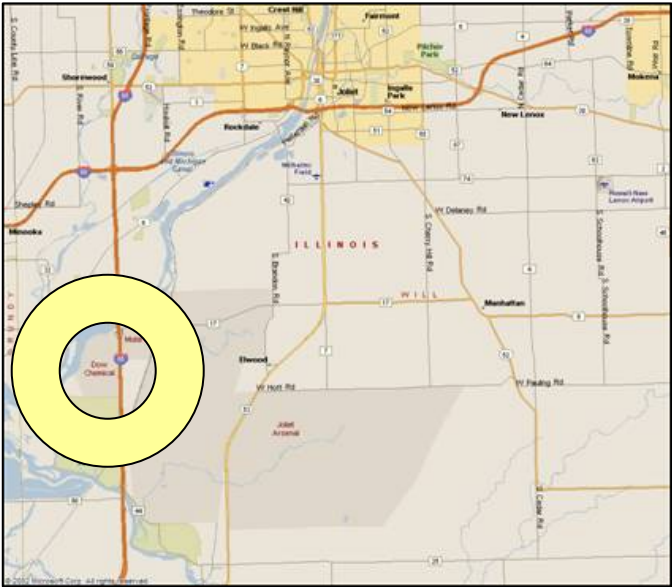
The waterborne network of the region includes Inland Water System with a focus on the great lakes and Mississippi sub-systems. The majority of the commodity flow remains in the immediate region and the surrounding states. The Port of Chicago, IL waterborne commerce system is located on the Calumet River and the accompanying Calumet Harbor. As noted earlier, Chicago is ranked 29th by volume as a US water port.

Deep water port operations are located in Lake Calumet. The Calumet harbor connects to the Calumet River and then to the Sag Channel. This channel also called the Calumet-Sag Project facilitates barge traffic between Lake Michigan and the Illinois and Mississippi Rivers. The Sag Channel connects to the Illinois-Michigan Channel which flows south. The Illinois River passes by the former Joliet Army Arsenal site.



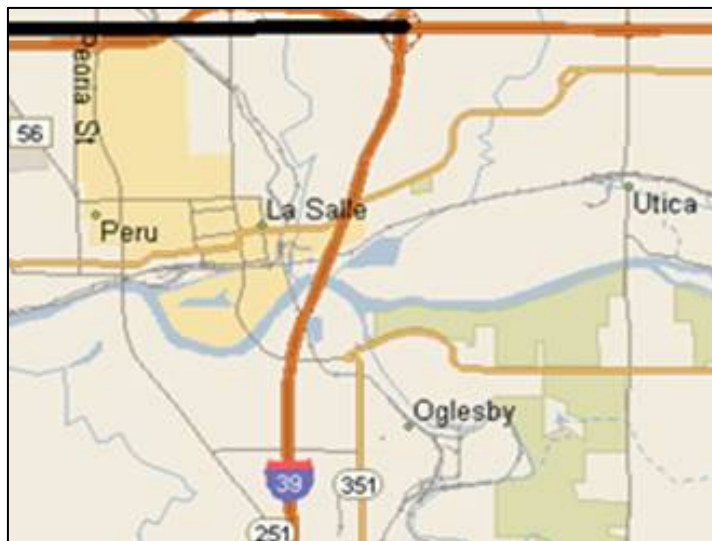
The potential significance of waterborne commerce to the area is found in the transportation and commodity flows. Five percent (4.1%) of tonnage emanating from Chicago is shipped via water. 19% of tonnage emanating from the Peoria BEA is shipped via water. 7.8% of tonnage shipped to Chicago is shipped via water. 7.1% of tonnage destined for the Peoria BEA is shipped via water. Both flows involve basic raw materials coal, cement, sand, gravel, iron ore, stone and petroleum products. Although, these commodities would not typically be in a Distribution Center Park they could lead to potential customers. For example, IDOT is the largest user of cement in Illinois.

Integration of waterborne trade with the logistics park could facilitate locating companies utilizing such raw materials. Please note the proximity of Mobil Oil and Dow Chemical to the CenterPoint Intermodal area and the water infrastructure on the following map.



Barge traffic could also integrate well with a re-distribution strategy for users of containerized shipping. This would enable carriers to dispose of empty containers by economically shipping them by barge to southern ports for return to Asia.³³

LaSalle County has access to the Illinois River near Peru and LaSalle west of I-39 and south of I-80. Therefore, industrial sites located in the county could utilize the Illinois River to dispose of empty containers to either upstream or downstream port locations.

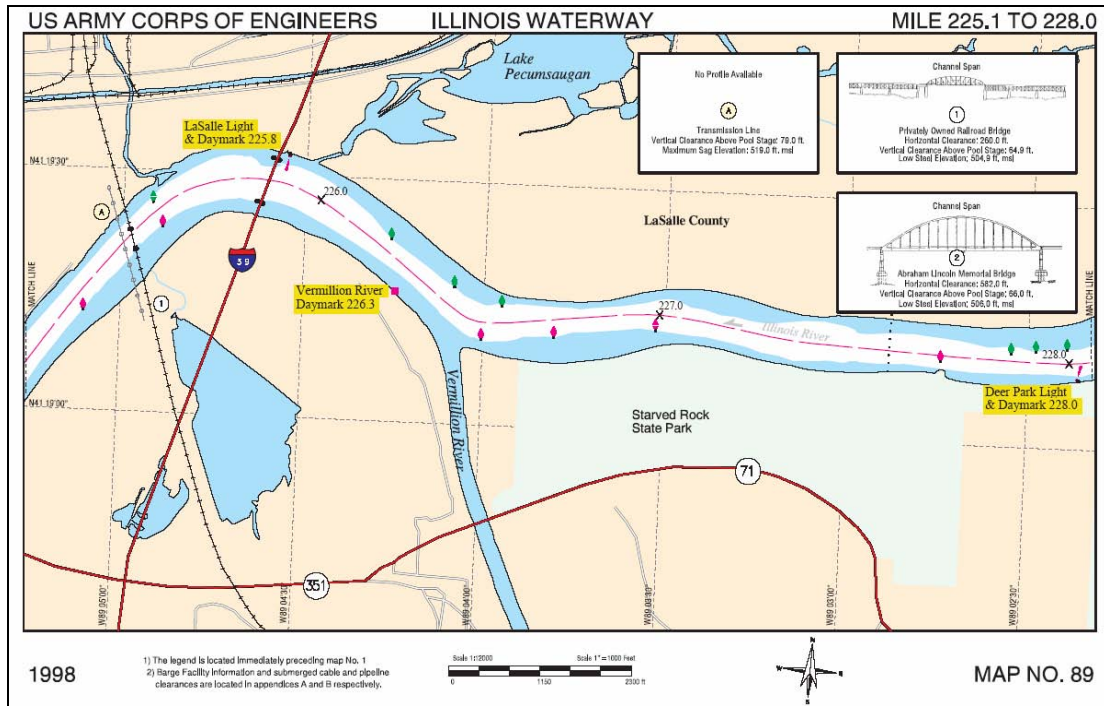
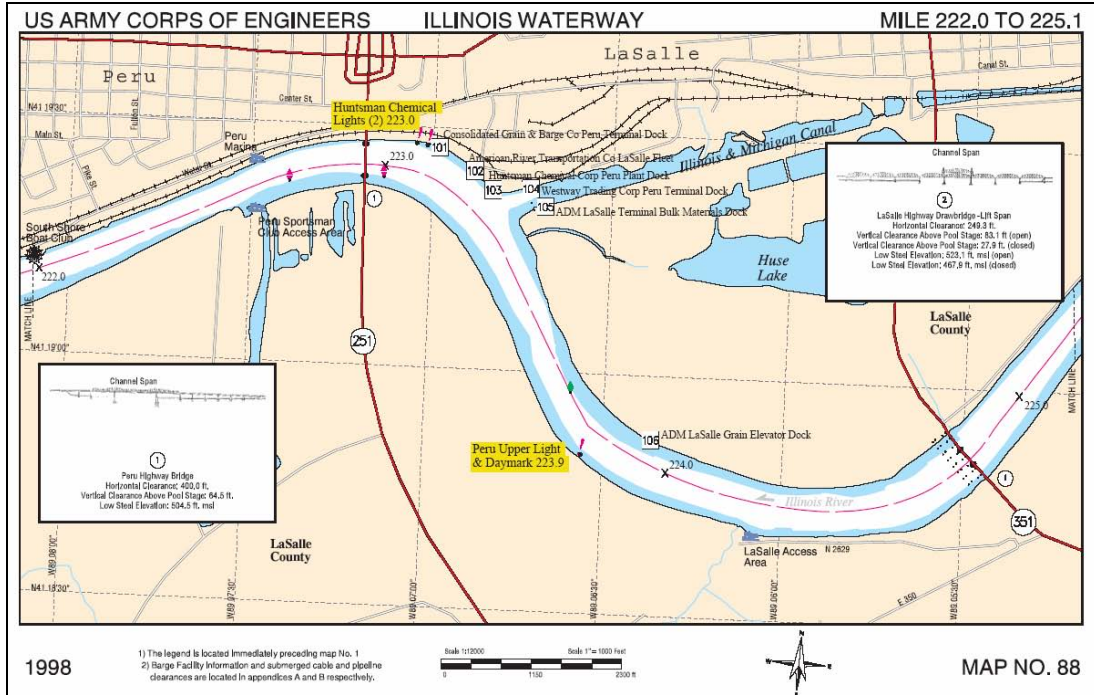


The Association should promote the development of an interchange from I-39 that would service the barge operations area. This would facilitate barge operations and local rail access without requiring travel through the city of LaSalle.

Barge facilities are located at Peru, LaSalle, Utica and Ottawa. There are about ten facilities in this area and these include general freight wharves and grain handling facilities. Drayage to barge facilities should be made available at any logistics park near I-80 and I-39 and other nodes along the corridor. Barge service along the Illinois River near I-39 includes docks and terminals that service bulk commodities and heavy cargo.

In Peoria there is a multi-modal barge terminal with rail service. The terminal handling system can interface with rail, trucks and barges.

³³ Return of empty containers to Asia is a major problem. Therefore intermodal yards and port handlers have large areas devoted to empty container storage.



5.23. Waterborne Commodities

Waterborne commodities include bulk materials, spirits, and wine, farming supplies, items of apparel and food products.

Waterborne Commodities Origin Chicago BEA

BEA	Origin	STCC	Commodity	Water Tons
64	Chicago, IL	113	Grain	4,056,189
64	Chicago, IL	1441	Gravel Or Sand	2,965,591
64	Chicago, IL	1121	Bituminous Coal	2,896,911
64	Chicago, IL	4029	Misc Waste Or Scrap	2,323,577
64	Chicago, IL	114	Oil Kernels, Nuts Or Seeds	1,937,499
64	Chicago, IL	1421	Broken Stone Or Riprap	1,898,341
64	Chicago, IL	4021	Metal Scrap Or Tailings	1,573,130
64	Chicago, IL	2911	Petroleum Refining Products	1,570,696
64	Chicago, IL	2042	Prepared Or Canned Feed	1,065,356
64	Chicago, IL	1471	Chem Or Fertilizer Mineri Crude	741,743
64	Chicago, IL	3241	Portland Cement	384,961
64	Chicago, IL	2099	Misc Food Preparations, Nec	205,610
64	Chicago, IL	912	Fresh Fish Or Whale Products	193,129
64	Chicago, IL	2871	Fertilizers	189,359
64	Chicago, IL	2062	Sugar, Refined, Cane Or Beet	187,562
64	Chicago, IL	913	Marine Products	162,814
64	Chicago, IL	3311	Blast Furnace Or Coke	159,501
64	Chicago, IL	2096	Margarine,shortening, Etc.	148,041
64	Chicago, IL	2819	Misc Indus Inorganic Chemicals	142,200
64	Chicago, IL	1011	Iron Ores	117,190
64	Chicago, IL	2061	Sugar Mill Prod Or By-prod	100,563
64	Chicago, IL	2815	Cyclic Intermediates Or Dyes	85,430
64	Chicago, IL	2951	Asphalt Paving Blocks Or Mix	81,864
64	Chicago, IL	2041	Flour Or Other Grain Mill Products	81,403
64	Chicago, IL	2991	Misc Coal Or Petroleum Products	76,364
64	Chicago, IL	3299	Misc Nonmetallic Minerals	66,425
64	Chicago, IL	141	Livestock	65,735
64	Chicago, IL	2899	Chemical Preparations, Nec	65,334
64	Chicago, IL	2818	Misc Industrial Organic Chemicals	64,116
64	Chicago, IL	2084	Wine,brandy Or Brandy Spirit	61,242
64	Chicago, IL	2033	Canned Fruits,vegetables, Etc.	61,165
64	Chicago, IL	1451	Clay Ceramic Or Refrac Minerals	60,176
64	Chicago, IL	4111	Misc Freight Shipments	54,595
64	Chicago, IL	2814	Crude Prod Of Coal,gas,petroleum	52,931
64	Chicago, IL	2812	Potassium Or Sodium Compound	51,510
64	Chicago, IL	2631	Fiber, Paper Or Pulpboard	38,178
64	Chicago, IL	139	Misc Fresh Vegetables	29,502
64	Chicago, IL	119	Misc. Field Crops	23,222
64	Chicago, IL	2011	Meat, Fresh Or Chilled	21,599
64	Chicago, IL	122	Deciduous Fruits	17,912
64	Chicago, IL	2912	Liquefied Gases,coal Or Petroleum	17,887
64	Chicago, IL	1491	Misc Nonmetallic Minerals, Nec	13,389
64	Chicago, IL	2014	Animal By-prod,inedible	10,890
64	Chicago, IL	2097	Ice, Natural Or Manufactured	10,562
64	Chicago, IL	2082	Malt Liquors	10,420
64	Chicago, IL	3255	Refractories	9,459
64	Chicago, IL	2031	Canned Or Cured Sea Foods	9,417
64	Chicago, IL	123	Tropical Fruits	8,010
64	Chicago, IL	2013	Meat Products	8,003

Waterborne Commodities Destination Chicago BEA

BEA	Destination	STCC	Commodity	Water Tons
64	Chicago, IL	1011	Iron Ores	17,680,477
64	Chicago, IL	1441	Gravel Or Sand	4,905,068
64	Chicago, IL	1421	Broken Stone Or Riprap	3,954,647
64	Chicago, IL	1121	Bituminous Coal	3,761,251
64	Chicago, IL	4029	Misc Waste Or Scrap	2,644,305
64	Chicago, IL	2911	Petroleum Refining Products	2,293,610
64	Chicago, IL	1471	Chem Or Fertilizer Mineri Crude	1,615,925
64	Chicago, IL	4021	Metal Scrap Or Tailings	933,416
64	Chicago, IL	1491	Misc Nonmetallic Minerals, Nec	835,533
64	Chicago, IL	3312	Primary Iron Or Steel Products	817,200
64	Chicago, IL	3241	Portland Cement	786,399
64	Chicago, IL	2871	Fertilizers	628,169
64	Chicago, IL	3443	Fabricated Plate Products	328,060
64	Chicago, IL	2812	Potassium Or Sodium Compound	320,438
64	Chicago, IL	2815	Cyclic Intermediates Or Dyes	295,897
64	Chicago, IL	1051	Bauxite Or Other Alum Ores	271,666
64	Chicago, IL	4111	Misc Freight Shipments	250,684
64	Chicago, IL	2814	Crude Prod Of Coal,gas,petroleum	238,109
64	Chicago, IL	2818	Misc Industrial Organic Chemicals	231,960
64	Chicago, IL	2819	Misc Indus Inorganic Chemicals	225,338
64	Chicago, IL	2899	Chemical Preparations, Nec	207,521
64	Chicago, IL	2991	Misc Coal Or Petroleum Products	195,990
64	Chicago, IL	113	Grain	187,086
64	Chicago, IL	2951	Asphalt Paving Blocks Or Mix	184,470
64	Chicago, IL	3313	Electrometallurgical Products	179,367
64	Chicago, IL	3311	Blast Furnace Or Coke	170,265
64	Chicago, IL	1451	Clay Ceramic Or Refrac Minerals	137,130
64	Chicago, IL	3711	Motor Vehicles	135,179
64	Chicago, IL	3499	Fabricated Metal Products, Nec	124,336
64	Chicago, IL	2631	Fiber, Paper Or Pulpboard	108,451
64	Chicago, IL	114	Oil Kernels, Nuts Or Seeds	103,927
64	Chicago, IL	2421	Lumber Or Dimension Stock	89,624
64	Chicago, IL	2912	Liquefied Gases,coal Or Petroleum	84,463
64	Chicago, IL	2432	Plywood Or Veneer	65,207
64	Chicago, IL	3299	Misc Nonmetallic Minerals	57,870
64	Chicago, IL	3441	Fabricated Structural Metal Products	57,026
64	Chicago, IL	2042	Prepared Or Canned Feed	54,224
64	Chicago, IL	2411	Primary Forest Materials	53,992
64	Chicago, IL	1061	Manganese Ores	34,103

Waterborne Commodities Origin Peoria BEA

BEA	Origin	STCC	Commodity	Water Tons
101	Peoria, IL	113	Grain	4,066,177
101	Peoria, IL	114	Oil Kernels, Nuts Or Seeds	1,603,029
101	Peoria, IL	1121	Bituminous Coal	1,152,227
101	Peoria, IL	2042	Prepared Or Canned Feed	823,258
101	Peoria, IL	2911	Petroleum Refining Products	376,314
101	Peoria, IL	2099	Misc Food Preparations, Nec	162,909
101	Peoria, IL	2062	Sugar, Refined, Cane Or Beet	147,901
101	Peoria, IL	912	Fresh Fish Or Whale Products	126,014
101	Peoria, IL	2096	Margarine,shortening, Etc.	116,724
101	Peoria, IL	2061	Sugar Mill Prod Or By-prod	78,232
101	Peoria, IL	2041	Flour Or Other Grain Mill Products	68,624
101	Peoria, IL	913	Marine Products	68,556
101	Peoria, IL	4021	Metal Scrap Or Tailings	58,310
101	Peoria, IL	2033	Canned Fruits,vegetables, Etc.	55,885
101	Peoria, IL	2084	Wine,brandy Or Brandy Spirit	55,084
101	Peoria, IL	2011	Meat, Fresh Or Chilled	44,653
101	Peoria, IL	141	Livestock	43,824
101	Peoria, IL	1471	Chem Or Fertilizer Mineri Crude	41,644
101	Peoria, IL	2991	Misc Coal Or Petroleum Products	39,623
101	Peoria, IL	1011	Iron Ores	34,446
101	Peoria, IL	2815	Cyclic Intermediates Or Dyes	29,856
101	Peoria, IL	2819	Misc Indus Inorganic Chemicals	28,007
101	Peoria, IL	1441	Gravel Or Sand	24,292
101	Peoria, IL	2818	Misc Industrial Organic Chemicals	23,808
101	Peoria, IL	2097	Ice, Natural Or Manufactured	22,367
101	Peoria, IL	2082	Malt Liquors	22,130
101	Peoria, IL	2899	Chemical Preparations, Nec	21,818
101	Peoria, IL	2871	Fertilizers	21,455
101	Peoria, IL	2814	Crude Prod Of Coal,gas,petroleum	18,170
101	Peoria, IL	2812	Potassium Or Sodium Compound	17,707
101	Peoria, IL	2013	Meat Products	12,626
101	Peoria, IL	139	Misc Fresh Vegetables	12,572
101	Peoria, IL	2014	Animal By-prod,inedible	11,378
101	Peoria, IL	2951	Asphalt Paving Blocks Or Mix	10,582
101	Peoria, IL	119	Misc. Field Crops	10,021
101	Peoria, IL	2031	Canned Or Cured Sea Foods	9,838
101	Peoria, IL	122	Deciduous Fruits	7,648
101	Peoria, IL	2026	Processed Milk	4,572
101	Peoria, IL	2085	Distilled Or Blended Liquors	4,114
101	Peoria, IL	2141	Stemmed Or Redried Tobacco	3,592
101	Peoria, IL	2912	Liquefied Gases,coal Or Petroleum	3,437
101	Peoria, IL	123	Tropical Fruits	2,009
101	Peoria, IL	2023	Condensed, Evap Or Dry Milk	1,851

Waterborne Commodities Destination Peoria BEA

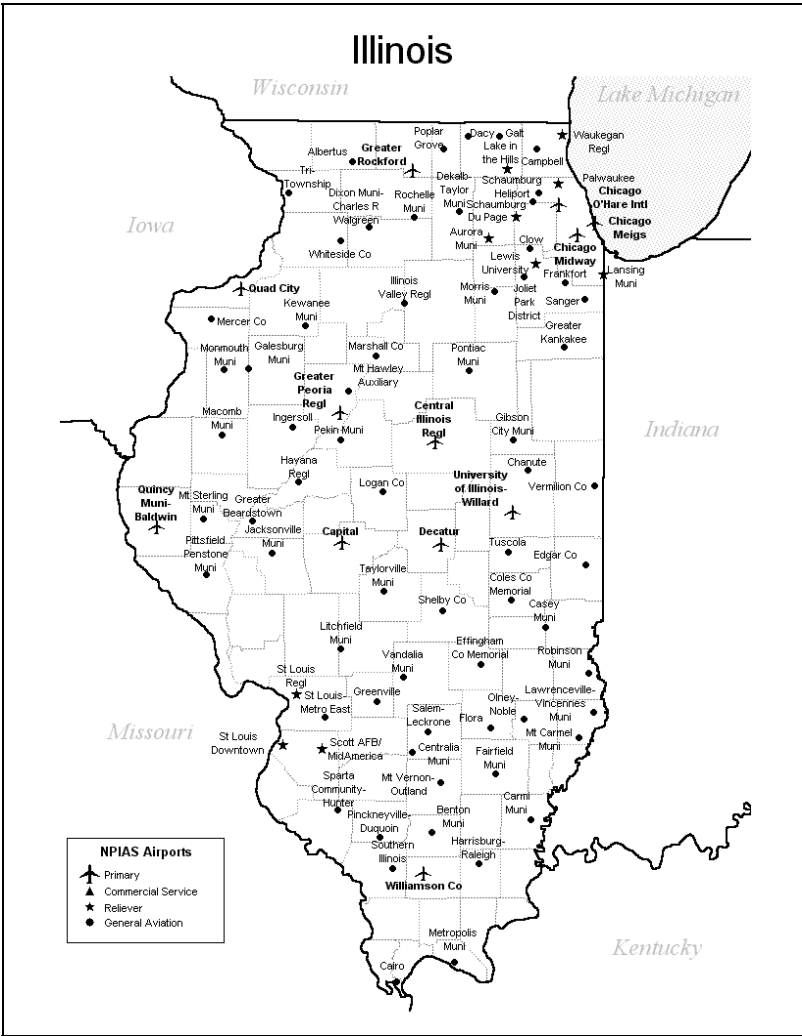
BEA	Destination	STCC	Commodity	Water Tons
101	Peoria, IL	3599	Misc Machinery Or Parts	1,019,484
101	Peoria, IL	2381	Gloves,mittens Or Linings	643,076
101	Peoria, IL	2815	Cyclic Intermediates Or Dyes	409,904
101	Peoria, IL	2491	Treated Wood Products	352,080
101	Peoria, IL	3274	Lime Or Lime Plaster	303,511
101	Peoria, IL	2030	Canned Or Preserved Food	239,118
101	Peoria, IL	2046	Wet Corn Milling Or Milo	167,843
101	Peoria, IL	3321	Iron Or Steel Castings	167,316
101	Peoria, IL	2392	Textile Housefurnishings	162,243
101	Peoria, IL	3315	Steel Wire, Nails Or Spikes	160,722
101	Peoria, IL	2439	Structural Wood Prod, Nec	155,972
101	Peoria, IL	2093	Nut Or Veg Oils Or By-products	145,759
101	Peoria, IL	2814	Crude Prod Of Coal,gas,petroleum	136,288
101	Peoria, IL	131	Bulbs,roots Or Tubers	130,557
101	Peoria, IL	2432	Plywood Or Veneer	84,309
101	Peoria, IL	3499	Fabricated Metal Products, Nec	58,438
101	Peoria, IL	3443	Fabricated Plate Products	52,702
101	Peoria, IL	3632	Household Refrigerators	51,345
101	Peoria, IL	191	Horticultural Specialties	33,164
101	Peoria, IL	3311	Blast Furnace Or Coke	28,041
101	Peoria, IL	3441	Fabricated Structural Metal Products	27,023
101	Peoria, IL	2034	Dehydr Or Dried Fruit Or Veg	14,975
101	Peoria, IL	2899	Chemical Preparations, Nec	13,860
101	Peoria, IL	2421	Lumber Or Dimension Stock	13,819
101	Peoria, IL	2431	Millwork Or Cabinetwork	11,114
101	Peoria, IL	3334	Primary Aluminum Smelter Products	10,854
101	Peoria, IL	3281	Cut Stone Or Stone Products	10,848
101	Peoria, IL	3296	Mineral Wool	9,174
101	Peoria, IL	3531	Constr Machinery Or Equipment	8,105
101	Peoria, IL	2912	Liquefied Gases,coal Or Petroleum	6,334
101	Peoria, IL	3651	Radio Or Tv Receiving Sets	6,183
101	Peoria, IL	2861	Gum Or Wood Chemicals	3,816
101	Peoria, IL	1051	Bauxite Or Other Alum Ores	3,593
101	Peoria, IL	3339	Misc Prim Nonferr Smelter Products	3,183
101	Peoria, IL	2649	Misc Converted Paper Products	3,023
101	Peoria, IL	912	Fresh Fish Or Whale Products	2,766
101	Peoria, IL	2084	Wine,brandy Or Brandy Spirit	2,317
101	Peoria, IL	3331	Primary Copper Smelter Products	2,224
101	Peoria, IL	3332	Primary Lead Smelter Products	2,202
101	Peoria, IL	3299	Misc Nonmetallic Minerals	1,613
101	Peoria, IL	1011	Iron Ores	1,425
101	Peoria, IL	2621	Paper	1,417
101	Peoria, IL	2661	Paper Or Building Board	1,334

5.24. Air Network

Air cargo is present in the Chicago region with the predominant cargo being mail and express packages. There are two commercial airports available. These are O'Hare and Midway. These are part of the national network consisting in part of 29 large hubs.

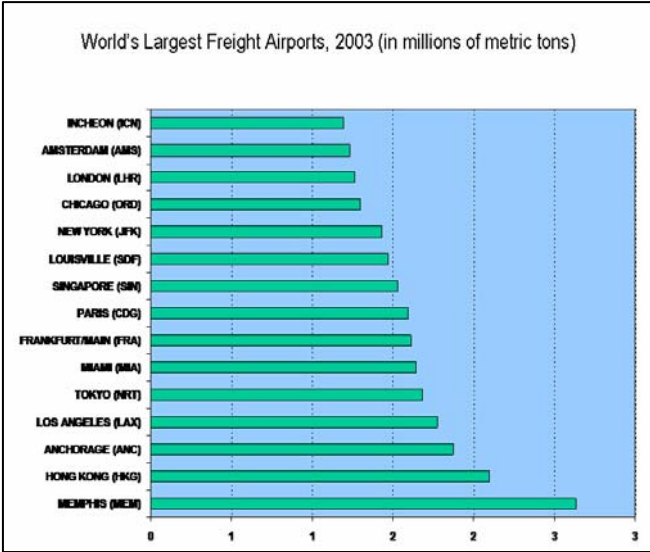


Illinois Air Network



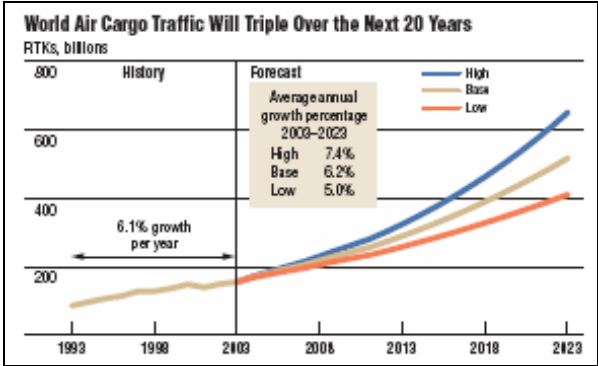
Chicago O'Hare is the 12th largest air cargo hub in the world and the 10th largest gateway in the US.





The proposed South Suburban Airport (SSA), near Peotone, would supplement cargo and commercial aviation capacity of the two existing hubs. The facility when constructed will be located in Will County. Air cargo is currently identified as the priority for the SSA by the county. Therefore, commodity flows related to air cargo should be treated as a recruitment opportunity by the I-39 Logistics Corridor.

Air cargo is a growth industry³⁴. Boeing, now a local Chicago employer, has a strategy to provide air cargo fleets to the air cargo industry.



The Chicago and Peoria BEA's have the following tonnage profiles for air shipping.

Air Cargo		
	Chicago BEA	Peoria BEA
Origin	346,690	15,421
Destination	620,976	27,901
Total	967,666	43,322

³⁴ 6.2 percent per year growth is projected by the industry through 2023. 2004/2005 World Air cargo Forecast

There are 42 air facilities in LaSalle County including the Illinois Valley Regional Airport. Most of these are small fields, heliports and landing strips. Other airports are located north in Rochelle, DeKalb, Belvedere, Rockford and Beloit. The Greater Rockford Airport has a 10,000 foot runway a necessary length to handle air cargo planes of the future.

The UPS Rockford Regional Air Hub is 586,000 square feet in size and is the second largest regional hub in the UPS air hub network and like all UPS facilities processes ground shipments as well. This hub is located at the Greater Rockford Airport. Travel times to air facilities are listed below. Air freight drayage services should be available throughout the corridor. Other parcel distribution service providers available in the corridor include FEDX, BAX, Landstar, Emery and Airborne Express.

Airport Travel Times From I-80/I-39			Rank
Airport	Miles and Minutes		
O'Hare	94.5	89	4
Midway	84.6	83	2
Peotone SSA	79.3	82	1
Rockford UPS Hub	65.8	70	4
Airport Travel Times From I-88/I-39			Rank
Airport	Miles and Minutes		
O'Hare	74	70	2
Midway	75	80	1
Peotone SSA	110	105	2
Rockford UPS Hub	29	37	3
Airport Travel Times From I-90/I-39			Rank
Airport	Miles and Minutes		
O'Hare	70	67	1
Midway	86	95	3
Peotone SSA	127	122	3
Rockford UPS Hub	4	10	1
Airport Travel Times From I-43/I-39			Rank
Airport	Miles and Minutes		
O'Hare	83	79	3
Midway	101	107	4
Peotone SSA	140	134	4
Rockford UPS Hub	23	21	2

5.25. Air Commodities

Major commodity flows for air are:

- Mail and express traffic
- FAK shipments
- Motor vehicle parts and accessories
- Computers, peripherals and subassemblies
- Telecommunications equipment

- Crustaceans
- Drugs, books and apparel

Air Commodities Origin Chicago BEA

64	Chicago, IL	4311	Mail And Express Traffic	96,434
64	Chicago, IL	3714	Motor Vehicle Parts Or Accessories	17,494
64	Chicago, IL	1471	Chem Or Fertilizer Mineri Crude	16,649
64	Chicago, IL	3531	Constr Machinery Or Equipment	16,022
64	Chicago, IL	3522	Farm Machinery Or Equipment	9,296
64	Chicago, IL	2831	Drugs	9,212
64	Chicago, IL	3679	Misc Electronic Components	9,077
64	Chicago, IL	2331	Womens Or Childrens Clothing	8,837
64	Chicago, IL	3691	Storage Batteries Or Plates	7,472
64	Chicago, IL	122	Deciduous Fruits	6,789
64	Chicago, IL	3585	Refrigeration Machinery	6,400
64	Chicago, IL	3499	Fabricated Metal Products, Nec	5,858
64	Chicago, IL	3742	Railroad Cars	5,001
64	Chicago, IL	3729	Misc Aircraft Parts	4,722
64	Chicago, IL	3642	Lighting Fixtures	4,429
64	Chicago, IL	2621	Paper	4,182
64	Chicago, IL	2741	Misc Printed Matter	3,858
64	Chicago, IL	3071	Misc Plastic Products	3,579
64	Chicago, IL	3533	Oil Field Machinery Or Equipment	3,426
64	Chicago, IL	3639	Misc Household Appliances	3,415
64	Chicago, IL	2099	Misc Food Preparations, Nec	3,298
64	Chicago, IL	3537	Industrial Trucks, Etc.	3,227
64	Chicago, IL	2311	Mens Or Boys Clothing	3,048
64	Chicago, IL	3732	Ships Or Boats	3,047
64	Chicago, IL	3535	Conveyors Or Parts	3,016
64	Chicago, IL	2651	Containers Or Boxes,paper	2,981
64	Chicago, IL	3599	Misc Machinery Or Parts	2,911
64	Chicago, IL	3644	Noncurrent Wiring Devices	2,808
64	Chicago, IL	3544	Special Dies,tools,jigs,etc.	2,691
64	Chicago, IL	3842	Orthopedic Or Prosthetic Supplies	2,275
64	Chicago, IL	3861	Photographic Equip Or Supplies	2,242
64	Chicago, IL	3561	Industrial Pumps	2,173
64	Chicago, IL	3566	Mech Power Transmission Equipment	2,169
64	Chicago, IL	2011	Meat, Fresh Or Chilled	2,104
64	Chicago, IL	2649	Misc Converted Paper Products	2,102
64	Chicago, IL	3621	Motors Or Generators	2,085
64	Chicago, IL	3651	Radio Or Tv Receiving Sets	2,055
64	Chicago, IL	3612	Electrical Transformers	2,041
64	Chicago, IL	3822	Automatic Temperature Controls	1,929
64	Chicago, IL	3494	Valves Or Pipe Fittings	1,824
64	Chicago, IL	3559	Misc Special Industry Mach	1,790
64	Chicago, IL	3633	Household Laundry Equipment	1,685
64	Chicago, IL	4611	Fak Shipments	1,656

Air Commodities Destination Chicago BEA

BEA	Destination	STCC	Commodity	Air Tons
64	Chicago, IL	4311	Mail And Express Traffic	237,575
64	Chicago, IL	4611	Fak Shipments	86,546
64	Chicago, IL	3573	Electronic Data Proc Equipment	35,886
64	Chicago, IL	3714	Motor Vehicle Parts Or Accessories	31,756
64	Chicago, IL	2831	Drugs	17,541
64	Chicago, IL	2899	Chemical Preparations, Nec	13,655
64	Chicago, IL	3531	Constr Machinery Or Equipment	11,164
64	Chicago, IL	2741	Misc Printed Matter	8,302
64	Chicago, IL	3071	Misc Plastic Products	8,139
64	Chicago, IL	3691	Storage Batteries Or Plates	6,972
64	Chicago, IL	2731	Books	6,206
64	Chicago, IL	913	Marine Products	5,127
64	Chicago, IL	3585	Refrigeration Machinery	4,638
64	Chicago, IL	3799	Transportation Equipment, Nec	4,327
64	Chicago, IL	2891	Adhesives	4,113
64	Chicago, IL	2771	Greeting Cards, Seals, Etc.	4,002
64	Chicago, IL	2331	Womens Or Childrens Clothing	3,926
64	Chicago, IL	2812	Potassium Or Sodium Compound	3,917
64	Chicago, IL	3499	Fabricated Metal Products, Nec	3,883
64	Chicago, IL	2819	Misc Indus Inorganic Chemicals	3,831
64	Chicago, IL	122	Deciduous Fruits	3,553
64	Chicago, IL	3842	Orthopedic Or Prosthetic Supplies	3,153
64	Chicago, IL	3769	Missile Or Space Veh Parts	3,104
64	Chicago, IL	3639	Misc Household Appliances	3,003
64	Chicago, IL	2818	Misc Industrial Organic Chemicals	2,979
64	Chicago, IL	3679	Misc Electronic Components	2,964
64	Chicago, IL	3599	Misc Machinery Or Parts	2,819
64	Chicago, IL	2844	Cosmetics,perfumes, Etc.	2,444
64	Chicago, IL	3732	Ships Or Boats	2,345
64	Chicago, IL	2711	Newspapers	2,318
64	Chicago, IL	2033	Canned Fruits,vegetables, Etc.	2,300
64	Chicago, IL	2621	Paper	2,160
64	Chicago, IL	3811	Engrg, Lab Or Scientific Equipment	1,951
64	Chicago, IL	3671	Electronic Tubes	1,872
64	Chicago, IL	3751	Motorcycles, Bicycles Or Parts	1,866
64	Chicago, IL	3569	Misc General Industrial	1,720
64	Chicago, IL	2311	Mens Or Boys Clothing	1,715

Air Commodities Origin Peoria BEA

BEA	Origin	STCC	Commodity	Air Tons
101	Peoria, IL	4611	Fak Shipments	2,827
101	Peoria, IL	3573	Electronic Data Proc Equipment	2,108
101	Peoria, IL	3714	Motor Vehicle Parts Or Accessories	1,881
101	Peoria, IL	2771	Greeting Cards, Seals, Etc.	1,859
101	Peoria, IL	2899	Chemical Preparations, Nec	1,471
101	Peoria, IL	2331	Womens Or Childrens Clothing	842
101	Peoria, IL	1471	Chem Or Fertilizer Mineri Crude	772
101	Peoria, IL	2831	Drugs	667
101	Peoria, IL	3071	Misc Plastic Products	413
101	Peoria, IL	2741	Misc Printed Matter	386
101	Peoria, IL	2731	Books	370

Air Commodities Destination Peoria BEA

BEA	Destination	STCC	Commodity	Air Tons
101	Peoria, IL	2812	Potassium Or Sodium Compound	6,296
101	Peoria, IL	2741	Misc Printed Matter	4,295
101	Peoria, IL	2099	Misc Food Preparations, Nec	3,561
101	Peoria, IL	1121	Bituminous Coal	3,498
101	Peoria, IL	2331	Womens Or Childrens Clothing	2,731
101	Peoria, IL	2831	Drugs	2,721
101	Peoria, IL	3573	Electronic Data Proc Equipment	2,054
101	Peoria, IL	4311	Mail And Express Traffic	665
101	Peoria, IL	2711	Newspapers	443
101	Peoria, IL	3585	Refrigeration Machinery	371
101	Peoria, IL	2439	Structural Wood Prod, Nec	354
101	Peoria, IL	4020	Waste Or Scrap	199
101	Peoria, IL	3589	Misc Service Industry Machinery	159
101	Peoria, IL	3499	Fabricated Metal Products, Nec	145
101	Peoria, IL	3691	Storage Batteries Or Plates	144
101	Peoria, IL	3729	Misc Aircraft Parts	83
101	Peoria, IL	2819	Misc Indus Inorganic Chemicals	69
101	Peoria, IL	3679	Misc Electronic Components	54
101	Peoria, IL	3639	Misc Household Appliances	18
101	Peoria, IL	122	Deciduous Fruits	15
101	Peoria, IL	3714	Motor Vehicle Parts Or Accessories	14

6. CORRIDOR NODE EVALUATION

The association should focus its efforts on attracting clients to the overall corridor recognizing that each node has its own strengths and weaknesses. Efforts should focus on developing an optimal marketing strategy for the entire corridor while simultaneously addressing the needs of individual nodes.

I – 80			I – 88		
Strengths	Weaknesses	Areas for Improvement	Strengths	Weaknesses	Areas for Improvement
<ul style="list-style-type: none"> • Access to 6 rail lines • Truck care facilities along I-80 to O'Hare and UPS • La Salle County: leader in overall tonnage • Existing barge service • Chicago Trans Study shows improved est. pop. to employment ratio • Shortest travel time to SSA and 2nd to Midway • Shortest distance to CIC • Near to optimal distribution network location for multiple DC networks based modeling 	<ul style="list-style-type: none"> • Longest travel time to O'Hare and UPS Hub • 3rd in distance to Global III 	<ul style="list-style-type: none"> • State and Local Highway road conditions initiative • Interchange near rail/river would improve accessibility • Market more truck services on I-39 • Logistics Services Alliances 	<ul style="list-style-type: none"> • Roads in serviceable condition and repairs planned • Expected daily truck volume >2,000 • Shortest transit time to Midway • 2nd shortest travel time to O'Hare and SSA • Shortest distance to Global III and 2nd in distance to CIC • Near to optimal distribution network location for multiple DC networks based modeling 	<ul style="list-style-type: none"> • 3rd in travel time to UPS Hub 	<ul style="list-style-type: none"> • State and Local Highway road conditions initiative • Initiate a study of I-88 to determine heavy truck traffic modifications • Market more truck services on I-39 • Logistics Services Alliances
I – 90			I – 43		
Strengths	Weaknesses	Areas for Improvement	Strengths	Weaknesses	Areas for Improvement
<ul style="list-style-type: none"> • Highly ranked road conditions and rail access • High ranking labor force based on Logistics Quotient • Excellent truck services • Existing tonnage on I-90 exceeds other nodes • 2nd highest IL destination for NAFTA tonnage • Shortest distance to O'Hare and closest to Rockford UPS Hub • 2nd closest to Global III • Near to optimal distribution network location for multiple DC networks based modeling 	<ul style="list-style-type: none"> • 2nd furthest from Peotone SSA • 3rd in distance to CIC 	<ul style="list-style-type: none"> • Local routes & SR251 have substandard intersection capacities and line widths • State and Local Highway road conditions • No interchange access to Rockford Airport • US 20 widening required • Logistics Services Alliances 	<ul style="list-style-type: none"> • 17 road repair projects are planned • Significantly improved road conditions • Multiple truck service facilities exist • 2nd closest to Rockford UPS Hub • Near to optimal distribution network location for multiple DC networks based modeling 	<ul style="list-style-type: none"> • Furthest from Midway and SSA • Furthest from CIC and Global III 	<ul style="list-style-type: none"> • State and Local Highway road conditions • Low labor workforce ranking and relatively high taxes and fees based on the Logistics Quotient • I-43 road conditions northeast of I-39 • Logistics Services Alliances

7. LABOR CONSIDERATIONS

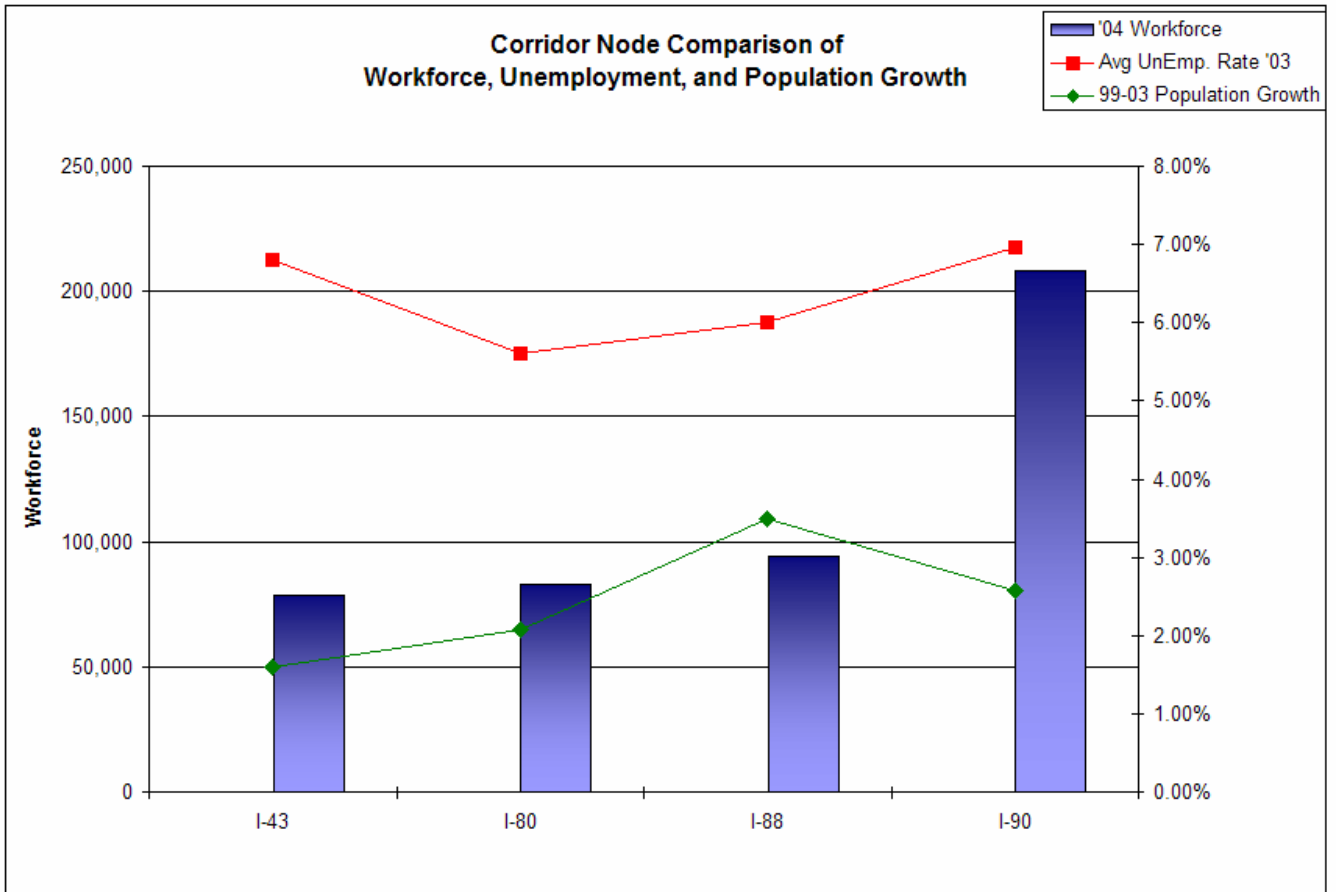
Labor rates for commonly utilized jobs in distribution centers and for the geographic areas along the corridor as well as in areas of interest are displayed below.

Positon Title	Warehouse Material Handler		Warehouse Worker		Fork Lift Operator		Packer Shipper		Truck Driver	
	SOC: 537199		SOC: 519198		SOC: 537051		SOC: 435071		SOC: 533032	
Area	Annual Salary	Hrly Rate	Annual Salary	Hrly Rate	Annual Salary	Hrly Rate	Annual Salary	Hrly Rate	Annual Salary	Hrly Rate
1 90th Percnettle	27,475	\$ 13.21	31,133	\$ 14.97	30,110	\$ 14.48	22,741	\$ 10.93	36,295	\$ 17.45
2 Chicago, Illinois	25,699	\$ 12.36	28,969	\$ 13.93	28,375	\$ 13.64	24,622	\$ 11.84	33,803	\$ 16.25
3 Joliet, Illinois	24,813	\$ 11.93	28,049	\$ 13.49	27,457	\$ 13.20	23,805	\$ 11.44	32,818	\$ 15.78
4 Bolingbrook, Illinois	24,353	\$ 11.71	27,560	\$ 13.25	26,972	\$ 12.97	23,381	\$ 11.24	32,282	\$ 15.52
5 Rockford, Illinois	24,176	\$ 11.62	27,294	\$ 13.12	26,735	\$ 12.85	22,711	\$ 10.92	31,931	\$ 15.35
6 De Kalb, Illinois	24,129	\$ 11.60	27,310	\$ 13.13	26,726	\$ 12.85	23,173	\$ 11.14	31,993	\$ 15.38
7 Loves Park, Illinois	23,899	\$ 11.49	26,994	\$ 12.98	26,439	\$ 12.71	22,463	\$ 10.80	31,594	\$ 15.19
8 Machesney Park, Illinois	23,899	\$ 11.49	26,994	\$ 12.98	26,439	\$ 12.71	22,463	\$ 10.80	31,594	\$ 15.19
9 St Louis, Missouri	23,903	\$ 11.49	27,460	\$ 13.20	26,411	\$ 12.70	22,861	\$ 10.99	31,498	\$ 15.14
10 US Mean	24,026	\$ 11.55	27,178	\$ 13.07	26,410	\$ 12.70	19,256	\$ 9.26	31,234	\$ 15.02
11 Indianapolis, Indiana	23,702	\$ 11.40	27,321	\$ 13.14	26,142	\$ 12.57	22,539	\$ 10.84	31,099	\$ 14.95
12 Belvidere, Illinois	23,366	\$ 11.23	26,425	\$ 12.70	25,875	\$ 12.44	21,986	\$ 10.57	30,968	\$ 14.89
13 Peoria, Illinois	23,035	\$ 11.07	27,095	\$ 13.03	25,531	\$ 12.27	22,005	\$ 10.58	30,581	\$ 14.70
14 Bloomington, Illinois	23,071	\$ 11.09	26,608	\$ 12.79	25,501	\$ 12.26	22,268	\$ 10.71	30,418	\$ 14.62
15 Janesville, Wisconsin	23,006	\$ 11.06	26,648	\$ 12.81	25,389	\$ 12.21	22,016	\$ 10.58	30,210	\$ 14.52
16 Louisville, Kentucky	22,940	\$ 11.03	26,300	\$ 12.64	25,332	\$ 12.18	21,881	\$ 10.52	30,188	\$ 14.51
17 Normal, Illinois	22,917	\$ 11.02	26,417	\$ 12.70	25,322	\$ 12.17	22,125	\$ 10.64	30,188	\$ 14.51
18 Memphis, Tennessee	22,809	\$ 10.97	25,931	\$ 12.47	25,205	\$ 12.12	21,882	\$ 10.52	30,065	\$ 14.45
19 Beloit, Wisconsin	22,757	\$ 10.94	26,345	\$ 12.67	25,106	\$ 12.07	21,783	\$ 10.47	29,859	\$ 14.36
20 Nashville, Tennessee	22,459	\$ 10.80	25,846	\$ 12.43	24,763	\$ 11.91	21,699	\$ 10.43	29,443	\$ 14.16
21 La Salle, Illinois	21,703	\$ 10.43	25,019	\$ 12.03	24,025	\$ 11.55	20,922	\$ 10.06	28,722	\$ 13.81
22 Ottawa, Illinois	21,535	\$ 10.35	24,828	\$ 11.94	23,841	\$ 11.46	20,766	\$ 9.98	28,508	\$ 13.71
23 Peru, Illinois	21,522	\$ 10.35	24,812	\$ 11.93	23,827	\$ 11.46	20,754	\$ 9.98	28,490	\$ 13.70
24 10th Percentile	20,748	\$ 9.98	23,479	\$ 11.29	22,517	\$ 10.83	16,378	\$ 7.87	26,793	\$ 12.88
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Data as of: 4/1/2005										

Labor rates in all areas along the corridor are very competitive in comparison to the Chicago metro area as well as other competing cities. LaSalle County has the most favorable labor cost rates.

Unemployment in the I-39 corridor is 6.2%. There is an existing workforce in excess of 500,000 people throughout the named counties in the corridor.

AREA	YEAR	M	LABOR FORCE		UNEMPLOYED	
			EMPLOYED	#	%	
1 WINNEBAGO COUNTY	2005	3	158,766	149,346	9,420	5.9%
2 MCLEAN COUNTY	2005	3	84,261	80,340	3,921	4.7%
3 LA SALLE COUNTY	2005	3	59,651	55,664	3,987	6.7%
4 DEKALB COUNTY	2005	3	52,773	49,617	3,156	6.0%
5 WHITESIDE COUNTY	2005	3	29,329	27,550	1,779	6.1%
6 BOONE COUNTY	2005	3	26,216	24,287	1,929	7.4%
7 OGLE COUNTY	2005	3	24,984	23,433	1,551	6.2%
8 STEPHENSON COUNTY	2005	3	23,678	22,229	1,449	6.1%
9 BUREAU COUNTY	2005	3	19,826	18,731	1,095	5.5%
10 WOODFORD COUNTY	2005	3	19,018	18,159	859	4.5%
11 LIVINGSTON COUNTY	2005	3	18,515	17,460	1,055	5.7%
12 LEE COUNTY	2005	3	17,931	16,922	1,009	5.6%
13 MARSHALL COUNTY	2005	3	6,891	6,509	382	5.5%
14 PUTNAM COUNTY	2005	3	3,333	3,115	218	6.5%
Total			545,172	513,362	31,810	6.2%



Workforce figures for all Counties at the nodes. Source: Data compiled from Illinois Department of Employment Security and the Wisconsin Department of workforce Development

8. LOGISTICS SUPPORT SERVICES

The I-39 Corridor Association should consider establishing shared service alliances on behalf of the membership to support various logistics needs of potential customers along the corridor.

These should include:

2. Third party labor management services providing a shared labor pool for work balancing and surge period staffing.
3. Third party services for maintenance and sanitation.
4. Third party operations management services (see next section).
5. Third party reverse logistics services.
6. Pallet management services.
7. Professional services:
 - a. Logistics and operations design consulting services
 - b. Architecture and Engineering services
 - c. Construction management
 - d. Implementation managements services for material handling equipment and Warehouse Management Systems
 - e. State of the art work force training services

9. THIRD PARTY LOGISTICS PROVIDERS

9.1. The 3PL Industry

This is a \$60 billion business enjoying 6-7% growth per year. Third party logistics providers conduct distribution operations for customers who wish to outsource that function. Services typically provided by these providers are:

Outsourced Functions	2004	2003	2002	2001	2000
Warehousing	72%	73%	65%	74%	63%
Outbound Transportation	66%	71%	68%	68%	61%
Customs Brokerage and Clearance	57%	-	-	-	-
Cross Docking/Shipment Consolidation	55%	-	-	-	-
Freight Bill Auditing/Payment	53%	54%	48%	61%	60%
Inbound Transportation	54%	62%	52%	56%	45%
Freight Consolidation/Distribution	-	37%	30%	40%	32%
Cross-Docking	-	37%	31%	39%	25%
Product Marking/Labeling/Packaging	25%	20%	24%	33%	20%
Selected Manufacturing Activities	-	23%	24%	30%	39%
Product Returns and Repair	22%	28%	17%	23%	18%
Inventory Management	16%	19%	12%	21%	11%
Traffic Management/Fleet Operations	16%	12%	11%	19%	21%
Information Technology	19%	16%	17%	18%	9%
Product Assembly/Installation	16%	9%	11%	18%	9%
Order Fulfillment	35%	23%	23%	16%	11%
Order Entry/Order Processing	8%	10%	2%	5%	3%
Customer Service	8%	9%	4%	4%	5%
93 companies surveyed.					

The I-39 Corridor Association should consider marketing the corridor to these providers. The providers frequently are required to secure facilities for distribution in order to service their customers.

A listing of the top 100 providers is available in the Appendix.

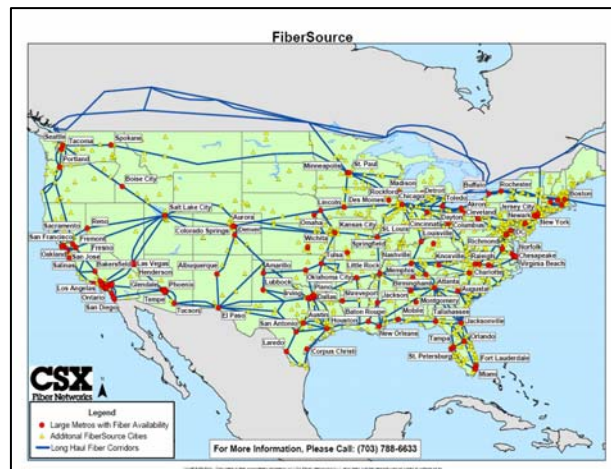
10. TECHNOLOGY INFRASTRUCTRE

10.1. Utilizing Dark Fiber

The association has concerns about emerging issues in converging voice, video, multimedia and data transmission. Specifically, how to provide telecommunications high speed internet transmission services for potential distribution center clients that will meet future needs as they emerge. Traditional approaches to solve this problem by having multiple networks to handle different types of traffic or by providing excessive bandwidth such as T-3 (28 T-1 equivalent).

Fiber optic Asynchronous Transfer Mode (ATM) supports high speed transmission applications through a single network. Applications supported include LAN interconnection, voice transmission, high speed data transmission, high resolution imaging, high definition video transport and multi media communications.

Fiber optic capability is available in several places along the corridor including services for Asynchronous Transfer Mode (ATM), DSL, VPN, VIS as well as T-1 through traditional telecom providers.³⁶ This appears to be typically limited to east-west access.



³⁶ Providers include SBC, AT&T, and (GTE) Verizon

Traditional wide-area networking may provide convenient initial access, however it often results in a loss of control, less efficiency, affordability and expandability. One readily available alternative can be to provide affordable, dark fiber network cable leasing.

Dark fiber refers to unused or excess fiber-optic cable installed during the 1990's. Oversupply has depressed prices and some companies are also evaluating building their own fiber optic networks utilizing dark fiber leased for long terms.

Telecommunications companies lay more lines than what's needed in order to curb costs of having to do it again and again. It has been estimated that 70 percent of the fiber optic lines already in the ground are unused. These providers then lease these 'dark strands' to companies (user corporations, Internet access service providers, telecommunications service providers, etc.) who want to establish optical connections among their own locations.

The I-39 Corridor Association should partner with and develop a service offering through cable leasing service providers, such as Level3 (www.level3.com) , InfraSource (www.infrasourceinc.com) Sunesys Unit, OnFiber (www.onfiber.com) and others to provide leased high performance telecommunications services including dark fiber. Sunesys is a provider of high-speed, dedicated fiber optic networks, Sunesys, Inc. is regulated as a public utility. Sunesys focuses primarily on dark fiber, but provides other forms of alternative access as well.

Sunesys is a facility-based metropolitan and access telecommunications provider, with access to many key metropolitan rights of way and points of presence. Sunesys has facilities throughout Delaware, Maryland, New Jersey and Pennsylvania, with expansion plans for the District of Columbia, Virginia, New York, Connecticut, Ohio, and Illinois.

Providing this service within the I-39 logistics corridor provides several distinct advantages over traditional telecommunications infrastructures:

- **Speed** — Dark Fiber is capable of light transmission at any speed. The electronic equipment chosen to light up the network is the only bandwidth constraint. Users don't need to make any changes to their fiber backbone to accommodate future increases in the speed of transmission.
- **Flexibility** — Each organization decides what protocols and platforms they want to use. Gigabit Ethernet, SONET, ATM, Fiber Channel or DWDM – if it's a light signal, Dark Fiber can transport it.
- **Control** — No need to wait for someone else to provide more bandwidth. Each user is in complete control of their network - immediately.
- **Affordability** — Dark Fiber leases for a fixed monthly amount for the term of the lease. Fees typically do not change -- no matter how much bandwidth sent across the network. The cost per megabit of bandwidth declines as bandwidth utilization increases. By leveraging this fixed cost, users can realize cost savings.
- **Security**—A Dark Fiber network is a dedicated pathway to which each user has exclusive access. Since fiber is nearly impossible to tap into, each user avoids experiences virtually no interference, interception, or interruption from outside of their network.

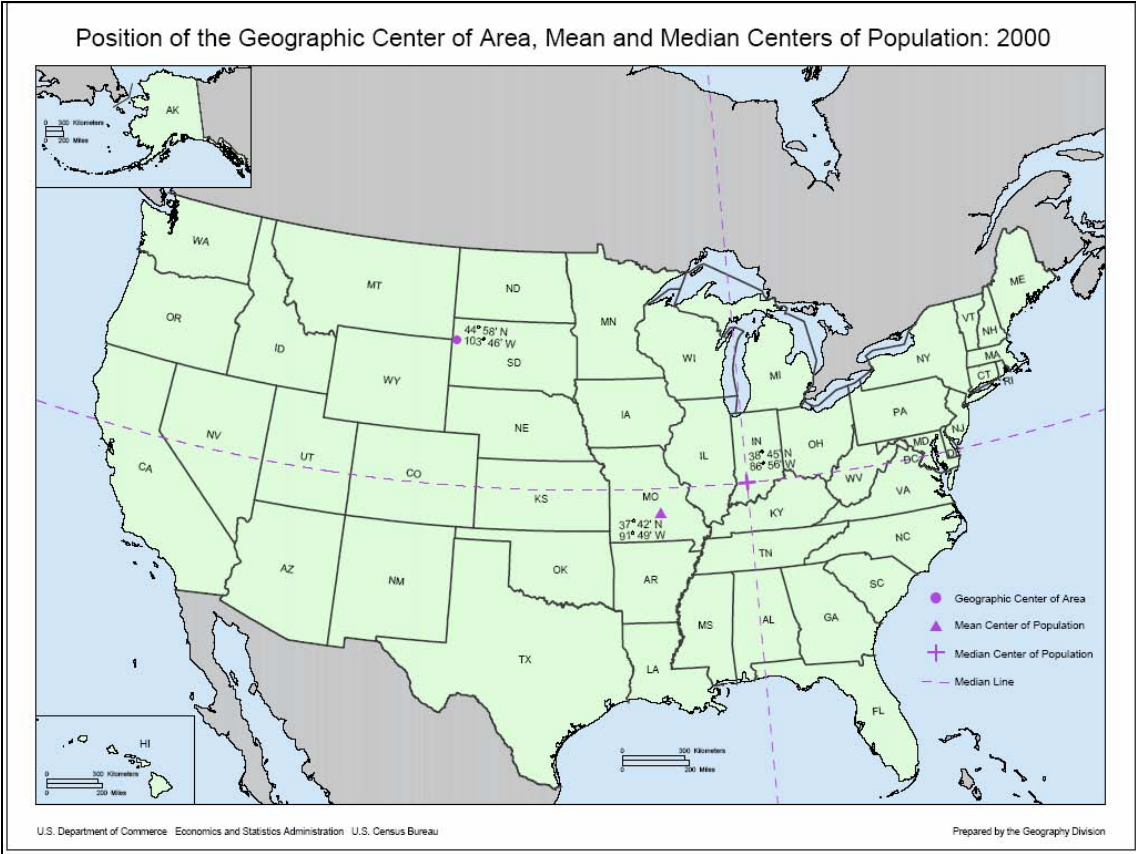
- Stability—Once installed, a Dark Fiber wide-area network is not susceptible to the failures that can be caused by the re-configurations of other providers or accidental disruption by technicians. Each user is provided a seamless, dedicated network, serviced by one provider.
- Global connectivity.

The association should also periodically monitor developments in wireless broadband services such as WiMax and Ultrawideband IEEE.802.16 as they develop and mature. At the present time there are too many reliability issues to embrace this technology.

11. DISTRIBUTION NETWORKS

11.1. Population Distribution

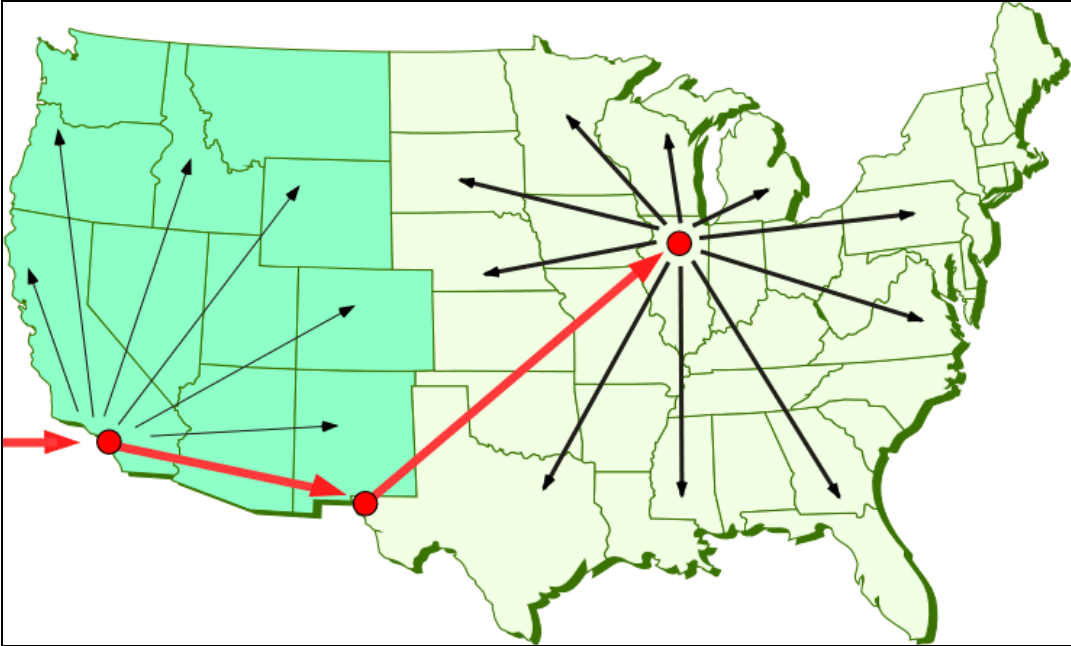
The mean population center of the United States for the 2000 census is three miles east of Edgar Springs in Phelps County, Mo. southwest of the 1990 mean. The population mean center has continued to shift since it was first calculated in the 1700's. The implication of this, and practice has shown, is that mid west population centers are growing in popularity as optimum locations for distribution. Indiana is the median population center for the US.



Recognizing this trend and integrating it with other major trends such as growth in international trade and intermodal freight enables us to consider marketing the I-39 corridor as an ideal place for redistribution.

11.2. West Coast Redistribution Strategy

78% of the population lives east of the 11 western most states. Shippers who receive containers from the west coast could efficiently receive and re-distribute to this segment of the population from sites along the I-39 corridor proximate to Rochelle. The I-39-I-80 node has the advantage of being reasonably proximate to both intermodal centers Global III and CIC, major air hubs and the UPS hub at Rockford.



Shippers are increasingly exploring the concept of developing an import distribution center network. In principal, optimizing the transportation and operating costs for receipt of imports with domestic receipts and the outbound distribution of finished goods. This is an example of one solution for that concept.

Re-distribution from the Port of New York/New Jersey would entail a network that emulates an optimal 3 or 4 DC network discussed in the following section.

11.3. Optimal Distribution Center Networks³⁷

Relative to optimal locations for distribution centers the I-39 Logistics Corridor all nodes are positioned to be effective as part of single and multiple distribution center networks. Single and dual center networks for national distribution would not be optimized by locating in the region. Local and regional companies would have to be addressed on their specifics.

Three, four and five DC networks would consider the corridor nodes for location. The location proximate to I-39 are very competitive with other locations in Illinois and Indiana for these size networks. As network size increases the corridor will be increasingly more attractive.

In this analysis the optimal outbound driven networks were:

DC #	Optimal Distribution Center Location
1	Nashville, TN
2	Knoxville, Phoenix
3	Allentown, Birmingham, Salt Lake
4	Allentown, Chicago, Jacksonville, Phoenix
5	Allentown, Dallas, Jacksonville, Fort Wayne, Salt Lake

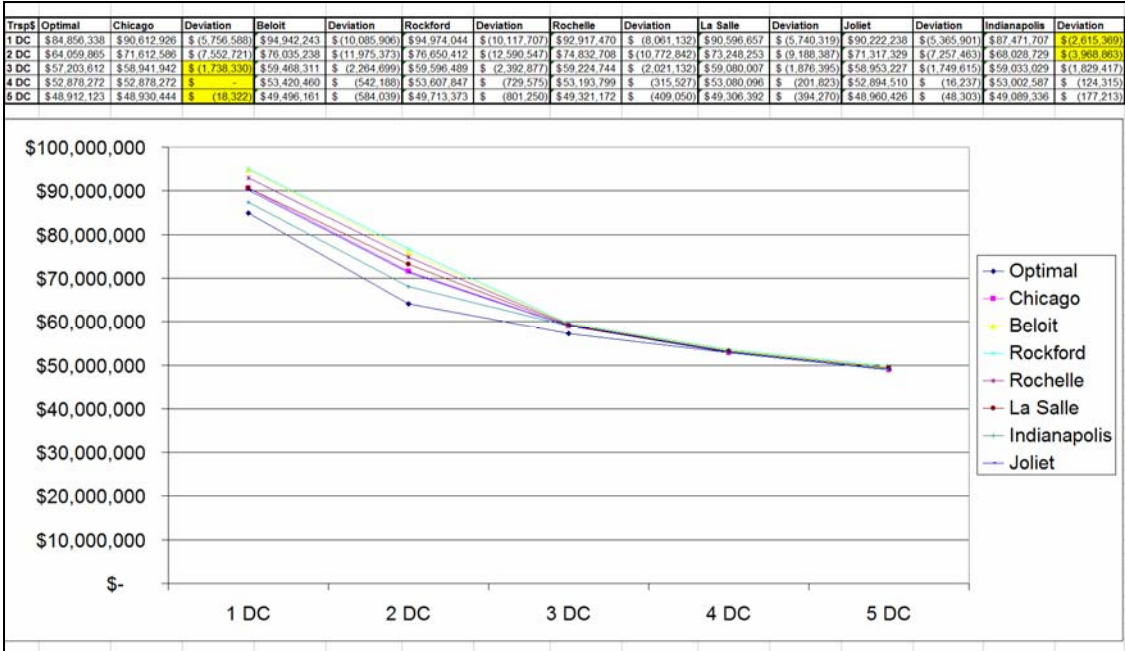
Transportation Costs

Distribution Network Results			
# of DC's	Scenario	DC Locations	Outbound Freight (\$ Millions)
1	Optimal	Nashville TN	\$84,656,338
1	Locked Solution	Chicago IL	\$90,612,925
1	Locked Solution	LaSalle County IL	\$90,596,657
1	Locked Solution	Beloit	\$94,942,243
1	Locked Solution	Rockford	\$94,974,044
1	Locked Solution	Rochelle	\$92,917,470
1	Locked Solution	Joliet IL (CIC)	\$90,222,238
1	Locked Solution	Indianapolis IN	\$87,471,707
2	Optimal	Knoxville TN and Phoenix-Mesa AZ	\$64,059,855
2	Locked Solution	Chicago IL and Phoenix-Mesa AZ	\$71,612,586
2	Locked Solution	LaSalle County IL and Phoenix-Mesa AZ	\$73,248,253
2	Locked Solution	Beloit and Phoenix-Mesa AZ	\$76,035,238
2	Locked Solution	Rockford and Phoenix Mesa AZ	\$76,650,412
2	Locked Solution	Rochelle and Phoenix-Mesa AZ	\$74,832,708
2	Locked Solution	Joliet IL (CIC) and Phoenix-Mesa AZ	\$71,317,329

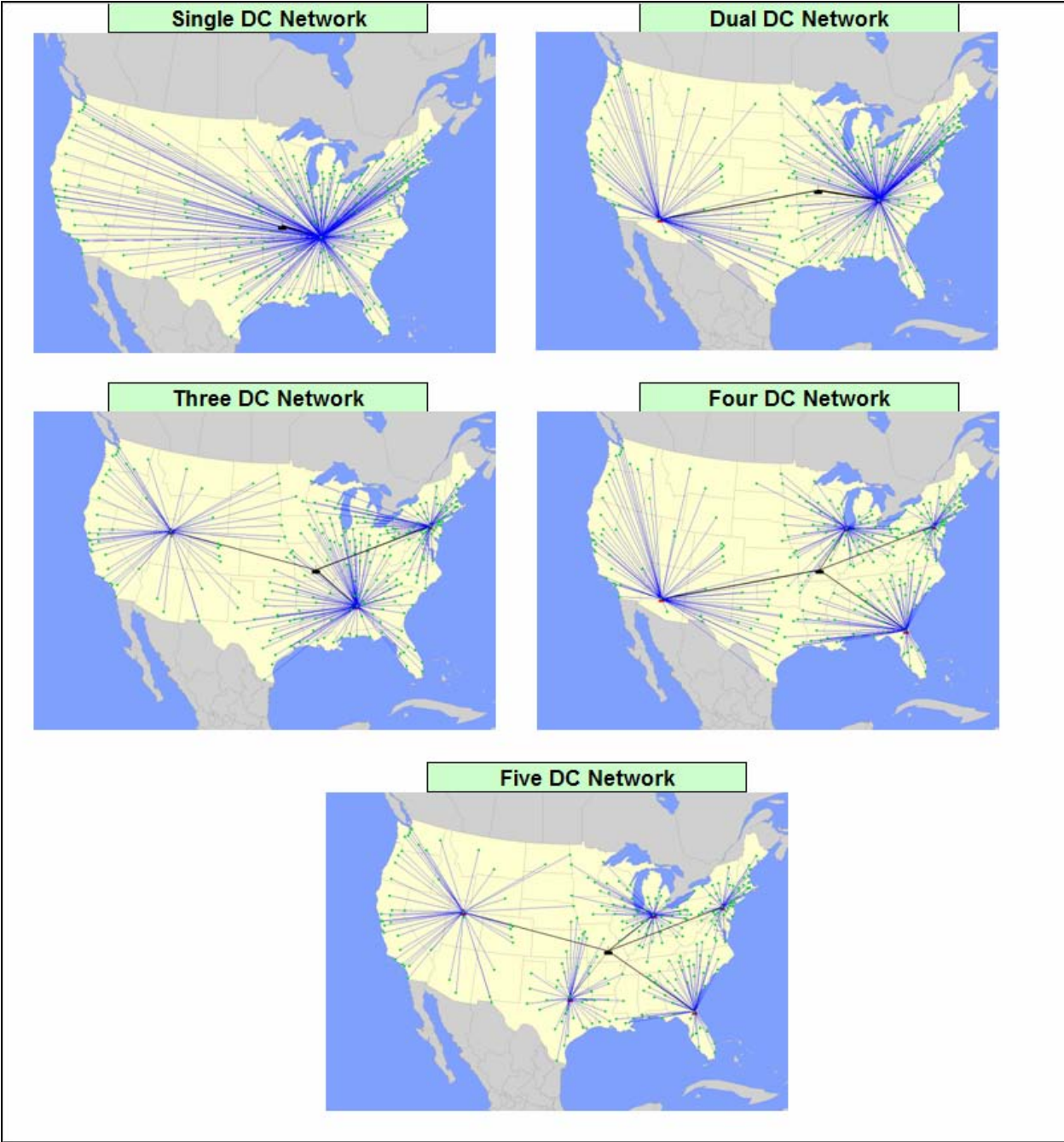
³⁷ A pro-forma network analysis was conducted assuming distribution volumes would generally follow the population distribution of the United States based upon the 2000 census as updated in 2004. Volume was based upon an actual Consumer Products Goods company with a 70% truck load and 30% LTL split. No provision was made for inbound as inbound networks vary dramatically from company to company. 85 candidate locations were considered and results will vary with more or less candidates.

2	Locked Solution	Indianapolis IN and Phoenix-Mesa AZ	\$68,028,026
3	Optimal	Allentown PA, Birmingham AL, Salt Lake	\$57,203,612
3	Locked Solution	Chicago IL, Greensboro, Phoenix AZ	\$59,468,311
3	Locked Solution	LaSalle, Greensboro, Phoenix AZ	\$59,080,007
3	Locked Solution	Beloit, Greensboro, Phoenix AZ	\$59,468,311
3	Locked Solution	Rockford, Greensboro, Phoenix AZ	\$59,596,489
3	Locked Solution	Rochelle, Greensboro, Phoenix AZ	\$59,224,744
3	Locked Solution	Joliet, Greensboro, Phoenix AZ	\$58,953,227
3	Locked Solution	Indianapolis, Raleigh Durham, Phoenix AZ	\$59,033,029
4	Optimal	Allentown, Chicago, Jacksonville, Phoenix	\$52,878,222
4	Locked Solution	Allentown, Chicago, Jacksonville, Phoenix	\$52,878,222
4	Locked Solution	Allentown, LaSalle, Jacksonville, Phoenix	\$53,080,096
4	Locked Solution	Allentown, Beloit, Jacksonville, Phoenix	\$53,420,460
4	Locked Solution	Allentown, Rockford, Jacksonville, Phoenix	\$53,607,847
4	Locked Solution	Allentown, Rochelle, Jacksonville, Phoenix	\$53,193,799
4	Locked Solution	Allentown, Joliet, Jacksonville, Phoenix	\$52,894,510
4	Locked Solution	Allentown, Indianapolis, Jacksonville, Salt Lake	\$53,002,587
5	Optimal	Allentown, Jacksonville, Fort Wayne, Dallas, Salt Lake	\$48,012,123
5	Locked Solution	Allentown, Jacksonville, Chicago, Dallas, Salt Lake	\$49,930,444
5	Locked Solution	Allentown, Jacksonville, LaSalle, Dallas, Salt Lake	\$49,306,392
5	Locked Solution	Allentown, Jacksonville, Beloit, Dallas, Salt Lake	\$49,496,161
5	Locked Solution	Allentown, Jacksonville, Rockford, Dallas, Salt Lake	\$49,713,373
5	Locked Solution	Allentown, Jacksonville, Rochelle, Dallas, Salt Lake	\$49,321,172
5	Locked Solution	Allentown, Jacksonville, Joliet, Dallas, Salt Lake	\$48,960,426
5	Locked Solution	Allentown, Jacksonville, Indianapolis, Dallas, Salt Lake	\$48,089,336

Optimal Networks Compared to I-39 and Others

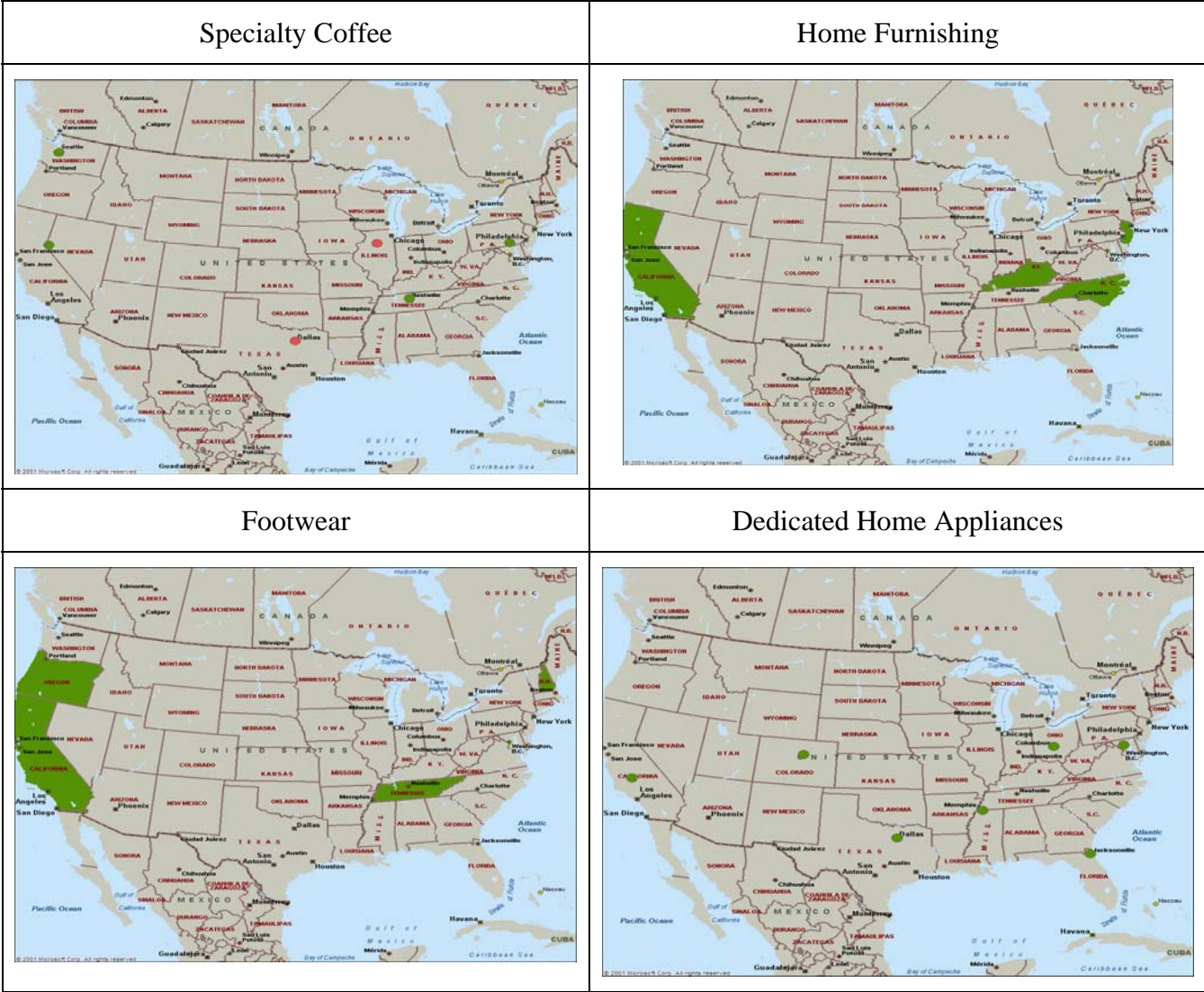


The optimal distribution center networks appear below:



11.4. Distribution Center Network Examples

Several examples of distribution center networks that could apply to the I-39 logistics corridor are presented below. These are real companies who are presented anonymously. The network costs are estimated in the same fashion with the same assumptions as previously presented. Results in practice may vary due to inbound transportation, differences in carrier requirements, cycle times and alternate rate structures. For purposes of this evaluation we look at five examples. The current networks of the five examples are displayed below.

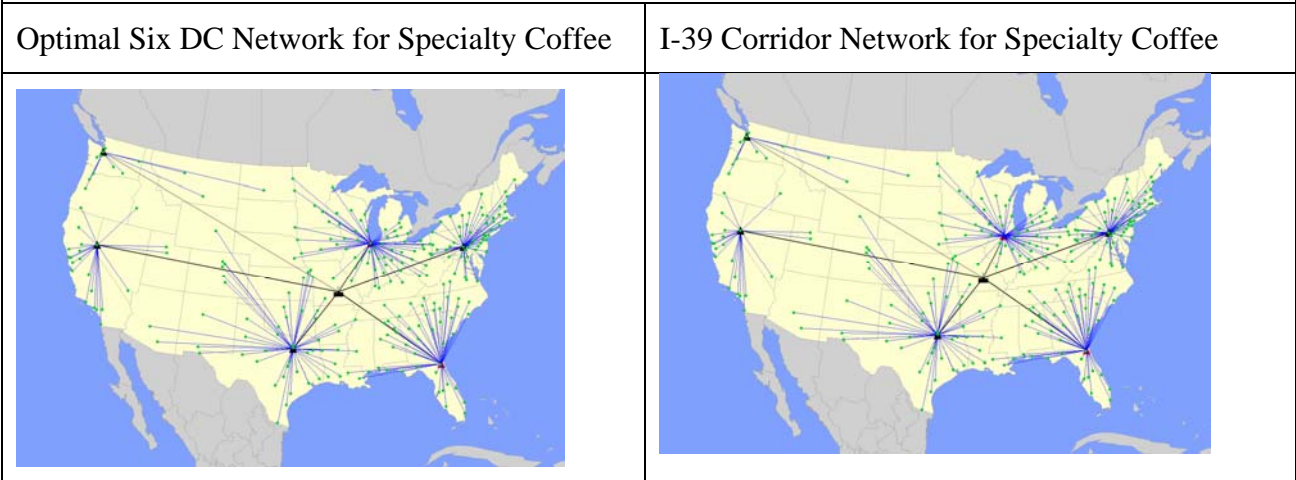


Clothing Retailer



In the case of a specialty coffee retailer a six center network is optimal when including a Chicago area distribution center. When locating in the corridor the results are similar and within the margin of error indicating that the corridor's other advantages including less congestion could easily justify the location decision.

Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Chicago, IL	91,544,636	213,604,151	305,148,787	5,730,644	4,395,222	\$ 10,125,866	\$ 0.03
Dallas, TX	71,617,836	167,108,283	238,726,119	5,019,443	4,626,059	\$ 9,645,502	\$ 0.04
Harrisburg-Lebanon-Carlisle, PA	95,603,793	223,075,518	318,679,311	7,073,976	5,346,112	\$ 12,420,089	\$ 0.04
Jacksonville, FL	74,788,365	174,506,184	249,294,549	4,384,270	3,003,866	\$ 7,388,136	\$ 0.03
Reno, NV	58,341,604	136,130,410	194,472,014	4,166,639	2,897,549	\$ 7,064,188	\$ 0.04
Seattle-Bellevue-Everett, WA	15,759,315	36,771,735	52,531,050	805,993	878,363	\$ 1,684,357	\$ 0.03
Total	407,655,549	951,196,281	1,358,851,830	\$ 27,180,965	\$ 21,147,171	\$ 48,328,137	\$ 0.04

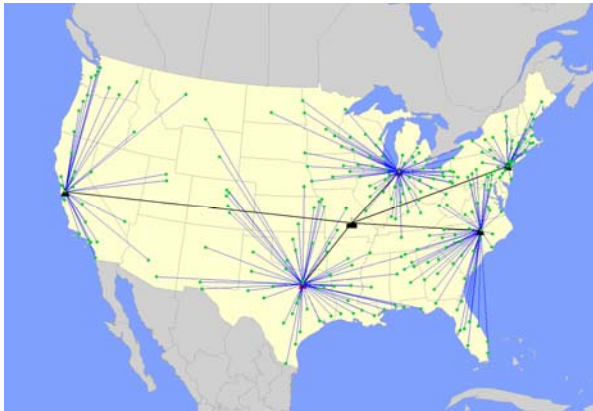


Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Dallas, TX	71,247,485	166,244,132	237,491,617	4,987,222	4,607,019	\$ 9,594,241	\$ 0.04
Harrisburg-Lebanon-Carlisle, PA	99,723,626	232,688,461	332,412,087	7,420,502	5,570,414	\$ 12,990,917	\$ 0.04
Jacksonville, FL	74,788,365	174,506,184	249,294,549	4,384,270	3,003,866	\$ 7,388,136	\$ 0.03
Reno, NV	58,341,604	136,130,410	194,472,014	4,166,639	2,897,549	\$ 7,064,188	\$ 0.04
Seattle-Bellevue-Everett, WA	15,759,315	36,771,735	52,531,050	805,993	878,363	\$ 1,684,357	\$ 0.03
La Sall, IL	87,795,154	204,855,360	292,650,514	5,626,336	4,330,879	\$ 9,957,215	\$ 0.03
Total	407,655,549	951,196,281	1,358,851,830	\$ 27,390,963	\$ 21,288,090	\$ 48,679,053	\$ 0.04

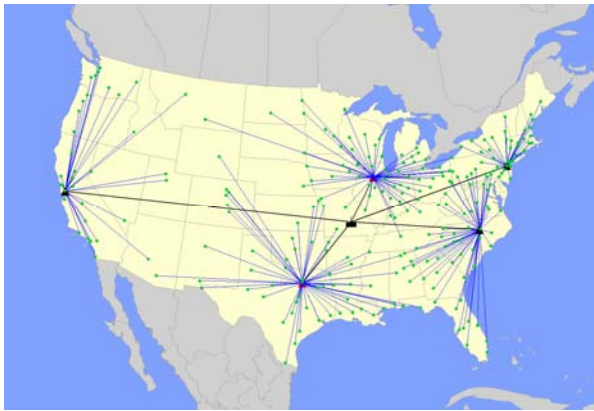
For a home furnishing retailer considering expansion of a four distribution center to five DC's the optimal location for the fifth DC is in South Bend. An alternate location in the I-39 corridor is also competitive.

Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Dallas, TX	77,567,718	180,991,341	258,559,058	5,505,715	4,807,535	\$ 10,313,251	\$ 0.04
New Jersey-Central, NJ	67,817,655	158,241,195	226,058,850	5,100,088	3,707,664	\$ 8,807,752	\$ 0.04
Raleigh-Durham-Chapel Hill, NC	85,889,773	200,409,470	286,299,244	5,340,129	5,699,022	\$ 11,039,151	\$ 0.04
San Jose, CA	78,751,445	183,753,371	262,504,815	7,038,740	4,541,082	\$ 11,579,821	\$ 0.04
South Bend, IN	97,628,959	227,800,904	325,429,863	6,195,391	4,781,012	\$ 10,976,402	\$ 0.03
Total	407,655,549	951,196,281	1,358,851,830	\$ 29,180,063	\$ 23,536,314	\$ 52,716,377	\$ 0.04

Optimal 5 DC Network



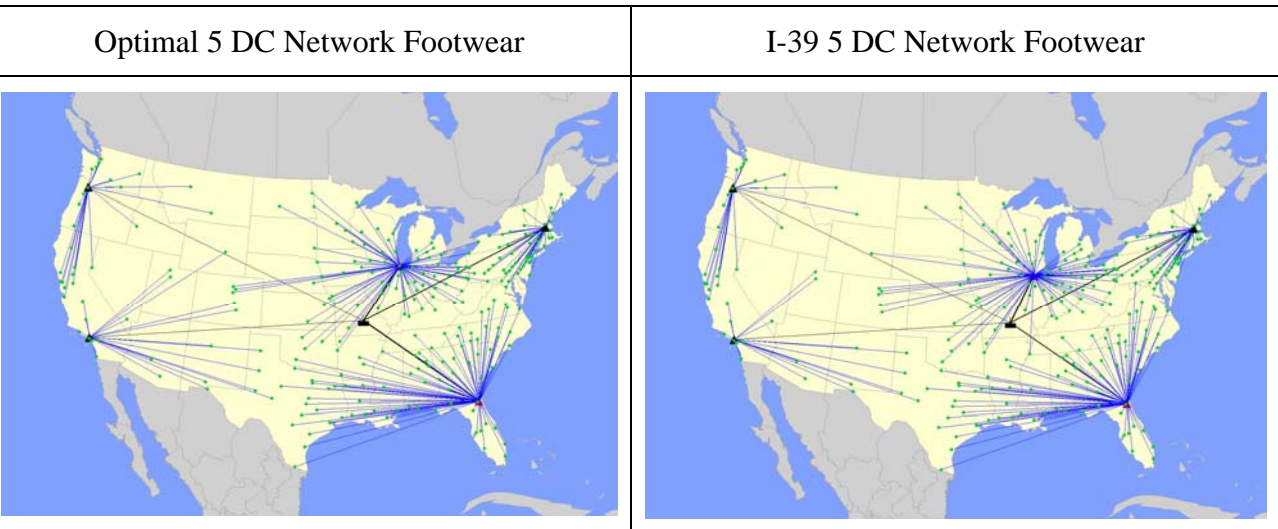
I-39 5 DC Network



Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Dallas, TX	74,692,775	174,283,141	248,975,916	5,198,208	4,592,555	\$ 9,790,763	\$ 0.04
New Jersey-Central, NJ	69,945,080	163,205,186	233,150,266	5,295,641	3,828,371	\$ 9,124,011	\$ 0.04
La Sall, IL	93,511,143	218,192,667	311,703,810	6,100,490	4,788,560	\$ 10,889,049	\$ 0.03
Raleigh-Durham-Chapel Hill, NC	90,755,107	211,761,916	302,517,023	5,698,127	6,026,890	\$ 11,725,017	\$ 0.04
San Jose, CA	78,751,445	183,753,371	262,504,815	7,038,740	4,541,082	\$ 11,579,821	\$ 0.04
Total	407,655,549	951,196,281	1,358,851,830	\$ 29,331,205	\$ 23,777,457	\$ 53,108,662	\$ 0.04

For a footwear company Chicago is the optimal location for their five DC network. The I-39 corridor locations can compete for this network.

Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Chicago, IL	117,396,395	273,924,922	391,321,317	8,104,736	6,779,277	\$ 14,884,013	\$ 0.04
Jacksonville, FL	118,718,051	277,008,785	395,726,835	8,481,615	6,873,953	\$ 15,355,568	\$ 0.04
Los Angeles-Long Beach, CA	54,177,425	126,413,991	180,591,416	4,236,672	3,817,633	\$ 8,054,305	\$ 0.04
Nashua, NH	82,736,692	193,052,281	275,788,973	6,761,035	4,652,508	\$ 11,413,543	\$ 0.04
Portland-Vancouver, OR-WA	34,626,987	80,796,303	115,423,289	2,202,747	2,006,881	\$ 4,209,628	\$ 0.04
Total	407,655,549	951,196,281	1,358,851,830	\$ 29,786,805	\$ 24,130,252	\$ 53,917,057	\$ 0.04

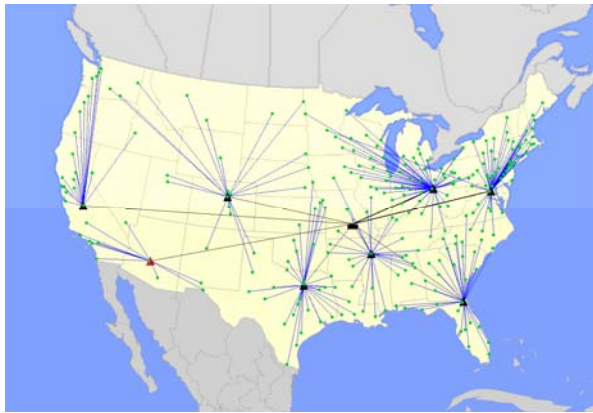


Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Jacksonville, FL	115,929,207	270,501,483	386,430,690	8,268,977	6,694,512	\$ 14,963,488	\$ 0.04
La Salle, IL	119,782,426	279,492,328	399,274,754	8,424,483	7,116,892	\$ 15,541,375	\$ 0.04
Los Angeles-Long Beach, CA	52,187,900	121,771,766	173,959,666	4,015,298	3,534,801	\$ 7,550,099	\$ 0.04
Nashua, NH	85,129,029	198,634,402	283,763,431	6,971,904	4,810,651	\$ 11,782,554	\$ 0.04
Portland-Vancouver, OR-WA	34,626,987	80,796,303	115,423,289	2,202,747	2,006,881	\$ 4,209,628	\$ 0.04
Total	407,655,549	951,196,281	1,358,851,830	\$ 29,883,408	\$ 24,163,737	\$ 54,047,145	\$ 0.04

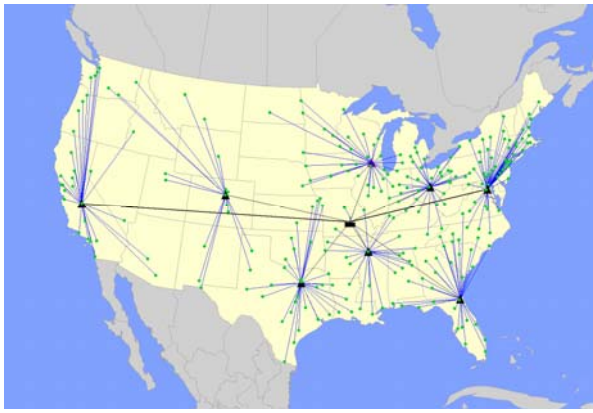
For a retailer with a dedicated home appliance distribution center network consisting of seven distribution centers locating in the corridor for an eight distribution center is near to optimal.

Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Columbus, OH	87,025,634	203,059,813	290,085,448	5,536,228	4,221,495	\$ 9,757,723	\$ 0.03
Dallas, TX	43,499,700	101,499,300	144,999,000	2,680,087	2,145,870	\$ 4,825,956	\$ 0.03
Denver, CO	22,029,978	51,403,282	73,433,260	1,657,388	1,499,148	\$ 3,156,536	\$ 0.04
Fresno, CA	32,139,247	74,991,576	107,130,822	2,725,446	2,141,721	\$ 4,867,167	\$ 0.05
Jacksonville, FL	50,651,041	118,185,763	168,836,804	2,688,643	1,907,064	\$ 4,595,707	\$ 0.03
Maryland-Suburban, MD-DC	95,477,471	222,780,766	318,258,237	7,508,991	5,417,256	\$ 12,926,247	\$ 0.04
Memphis, TN-AR-MS	34,424,342	80,323,465	114,747,807	1,876,232	1,599,257	\$ 3,475,488	\$ 0.03
Phoenix-Mesa, AZ	42,408,136	98,952,316	141,360,452	2,478,836	1,404,206	\$ 3,883,042	\$ 0.03
Total	407,655,549	951,196,281	1,358,851,830	\$ 27,151,851	\$ 20,336,016	\$ 47,487,867	\$ 0.03

Eight DC Network Optimal



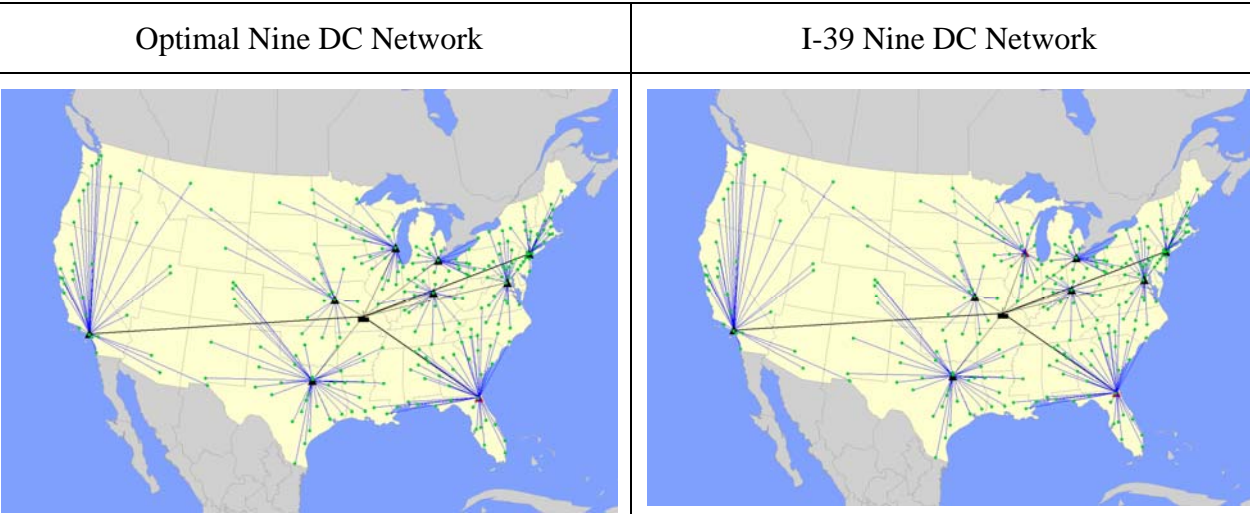
Eight DC Network I-39 Corridor



Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Beloit, WI	45,560,481	106,307,788	151,868,268	2,822,743	2,162,856	\$ 4,985,599	\$ 0.03
Columbus, OH	49,618,975	115,777,607	165,396,582	2,707,795	2,143,005	\$ 4,850,800	\$ 0.03
Dallas, TX	42,250,015	98,583,368	140,833,382	2,528,175	2,067,677	\$ 4,595,852	\$ 0.03
Denver, CO	19,907,680	46,451,254	66,358,934	1,296,657	1,293,680	\$ 2,590,337	\$ 0.04
Fresno, CA	73,028,166	170,399,054	243,427,220	6,416,091	3,835,522	\$ 10,251,612	\$ 0.04
Jacksonville, FL	50,651,041	118,185,763	168,836,804	2,688,643	1,907,064	\$ 4,595,707	\$ 0.03
Maryland-Suburban, MD-DC	94,660,433	220,874,343	315,534,776	7,406,044	5,347,242	\$ 12,753,286	\$ 0.04
Memphis, TN-AR-MS	31,978,759	74,617,104	106,595,863	1,665,367	1,459,485	\$ 3,124,853	\$ 0.03
Total	407,655,549	951,196,281	1,358,851,830	\$ 27,531,515	\$ 20,216,531	\$ 47,748,046	\$ 0.04

For a clothing retailer with an eight DC network including a current distribution center in Milwaukee locating in the corridor for nine DC network would be a viable option if the Milwaukee location were to be replaced as part of an expansion to nine DC's. In this industry more DC's are utilized due to delivery methodology including operations referred to as door per store.

Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Cincinnati, OH-KY-IN	33,109,034	77,254,413	110,363,447	1,789,441	1,418,797	\$ 3,208,238	\$ 0.03
Dallas, TX	52,465,728	122,420,032	174,885,760	3,367,922	3,123,708	\$ 6,491,629	\$ 0.04
Jacksonville, FL	60,400,955	140,935,562	201,336,517	3,379,803	2,370,443	\$ 5,750,246	\$ 0.03
Kansas City, MO-KS	18,833,419	43,944,645	62,778,064	1,305,502	1,105,522	\$ 2,411,024	\$ 0.04
Los Angeles-Long Beach, CA	80,154,412	187,026,962	267,181,375	6,723,100	6,366,799	\$ 13,089,899	\$ 0.05
Maryland-Suburban, MD-DC	36,370,089	84,863,541	121,233,630	2,374,857	1,982,827	\$ 4,357,683	\$ 0.04
Milwaukee-Waukesha, WI	35,525,825	82,893,591	118,419,416	2,151,632	1,644,016	\$ 3,795,648	\$ 0.03
New York, NY	58,729,487	137,035,470	195,764,957	4,132,072	3,209,128	\$ 7,341,200	\$ 0.04
Toledo, OH	32,066,599	74,822,064	106,888,663	1,641,720	1,383,982	\$ 3,025,702	\$ 0.03
Total	407,655,549	951,196,281	1,358,851,830	\$ 26,866,049	\$ 22,605,220	\$ 49,471,269	\$ 0.04



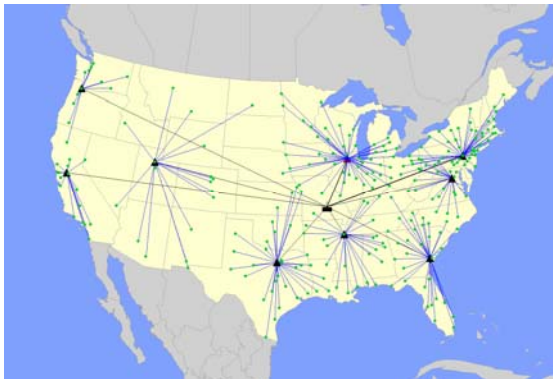
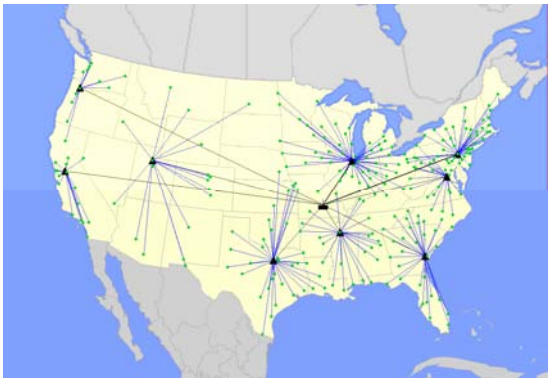
Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Beloit, WI	40,012,018	93,361,374	133,373,392	2,365,491	1,819,686	\$ 4,185,178	\$ 0.03
Cincinnati, OH-KY-IN	28,622,841	66,786,630	95,409,472	1,494,295	1,226,887	\$ 2,721,182	\$ 0.03
Dallas, TX	52,465,728	122,420,032	174,885,760	3,367,922	3,123,708	\$ 6,491,629	\$ 0.04
Kansas City, MO-KS	18,833,419	43,944,645	62,778,064	1,305,502	1,105,522	\$ 2,411,024	\$ 0.04
Jacksonville, FL	60,400,955	140,935,562	201,336,517	3,379,803	2,370,443	\$ 5,750,246	\$ 0.03
Los Angeles-Long Beach, CA	80,154,412	187,026,962	267,181,375	6,723,100	6,366,799	\$ 13,089,899	\$ 0.05
Maryland-Suburban, MD-DC	36,370,089	84,863,541	121,233,630	2,374,857	1,982,827	\$ 4,357,683	\$ 0.04
New York, NY	58,729,487	137,035,470	195,764,957	4,132,072	3,209,128	\$ 7,341,200	\$ 0.04
Toledo, OH	32,066,599	74,822,064	106,888,663	1,641,720	1,383,982	\$ 3,025,702	\$ 0.03
Total	407,655,549	951,196,281	1,358,851,830	\$ 26,784,762	\$ 22,588,981	\$ 49,373,743	\$ 0.04

For a discount retailer who actually decided to locate in Joliet a ninth DC the results versus the corridor are as follows:

Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Allentown-Bethlehem-Easton, PA	75,579,618	-	75,579,618	5,395,087	-	\$ 5,395,087	\$ 0.07
Fort Worth-Arlington, TX	44,679,695	-	44,679,695	2,796,838	-	\$ 2,796,838	\$ 0.06
Joliet, IL	78,453,997	-	78,453,997	4,850,922	-	\$ 4,850,922	\$ 0.06
Memphis, TN-AR-MS	32,278,665	-	32,278,665	1,680,440	-	\$ 1,680,440	\$ 0.05
Portland-Vancouver, OR-WA	14,971,735	-	14,971,735	714,296	-	\$ 714,296	\$ 0.05
Salt Lake City-Ogden, UT	27,663,828	-	27,663,828	2,060,538	-	\$ 2,060,538	\$ 0.07
Savannah, GA	51,322,493	-	51,322,493	2,810,201	-	\$ 2,810,201	\$ 0.05
Stockton-Lodi, CA	49,548,798	-	49,548,798	4,517,142	-	\$ 4,517,142	\$ 0.09
Virginia-Northern, VA	33,156,720	-	33,156,720	2,213,907	-	\$ 2,213,907	\$ 0.07
Total	407,655,549	-	407,655,549	\$ 27,039,370	\$ -	\$ 27,039,370	\$ 0.07

Nine DC Network for Discount Retailer

Nine DC Network for Discount Retailer I-39



Location	LTL Volume	TL Volume	Total Volume (lb)	LTL Cost	TL Cost	Total Cost	Cost Per Lb
Allentown-Bethlehem-Easton, PA	81,807,629	-	81,807,629	5,961,349	-	\$ 5,961,349	\$ 0.07
Fort Worth-Arlington, TX	43,262,757	-	43,262,757	2,633,344	-	\$ 2,633,344	\$ 0.06
Memphis, TN-AR-MS	29,898,781	-	29,898,781	1,540,129	-	\$ 1,540,129	\$ 0.05
Portland-Vancouver, OR-WA	14,971,735	-	14,971,735	714,296	-	\$ 714,296	\$ 0.05
Rochelle, IL	73,467,240	-	73,467,240	4,566,087	-	\$ 4,566,087	\$ 0.06
Salt Lake City-Ogden, UT	27,663,828	-	27,663,828	2,060,538	-	\$ 2,060,538	\$ 0.07
Savannah, GA	52,613,582	-	52,613,582	2,906,878	-	\$ 2,906,878	\$ 0.06
Stockton-Lodi, CA	49,548,798	-	49,548,798	4,517,142	-	\$ 4,517,142	\$ 0.09
Virginia-Northern, VA	34,421,199	-	34,421,199	2,333,628	-	\$ 2,333,628	\$ 0.07
Total	407,655,549	-	407,655,549	\$ 27,233,389	\$ -	\$ 27,233,389	\$ 0.07

12. SUMMARY OF COMMODITY FLOWS

12.1. Consolidated Commodity Flow and Growth Trend Summary

Top Import value industries with continuous growth over the past 8 years and substantial domestic tonnage				
Industry Type	Commodity Examples	Inbound Domestic Category	Outbound Domestic Category	Common
Consumer Electronics	Laptop Computers	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
	Computer Peripherals	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
	Video Equipment / Video Displays	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
	Radio Receivers	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
	Office Printing Machines	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
Housewares/Electronics	Vacuum cleaners	Appliances	Warehouse and Dist	x
	Cooking Appliances	Appliances	Warehouse and Dist	x
	Domestic Appliances	Appliances	Warehouse and Dist	x
Pharmaceutical	Therapeutical Medicaments	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
	Immunological Products	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
	Medicaments containing insulin	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
BioMedical	Instruments for Chemical Analysis	Medical Instruments- Low on list	Medical Instruments- Low on list	x
	Medical Needles	Medical Instruments- Low on list	Medical Instruments- Low on list	x
	Medical Gloves	Medical Instruments- Low on list	Medical Instruments- Low on list	x
Electronics Manufacturers	Printed Circuit Assemblies	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
	Lenses and parts for projectors	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
	Machine Tools for Scribing Semiconductors	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
Organic Chemicals	Aromatics Drugs	Warehouse and DC / FAK / Drayage	Organic Chemicals	x
	Non-Aromatic Drugs	Warehouse and DC / FAK / Drayage	Organic Chemicals	x
Industrial Machinery	Gas Compressors	Misc Machinery - Low on the list	Misc Machinery	
Motor Vehicles	Tractor Parts	Motor Vehicle Parts/Assemblies	Motor Vehicle Parts/Assemblies	x
	Auto Parts and Accessories	Motor Vehicle Parts/Assemblies	Motor Vehicle Parts/Assemblies	x
Marine Equipment	Vessels for pleasure sports	Marine Products- Low on the list	Marine Products- Low on the list	
	Marine Propulsion Engines	Marine Products- Low on the list	Marine Products- Low on the list	
Telecommunication Equipment	Instruments for Telecommunication	Telephone Equipment - Low on list	Telephone Equipment - Low on list	
Sporting Goods	Equipment for General Physical Exercise	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
Toys	Toys - Not Explicitly Specified	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
Footwear	Footwear valued over \$12	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
Personal Healthcare/Beauty	Make-up preparations	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
Building Supplies	Building Stone - Granite	Cut Stone Products	Cut Stone Products - Top 100	x
Apparel	Female Undergarmets	Warehouse and Dist / FAK / Drayage	Warehouse and Dist	x
Beverages	Waters containing sweetening/ flavor	Soft Drinks	Soft Drinks	x
	Bottling Machinery	Soft Drinks	Soft Drinks	x
Aircraft	Electric Synchros and Transducers	Aircraft Parts - Low on the list	Aircraft Parts - Low on the list	

12.2. Commodity Flow Summary

Major international, domestic and regional commodity flows are ranked and summarized on the table below. Specific commodity flow rankings by transit mode and a complete list of all commodities is contained in the body of the report. Companies in these sectors would be candidates for recruitment.

Major Chicago Area Commodity Flows

Major Commodity Flow Summary	
1	FAK & Warehousing and Distribution Including:
	- Pharmaceuticals
	- Computers and Periphery Devices
	- Photo Copiers, office Machines and Mail Equipment
	- Telecommunications Equipment
	- Electrical Machinery and Switching Equipment
	- Parts and Accessories for Motor Vehicles
	- Aircraft Parts & Associated Equipment
	- Footwear
	- Medical Instruments & Appliances
	- Toys and Sporting Goods
	- Veterinary Products
2	Rail and Intermodal Drayage
3	Concrete
4	Primary Iron or Steel Products
5	Cement and Concrete
6	Bituminous Coal
7	Motor Vehicles
8	Computers and Periphery Devices
9	Automatic Data Processing and Data Recognition Equipment
10	Computer Accessories and Parts
11	Parts and Accessories for Motor Vehicles
12	Video Cameras, Recorders and Other Video Equipment
13	Over the Counter Therapeutics and Medicaments
14	Electronic Circuits, Micro assemblies and Chips
15	Semiconductors and related equipment
16	Televisions Monitors and Video Projectors
17	Telecommunications Equipment
18	Apparel and Cotton Household Products
19	Household and Kitchen Appliances
20	Scientific, Medical and Hospital Equipment

Major Commodity Flow Summary	
21	Furniture and Wooden Household Items
22	Photo and Service Industry Machinery
23	Radios, Tape Decks and Stereo Equipment
24	Materials Handling Equipment
25	Wine, Brandy and Related Products
26	Alcoholic Beverages (except wine) Distilled or Blended
27	Sporting and Camping Equipment Footwear and Gear
28	Paper and Paper Products
29	Bakery, Candy and Confectionery Products
30	Canned Fruits and Vegetables
31	Books, Magazines and Printed Materials
32	Toiletries and Cosmetics
33	Toys, Shooting and Sporting Goods, and bicycles
34	Aircraft Parts & Associated Equipment
35	Women/Girls & Men/boys Coats not Knit
36	Pharmaceuticals
37	Mail and Express Traffic
38	Veterinary Products
39	Dog, Cat and Other Pet Foods
40	Plastics and Articles thereof, Materials and synthetic Fibers
41	Leather Hand goods and travel bags
42	Footwear
43	Malt Liquor
44	Home Improvement Materials (Lumber, tile etc.)
45	Meat, Vegetables and Dairy Products
46	Fish and Marine Products
47	Frozen Fruits and Juices
48	Soft Drinks and Water
49	Flour, cereals and grains
50	Jewelry
51	Plywood and Veneer
52	Pickled Fruits and Vegetables
53	Lighting Fixtures
54	Carpets
55	Electric House wares Including Fans

13. CUSTOMER TARGET APPENDIX

13.1. Major Users of Containerized Shipping

Major users of containerized shipping (2003) are also candidates for the County to recruit to the area.

Company	Major Category	TEU's
Wal-Mart	Household (Dept. Store) Goods	471,600
Home Depot	Home Improvement	267,100
Target Corp	Retailer	208,400
Dole	Food, Agricultural	171,300
Chiquita Brands	Food, Agricultural	108,600
Lowe's	Household (Dept. Store) Goods	96,500
Kmart	Retailer	86,400
Heineken USA	Brewer	77,700
Interbrew	Beverages	65,400
IKEA	Household (Dept. Store) Goods	60,200
Payless Shoe Source	Clothing, Textiles	56,800
Ashley Furniture Ind.	Household (Dept. Store) Goods	53,400
Matsushita Electric (Panasonic)	Electronics	52,800
Sony	Electronics	50,700
American Honda Motor	automobiles	50,400
General Electric	Electronics, Machinery	49,300
Toyota	Vehicles, Parts	49,050
Pier One Imports	Household (Dept. Store) Goods	47,300
Big Lots	Retailer	46,000
LG Group	electronics telecommunications	44,700
Nike	Household (Dept. Store) Goods	41,800
Mattel	Household (Dept. Store) Goods	41,000
Toys R Us	toys	40,900
Samsung	Electronics, Machinery	40,800
Bridgestone Americas	non tire products (golf balls)	40,000
Limited Brands	apparel	37,000
Michelin Tire	Chemicals, Plastics	35,100
Marubeni America	Vehicles, Parts	31,200
Fresh Del Monte Produce	Food, Agricultural	29,000
Yamaha Motors	Vehicles, Parts	26,800
Phillips Electronics NA	electronics	26,600
Michaels Stores	Retailer	24,800
Groupe Danone	beverages	24,300
Thompson Consumer Electronics	Electronics, Machinery	23,800
Costco Wholesale	Household (Dept. Store) Goods	23,200
Canon	Electronics, Machinery	23,200
American Household	appliances	22,600
Kohl's Corp	Retailer	22,500
E.I. DuPont de Nemours	Chemicals, Plastics	22,500
Williams Sonoma	Household (Dept. Store) Goods	22,400
Whirlpool	appliances	21,900
Natuzzi Americas	furniture	21,900
Nestle USA	Food, Agricultural	21,700
Rooms To Go	Retailer	21,100
Nissan Motor NA	Vehicles, Parts	21,000
Altria Group	food, beverages, tobacco	20,400
Emerson	engineering technologies	20,200

Company	Major Category	TEU's
Sears	Retailer	19,900
Norske Skog	Paper, Lumber	19,700
Walgreen	Household (Dept. Store) Goods	19,500
Procter & Gamble	consumer products	19,400
Reebok International	footwear	19,000
Conair Corp	appliances	18,200
Apex Digital	electronics	18,200
Pacific Cycle	bicycles	17,800
Dow Chemicals	Chemicals, Plastics	17,700
Sara Lee	food and apparel	17,600
Sharp Electronics	Electronics, Machinery	17,400
KB Toys	toys	17,300
Hewlett Packard	Electronics, Machinery	17,300
Du Pont	Chemicals, Plastics	17,000
Hasbro Ind.	Household (Dept. Store) Goods	16,700
Haier America Trading	appliances	16,600
Stora Enso NA	forest products	16,300
Diageo North America	beverages	16,300
Owens Corning Fiberglass	Household (Dept. Store) Goods	16,100
Goodyear Tire & Rubber	tires	16,100
Liz Claiborne Inc.	apparel	16,000
Dorel Juvenile Group	furniture	16,000
Footstar	Retailer	15,900
TJX Cos	Retailer	15,700
Bombay	Retailer	15,600
North American Philips	Electronics, Machinery	15,500
Foxconn Electronics	computers	15,500
Bayer corp.	Chemicals, Plastics	15,100
May Department Stores	Retailer	15,000
BMW of North America	automobiles	15,000
Salton Inc	appliances	14,600
Fonterra Cooperative Group	beverage	14,600
Daimler Chrysler	Vehicles, Parts	14,400
Phoenix Beverages	beverage	13,900
Retail Ventures	Retailer	13,800
Caterpillar Tractor	Electronics, Machinery	13,600
Pacific Fruit	food	13,400
HJ Heinz	food	13,400
Federated Department Stores	Retailer	13,400
American Suzuki Motor	automobiles	13,400
GAP Stores	Retailer	13,200
Kay Bee Toy & Hobby Stores	Household (Dept. Store) Goods	13,000
Dollar Tree Stores	Household (Dept. Store) Goods	13,000
Ricoh corp.	electronics	12,700
Family Dollar Stores	Retailer	12,600
Boise Office Solutions	Retailer	12,300
Staples	Retailer	12,100
Epson America	computers	11,900
CVS	Retailer	11,800
Mitsubishi Motors	automobiles	11,600
Universal Furniture Ind.	Household (Dept. Store) Goods	11,500
Adidas	Clothing, Textiles	10,900
Rothfos	Food, Agricultural	10,800
Total		3,666,650

13.2. Third Party Logistics Providers³⁸

Top 100 Logistics Providers

A.N. Deringer
Access Logistics
Acme Distribution Centers
ADP Logistics
AIMS Solutions
AIT Worldwide Logistics
Americold Logistics
APL Logistics **
Arnold Logistics
Aspen Alliance Group
AtomicBox Logistics
Automated Distribution Systems
Averitt Express SC Solutions
BAX Global
BDP International
Bekins Logistics
Bender Group
BNSF Logistics
Bulk Connection
Cardinal Logistics Management **
Caterpillar Logistics Services
Cendian
CH Robinson Worldwide **
ChemLogix
COGISTICS
Commodity Logistics
Concentrek
Con-Way Logistics
Corporate Traffic
CRST Logistics
CT Logistics
DF Young
DHL Logistics
Ditan Corporation
DSC Logistics
EGL Eagle Global Logistics
Evans Distribution Systems
Exel **
Expeditors International
FedEx Supply Chain Services **
FMI International
GENCO
GeoLogistics
Hellmann Worldwide Logistics
Hub Group **
Hyperlogistics Group
IBS Logistics
Jacobson Companies

³⁸ Asterisks indicate ranking as top 10 by Inbound Logistics Magazine

Kane Is Able
Kelron Logistics
Kenco Logistic Services
Keystone Dedicated Logistics
Koch Logistics
Kuehne + Nagel Landstar Logistics
Langham
LeSaint Logistics
LOGISCO
Logistics Insights Corp.
Logistics Management Solutions
Maersk Logistics
Megatrux
Menlo Worldwide Logistics **
National Logistics Management
New Breed
Nexus Distribution
NFI Interactive Logistics
NT Logistics
NYK Logistics
ODW Logistics
OIA Global Logistics
Olson Company
Ozburn-Hessey Logistics
Pacer Global Logistics
Panalpina
Patterson Warehouses
PBB Global Logistics
Pegasus Logistics
Penske Logistics **
Plant Site Logistics
Regal Logistics
Ruan
Ryder **
Saddle Creek
Salem Logistics
Schenker
Schneider Logistics**
ServiceCraft Logistics
Standard Corporation
Stonepath Group
TNT Logistics North America **
Total Logistic Control **
Transplace
Tucker Company
UPS Supply Chain Solutions **
USF Logistics
Verst Group Logistics
Wagner Industries
Wallenius Wilhelmsen Solutions
Weber Distribution

13.3. Aerospace & Defense Parts Distribution

AAR CORP.

A.E. Petsche Co., Inc.

Aero Kool Corporation

Agusta Aerospace Corporation

Aviall, Inc.

Aviall Services, Inc.

Banner Aerospace, Inc.

BE Aerospace, Inc.

The Bernd Group, Inc.

DashAir Spares Support

Dassault Falcon Jet Corp.

The Fairchild Corporation

First Aviation Services Inc.

GE Engine Services, Inc.

GE Transportation Systems

General Dynamics C4 Systems, Inc.

Hawker Pacific Aerospace

Hurlen Corporation

Kellstrom Industries, Inc.

LMI Aerospace, Inc.

Lockheed Martin UK Limited

MAC Aerospace Corporation

Marshall Aerospace Ltd.

Meg Technologies, Inc.

The Memphis Group, Inc.

MRA Systems, Inc.

PartsBase, Inc.

Raytheon Aircraft

Saywell International

SIFCO Industries, Inc.

Turner & Co. (Glasgow) Ltd.

UMECO plc

Wesco Aircraft Hardware Corp.

13.4. Alcoholic Beverages

Altria Group, Inc.
Anheuser-Busch Companies, Inc.
LVMH Moët Hennessy Louis Vuitton SA
Diageo plc
Fortune Brands, Inc.
Miller Brewing Company
Adolph Coors Company
Allied Domecq PLC
Brown-Forman Corporation
Constellation Brands, Inc.

13.5. Carbonated Beverages

The Procter & Gamble Company
PepsiCo, Inc.
The Coca-Cola Company
Cadbury Schweppes plc
Pepsi-Cola North America
Jones Soda Co.
Goya Foods, Inc.
Snapple Beverage Corporation
InterContinental Hotels Group PLC
Cadbury Schweppes Americas Beverages

13.6. Coffee and Tea

The Procter & Gamble Company
PepsiCo, Inc.
Starbucks Corporation
The Coca-Cola Company
Kraft Foods Inc.
Altria Group, Inc.
Sara Lee Corporation
Nestlé S.A.
Cadbury Schweppes plc
Pepsi-Cola North America

13.7. Energy Drinks

PepsiCo, Inc.
The Coca-Cola Company
Kraft Foods Inc.
Amway Corporation
Red Bull GmbH
Jones Soda Co.
Kraft Foods North America, Inc.
Hutchison Whampoa Limited
Slim-Fast Foods Company
Rush Communications Inc.

13.8. Water and Ice

PepsiCo, Inc.
The Coca-Cola Company
Pepsi-Cola North America
Groupe Danone
DS Waters of America, LP
Hutchison Whampoa Limited
Mitsubishi Corporation
San Miguel Corporation
Kerry Group plc
Nestlé Waters
Full Company List (Pro, Pro Plus

13.9. Computers and Peripherals

Dell Inc.
Hewlett-Packard Company
International Business Machines Corporation
Apple Computer, Inc.
Cisco Systems, Inc.
Siemens AG
Samsung Electronics Co., Ltd.
3Com Corporation
Toshiba Corporation
Research In Motion Limited
Microsoft Corporation
Sony Corporation
Apple Computer, Inc.

Eastman Kodak Company
Mars, Incorporated
Sun Microsystems, Inc.
Gateway, Inc.
EMC Corporation
Seagate Technology
Hitachi, Ltd.
NEC Corporation
Fujitsu Limited
Lenovo Group Limited
Silicon Graphics, Inc.

13.10. Apparel and Footwear

NIKE, Inc.
Limited Brands, Inc.
Polo Ralph Lauren Corporation
Sara Lee Corporation
Avon Products, Inc.
Reebok International Ltd.
LVMH Moët Hennessy Louis Vuitton SA
Ross Stores, nc.
VF Corporation
Levi Strauss & Co.
Adidas-Salomon AG
Jones Apparel Group, Inc.
Gucci Group N.V.
Lands' End, Inc.
The Timberland Company
L.L. Bean, Inc.
Phillips-Van Heusen Corporation
Nine West Group Inc.
The Vermont Teddy Bear Co., Inc.
Rocawear, Inc.
Fruit of the Loom
Kellwood Company
The Warnaco Group, Inc.
La Senza Corporation
Maidenform, Inc.

Polo Ralph Lauren Corporation
Urban Outfitters, Inc.
Sean John Clothing, Inc.
Liz Claiborne, Inc.
Calvin Klein, Inc.
Tommy Hilfiger Corporation
Calvin Klein, Inc.
Guess?, Inc.

13.11. Consumer Electronics

A & R Cambridge Limited
Advanced Communication Design, Inc.
Aegis Corporation
Aiwa Business Center
Alba plc
Alco Holdings Limited
Alpine Electronics of America, Inc.
Alps Electric Co., Ltd.
Altec Lansing Technologies, Inc.
American Technology Corporation
Amstrad plc
Anam Electronics Co., Ltd.
Apex Digital Inc.
Armour Group PLC
Audio Design Services Limited
Audio Research Corporation
Audiovox Corporation
Audiovox Specialized Applications, LLC
Bandai Co., Ltd.
Bang & Olufsen a/s
Beam Radio, Inc.
Berjaya Group Berhad
Bigben Interactive
Bose Corporation
Boston Acoustics, Inc.
Brandmakers Inc.
Braun GmbH
Bright Things PLC

Cambridge SoundWorks, Inc.
CASIO COMPUTER CO., LTD.
Casio, Inc.
Clarion Co., Ltd.
Clarion Corporation of America
Cofidur S.A.
Consumer Electronics Association
Creative Technology Ltd.
Creek Audio Ltd.
Curtis International Ltd.
Cyberian Outpost, Inc.
Cybiko, Inc.
Daewoo Electronics Corp.
D&H Distributing Co., Inc.
D&M Holdings, Inc.
Directed Electronics, Inc.
Dynatec International, Inc.
E & S International Enterprises, Inc
Emerson Radio Corp.
Eminence Speaker LLC
Escort, Inc.
Etrema Products, Inc.
Five Rivers Electronic Innovations, LLC
Foster Electric (U.S.A.), Inc.
Funai Electric Co. Ltd.
Futaba Corporation of America
Gateway, Inc.
Great Wall Cybertech Ltd.
Haier America
Haier Group Company
HandHeld Entertainment, Inc.
Highway Holdings Limited
Hitachi America, Ltd.
Hitachi, Ltd.
H.K. Global Trading Ltd.
Hyundai Corporation
Icom America, Inc.
IDT International Limited

Innelec Multimedia
Interactive Health, Inc.
Itaúsa - Investimentos Itaú S.A.
Itautec Philco S.A.
Kenwood Corporation
Kenwood Electronics UK Ltd.
Kenwood USA Corporation
Koss Corporation
Krell Industries, Inc.
LG Electronics Inc.
LG Electronics UK Ltd.
Lite-On Technology Corporation
Loewe AG
Mabuchi Motor Co., Ltd.
Mad Catz Interactive, Inc.
Majesco Holdings Inc.
MartinLogan
Matsushita Avionics Systems Corporation
Matsushita Electric Corporation of America
Matsushita Electric Industrial Co., Ltd.
Matsushita Kotobuki Electronics Industries, Ltd.
Matsushita Kotobuki Electronics Industries of America Inc.
Medion AG
MEGAPOWER
Meyer Sound Laboratories, Inc.
Microsoft Corporation
Mitek Corporation
Mitsubishi Digital Electronics America, Inc.
Mitsubishi Electric & Electronics USA Inc.
Mitsubishi Electric Corporation
Monster Cable Products, Inc.
Multiplex Technology, Inc.
NCT Group, Inc.
NEC Computers (UK) Limited
NetTV, Inc.
Niles Audio Corporation
Nintendo Co., Ltd.
Nintendo of America Inc.

NMB Technologies Corporation
NXT plc
Onkyo Corporation
OpenTV Corp.
Oral-B Laboratories
Oregon Scientific, Inc.
Panasonic Mobile Communications Co., Ltd.
Panasonic UK Ltd.
Parasound Products, Inc.
Petters Group Worldwide, LLC
Philips Consumer Electronics North America
Philips Electronics North America Corporation
Royal Philips Electronics N.V.
Philips Electronics UK Ltd.
Phoenix Gold International, Inc.
Pioneer Corporation
Pioneer Electronics (USA) Inc.
Pioneer GB Limited
Pioneer Speakers, Inc.
Polaroid Corporation
Polk Audio, Inc.
PRISMIQ, Inc.
Providential Holdings, Inc.
Quixtar, Inc.
ReplayTV
Rockford Corporation
Roku, LLC
Samsung Electronics America, Inc.
Samsung Electronics Co., Ltd.
Samsung Electronics (UK) Limited
Samsung Group
SANYO Electric Co., Ltd.
SANYO Europe Limited
SANYO North America Corporation
SaRonix, L.L.C.
SDI Technologies, Inc.
Sharp Corporation
Sharp Electronics Corporation

Sharper Image Corporation
Siemens AG
Singer N.V.
The Singing Machine Company, Inc.
Sony Corporation
Sony Corporation of America
Sony Electronics, Inc.
Sony United Kingdom Limited
SpeakerCraft, Inc.
Sperry Marine
SRS Technology Group Plc
Tapwave, Inc.
TCL Corporation
TEAC America, Inc.
TEAC Corporation
Telex Communications, Inc.
Thakral Corporation Ltd
THOMSON
TiVo Inc.
Toshiba America, Inc.
Toshiba Corporation
TPV Technology Limited
Universal Electronics Inc.
Vialta, Inc.
Victor Company of Japan, Limited
ViewSonic Corporation
The Whistler Group, Inc.
Wongs Kong King International (Holdings) Ltd.
Yamaha Corporation
Yamaha Corporation of America
Zenith Electronics Corporation

13.12. Pharmaceuticals Distribution and Warehousing

A. Nelson & Co. Ltd.
AAH Pharmaceuticals Ltd.
AmerisourceBergen Corporation
Amexdrug Corporation
Andreae-Noris Zahn AG

Aventis Pasteur MSD Limited
Axis-Shield Plc
Bellco Health Corp.
Biotech Pharmacy Inc.
Cardinal Health, Inc.
Cardinal Health System, Inc.
Cardinal Pharmaceutical Distribution
Grupo Casa Saba, S.A. de C.V.
CCA Industries, Inc.
Celesio AG
Cholestech Corporation
D & K Healthcare Resources, Inc.
Diamond Drugs, Inc.
Digital Angel Corporation
DrugMax, Inc.
The F. Dohmen Co.
Farma International
FFF Enterprises Inc
Franz Haniel & Cie. GmbH
The Harvard Drug Group, L.L.C.
Imperial Distributors, Inc.
The Intercare Group plc
Irvine Scientific
ivpcare, inc.
The Jean Coutu Group (PJC) Inc.
Kinray Inc.
LecTec Corporation
Lyne Laboratories
Mawdsley-Brooks & Co. Ltd.
McKesson BioServices
McKesson Canada
McKesson Corporation
McKesson Information Solutions UK Ltd.
McQueary Brothers Wholesale Drug Company
Medeus Holdings Ltd.
METRO INC.
Munro Wholesale Medical Supplies Ltd
Nadro S.A. de C.V.

NMT Group PLC
OPG Groep NV
Orion Corporation
ParMed Pharmaceuticals
PharmaCare Management Services, Inc.
Pharmacy Buying Association, Inc.
Pharmed Group Corporation
PharMerica, Inc.
PHOENIX Medical Supplies Ltd.
PHOENIX Pharmahandel Aktiengesellschaft & Co KG
PolyMedica Corporation
Purity Wholesale Grocers, Inc.
QK Healthcare, Inc.
Quality King Distributors Inc.
Quantum, Inc.
Sigma Pharmaceuticals plc
Soft Gel Technologies, Inc.
Standard Management Corporation
Stephen L. LaFrance Pharmacy, Inc.
Sun Healthcare Group, Inc.
Suzuken Co., Ltd.
Tamro Oyj
Tissue Science Laboratories plc
TW Medical Vet Supply
Unidrug Distribution Group Limited
United Drug plc
Value Drug Company
Walsh HealthCare Solutions, Inc.
Waymade Healthcare PLC
Zuellig Pharma

13.13. Auto parts Retail

Acheeve Inc.
Advance Auto Parts, Inc.
American Eagle Wheel Corporation
America's Body Company, Inc.
Auto Sound Company, Inc.
AUTOBACS SEVEN CO., LTD.

Automotive Specialty Accessories and Parts
AutoZone, Inc.
Bad Toys Holdings, Inc.
Balkamp, Inc.
Barbari Group Inc.
Bauer Built, Inc.
Bridgestone/Firestone Retail & Commercial Operations, LLC
Canadian Tire Corporation, Limited
CARQUEST Corporation
Cincinnati Belting and Transmission
Commercial Tire Inc.
CSK Auto Corporation
Dave Carter & Associates, Inc.
Discount Tire Co. Inc.
Diverco
Dollar General Corporation
Dollar Tree Stores, Inc.
Euro Car Parts Limited
Family Dollar Stores, Inc.
Fisher Auto Parts, Inc.
FleetPride Inc.
Florida Detroit Diesel-Allison, Inc.
General Parts, Inc.
Genuine Parts Company
Hahn Automotive Warehouse, Inc.
Halfords Group Plc
Hallmark Trading Company
Henderson Glass Inc.
ITM Entreprises SA
Kesko Corporation
Keystone Automotive Industries, Inc.
Keystone Automotive Operations Inc.
Lancaster Colony Corporation
LDI, Ltd.
Lemans Corporation
McCoy Bros. Inc.
Meguiar's, Inc.
Middle Atlantic Warehouse Distributor, Inc.

Mile Marker International, Inc.
Millennium Technologies, LLC
Modine AfterMarket Holdings, Inc.
Murray's Discount Auto Stores, Inc.
O'Reilly Automotive, Inc.
Palm Truck Centers, Inc.
The Pep Boys - Manny, Moe & Jack
Pilot Travel Centers, LLC
Pomp's Tire Service, Inc.
Qualitor, Inc.
Repcor Corporation Limited
Replacement Parts Inc.
Ryan Automotive Inc.
SAM'S CLUB
Sears, Roebuck and Co.
Seddon Group Limited
Steel City Products, Inc.
Sterling Construction Company, Inc.
Strauss Discount Auto
Takashimaya Company, Limited
TBC Corporation
TCI Tire Centers, LLC
Tire Distribution Systems, Inc.
Tire Kingdom, Inc.
Toad Group plc
TruckPro, Inc.
UAP Inc.
Unipart Group of Companies
Uni-Select Inc.
Universal Manufacturing Co.
VIP Discount Auto Center
Volkswagen Group United Kingdom Limited
WBL Corporation Limited
W.E. Lahr Company
Worldwide Equipment, Inc.
Ziebart International Corporation

13.14. Building Materials

The Home Depot, Inc.
Lowe's Companies, Inc.
The Sherwin-Williams Company
Canadian Tire Corporation, Limited
Tractor Supply Company
Ace Hardware Corporation
84 Lumber Company
Ferguson Enterprises, Inc.
RONA Inc.
Fastenal Company

13.15. Computer Software Retail

Amazon.com, Inc.
Sears, Roebuck and Co.
Best Buy Co., Inc.
Staples, Inc.
RadioShack Corporation
Circuit City Stores, Inc.
IAC/InterActiveCorp
Barnes & Noble, Inc.
Office Depot, Inc.
CompUSA Inc.

13.16. Appliances and Consumer Electronics Retail

Amazon.com, Inc.
Sears, Roebuck and Co.
The Home Depot, Inc.
Bed Bath & Beyond Inc.
Best Buy Co., Inc.
Lowe's Companies, Inc.
Linens 'n Things, Inc.
Walgreen Co.
RadioShack Corporation
Big Lots, Inc.
Maytag Corporation
Carrier Corporation
Illinois Tool Works Inc.
AB Electrolux

Dover Corporation
White Castle System, Inc.
Carlisle Companies Incorporated
FMC Technologies, Inc.
CFM Corporation
SANYO Electric Co., Ltd.

13.17. Food and Specialty

The Procter & Gamble Company
PepsiCo, Inc.
Starbucks Corporation
Kraft Foods Inc.
Altria Group, Inc.
Krispy Kreme Doughnuts, Inc.
The Cheesecake Factory Incorporated
Bally Total Fitness Holding Corporation
General Mills, Inc.
ConAgra Foods, Inc.
The Pampered Chef, Ltd.
SUPERVALU INC.
Canada Safeway Limited
Dole Food Company, Inc.
Gordon Food Service
Wakefern Food Corporation
C&S Wholesale Grocers, Inc.
Loblaw Companies Limited
The Hain Celestial Group, Inc.
Roundy's, Inc.
Trader Joe's Company, Inc.
Whole Foods Market, Inc.
1-800-FLOWERS.COM, Inc.
Wild Oats Markets, Inc.
Cost Plus, Inc.
GNC Corporation
United Natural Foods, Inc.
Tastefully Simple, Inc.
Bear Creek Corporation

13.18. Warehouse Clubs

AEON CO., LTD.

Auchan S.A.

AVA Allgemeine Handelsgesellschaft der Verbraucher AG

Bi-Mart Corporation

BJ's Wholesale Club, Inc.

Blue Square - Israel Ltd.

Bompreço S.A. Supermercados do Nordeste

Groupe Bourbon

Companhia Brasileira de Distribuição

Carrefour SA

Casino Guichard-Perrachon S.A.

CDS (Superstores International) Limited

Centros Comerciales Carrefour, S.A.

Controladora Comercial Mexicana, S.A. de C.V.

Coop

Costco Wholesale Corporation

Costco Wholesale UK Limited

Cost-U-Less, Inc.

Dairy Farm International Holdings Limited

Distribución y Servicio D&S S.A.

Association des Centres Distributeurs E. Leclerc

Grupo Eroski

Fred Meyer Stores, Inc.

Grupo Gigante, S.A. de C.V.

Guyenne et Gascogne SA

Haci Ömer Sabanci Holding A.S.

Groupe Hyparlo

ICA AB

Ito-Yokado Co., Ltd.

Kmart Corporation

Kooperativa Förbundet Group

La Rinascente S.p.A.

Loblaw Companies Limited

Makro Atacadista S.A.

Meijer, Inc.

Metro Cash and Carry Limited

Pacific Groservice Inc.

PriceSmart, Inc.
RALLYE S. A.
SAM'S CLUB
Sam's Wines & Spirits
Shoppers Food Warehouse Corp.
SHV Holdings N.V.
Smart & Final Inc.
Organización Soriana, S.A. de C.V.
Super-Sol Ltd.
Target Corporation
Tesco PLC
UNY Co., Ltd.
Wal-Mart de México, S.A. de C.V.
Wal-Mart Stores, Inc.
Wal-Mart.com USA, LLC
Western Beef, Inc.
Wm Morrison Supermarkets PLC
WinCo Foods, Inc.
Woolworths Group plc

13.19. Retail Other and Catalog

Wal-Mart Stores, Inc.
Amazon.com, Inc.
Target Corporation
Kmart Corporation
The Kroger Co.
Publix Super Markets, Inc.
Walgreen Co.
Albertson's, Inc.
CVS Corporation
Rite Aid Corporation
Walgreen Co.
Staples, Inc.
Eastman Kodak Company
Circuit City Stores, Inc.
SAM'S CLUB
Office Depot, Inc.
OfficeMax Incorporated
Alticor Inc.

Corporate Express, Inc.
The Walt Disney Company
Abercrombie & Fitch Co.
Sears, Roebuck and Co.
American Express Company
American Eagle Outfitters, Inc.
Vivid Entertainment Group
Sears Canada Inc.
Tiffany & Co.
IAC/InterActiveCorp
Beate Uhse AG
A.C. Moore Arts & Crafts, Inc.
Old Time Pottery, Inc.
Hancock Fabrics, Inc.
IAC/InterActiveCorp
Michaels Stores, Inc.
Hobby Lobby Stores, Inc.
Jo-Ann Stores, Inc.
The Container Store
QVC, Inc.
Garden Ridge Corporation

13.20. Telecommunications Distribution

The Carphone Warehouse Group PLC
TESSCO Technologies Incorporated
Brightpoint, Inc.
CellStar Corporation
Brightstar Corp.
Norstan, Inc.
Abacus Technology Corporation
TeliaSonera AB
Nu Horizons Electronics Corp.
Telenor ASA

13.21. Air Cargo Services

911 Air Cargo, Inc.
ABX Air, Inc.
ACE Aviation Holdings Inc.
Aer Lingus Group Plc

OAD AEROFLOT Russian Airlines
Air Atlanta Icelandic
Air Cargo Carriers, Inc.
Air China Ltd.
Air Europa, Lineas Aereas S.A.
Air France
Air-India Limited
Air Mauritius Limited
Air Midwest, Inc.
Air New Zealand Limited
Air Serv International, Inc.
Air T, Inc.
Air Wisconsin Airlines Corporation
Aircraft Service International Group
AirNet Systems, Inc.
AirTran Holdings, Inc.
Alaska Air Group, Inc.
Alitalia - Linee Aeree Italiane S.p.A.
All Nippon Airways Co., Ltd.
Aloha Air Group, Inc.
Alpine Air Express, Inc.
America West Holdings Corporation
Ameriflight, Inc.
Amerijet International, Inc.
Ameristar Jet Charter, Inc.
AMR Corporation
AMR Eagle Holding Corporation
Arrow Air, Inc.
ASTAR Air Cargo, Inc.
ATA Holdings Corp.
ATI Transport International LLC
Atlantic Southeast Airlines, Inc.
Atlas Air Worldwide Holdings, Inc.
Australian Air Express
Azerbaijan Airlines
BAX Global Inc.
British Airways Plc
British Midland Airways Ltd

CanJet Airlines
Capital Cargo International Airlines, Inc.
Castle Aviation, Inc.
Cathay Pacific Airways Limited
Cayman Airways
Central Air Southwest, Inc.
Chautauqua Airlines, Inc.
Cherry-Air, Inc.
China Airlines, Ltd.
China Eastern Airlines Corporation Limited
China Southern Airlines Company Limited
Cintra, S.A. de C.V.
Comair, Inc.
Continental Airlines, Inc.
Delta Air Lines, Inc.
easyJet Airline Company Limited
EL AL Israel Airlines Limited
Emirates
Europa Worldwide Logistics
Eva Airways Corp.
Evergreen International Aviation, Inc.
Express.Net Airlines, LLC
Express One International, Inc.
ExpressJet Holdings, Inc.
Farnair Europe Group
Finnair Oyj
First Air
FLYi, Inc.
Four Star Air Cargo
Freight Runners Express, Inc.
Frontier Airlines, Inc.
PT Garuda Indonesia
Grand Aire, Inc.
Great Lakes Aviation, Ltd.
Hellmann Worldwide Logistics, Inc.
Hong Kong Dragon Airlines Limited
Horizon Air Industries, Inc.
Iberia, Líneas Aéreas de España SA

Iran Air
Japan Airlines Corporation
JetBlue Airways Corporation
Kalitta Air, LLC
KenKargo Airlines International
Kitty Hawk, Inc.
KLM Royal Dutch Airlines
KnightHawk Air Express
KnightHawk Inc.
Korean Air Lines Co., Ltd.
Lan Airlines S.A.
Compañía de Distribución Integral Logista, S.A.
Deutsche Lufthansa AG
Société Luxembourgeoise de Navigation Aérienne S.A.
Lynden Incorporated
Maersk Air A/S
Malaysian Airline System Berhad
Martinair Holland N.V.
Martinaire, Inc.
Mas Air
Mercury Air Group, Inc.
Mesa Air Group, Inc.
Midwest Air Group Inc.
MK Airlines Ltd.
Northwest Airlines Corporation
Omni Air International
Polar Air Cargo
Polskie Linie Lotnicze LOT
Qantas Airways Limited
Ram Air Freight Inc.
Ronson Corporation

13.22. Fresh Fruits and Vegetables

ConAgra Foods, Inc.
Monsanto Company
Dole Food Company, Inc.
Chiquita Brands International, Inc.
Mitsubishi Corporation
King Ranch, Inc.

Fresh Del Monte Produce Inc.
John Lewis Partnership plc
Seaboard Corporation
Sunkist Growers, Inc.
Wine
Brown-Forman Corporation
Allied Domecq PLC
Constellation Brands, Inc.
E. & J. Gallo Winery
Heineken N.V.
Pernod Ricard
Bronco Wine Co.
UST Inc.
The Robert Mondavi Corporation
The Wine Group, Inc.

13.23. Aggregates Concrete and Cement

Centex Corporation
Ashland Inc.
CEMEX, S.A. de C.V.
Anglo American plc
Trinity Industries, Inc.
Vulcan Materials Company
Lafarge North America Inc.
Ingram Industries Inc.
Granite Construction Incorporated
Hanson PLC

13.24. House wares

Hallmark Cards, Inc.
The Vermont Teddy Bear Co., Inc.
Newell Rubbermaid Inc.
Brown-Forman Corporation
Martha Stewart Living Omnimedia Inc.
The Clorox Company
Tiffany & Co.
S.C. Johnson & Son, Inc.
American Greetings Corporation
L.L. Bean, Inc.

13.25. Jewelry

Avon Products, Inc.
LVMH Moët Hennessy Louis Vuitton SA
Tiffany & Co.
Gucci Group N.V.
Loews Corporation
Quiksilver, Inc.
Fossil, Inc.
Harry Winston Inc.
James Avery Craftsman, Inc.
Chanel S.A.

13.26. Material Handling Equipment

Adept Technology, Inc.
Ag-Bag International Limited
Airtrax, Inc.
Aluminum Ladder Company
Applied Industrial Technologies, Inc.
ATS Automation Tooling Systems Inc.
AXIA Incorporated
Behlen Mfg. Co.
Blount International, Inc.
Brambles Industries DLC Group
Bridgestone Corporation
Carlson Systems, LLC
Cascade Corporation
CLARK Material Handling Company
Claverham Limited
Columbus McKinnon Corporation
Constructions Industrielles de la Méditerranée
Continental Conveyor & Equipment Company
Creative Storage Systems, Inc.
Crown Equipment Corporation
Daewoo Heavy Industries & Machinery Ltd.
Davis Bacon Material Handling Co., Inc.
Dearborn Mid-West Conveyor Co.
Didsbury Engineering Co. Ltd
Dürkopp Adler AG

Engineered Support Systems, Inc.
FAG Kugelfischer Georg Schäfer AG
Fenner PLC
Finuchem SA
FKI Logistex North America
FKI plc
FMC Technologies, Inc.
GlobalLIFT Technologies, Inc.
The Goodyear Tire & Rubber Company
Gradall Industries, Inc.
Grove Worldwide
Harris Waste Management Group, Inc.
Heat and Control, Inc.
HK Systems, Inc.
Hyundai Heavy Industries Co., Ltd.
Hyundai Motor Company
IBT, Inc.
Ingersoll-Rand Infrastructure
Interlake Material Handling, Inc.
Invensys plc
Ishikawajima-Harima Heavy Industries Co., Ltd.
Jervis B. Webb Company
JLG Industries, Inc.
Jungheinrich AG
Key Technology, Inc.
Komatsu Ltd.
KONE Corporation
KRONES AG
Krones, Inc.
K-Tron International, Inc.
Leggett & Platt, Incorporated
Legris Industries
Linde Aktiengesellschaft
Linde Material Handling (UK) Ltd
Litco International, Inc.
Lloyds British Testing Plc
Lyon Workspace Products, LLC
Manitou BF S.A.

The Manitowoc Company, Inc.
Materials Transportation Company
Mayville Engineering Company, Inc.
Microwave Filter Company, Inc.
Mitsubishi Caterpillar Forklift America, Inc.
Mitsubishi Heavy Industries, Ltd.
Morris Material Handling, Inc.
Morris Material Handling Ltd
Myers Industries, Inc.
Nabco, Inc.
NACCO Industries, Inc.
NACCO Materials Handling Group, Inc.
Nissan Forklift Corporation North America
North Shore Supply Company
Oakridge Holdings, Inc.
Offshore Tool & Energy Corporation
Ozburn-Hessey Logistics, LLC
Paragon Technologies, Inc.
Pemco Aviation Group, Inc.
Phoenix AG
Polysius AG
Pon North America Inc.
Portec Rail Products, Inc.
Prab, Inc.
Putzmeister AG
Putzmeister America
Quality Products, Inc.
Quipp, Inc.
The Raymond Corporation
Roberts Sinto Corporation
RWM Casters
Sandvik Process Systems, Inc.
Schaefer Systems International, Inc.
SDI Industries, Inc.
Shuttleworth, Inc.
SI Technologies, Inc.
Siemens Dematic AG
Siemens Dematic Corporation

Siemens Energy & Automation, Inc.
SPX Corporation
Sumitomo Heavy Industries, Ltd.
Summa Industries
Summerlot Engineered Products, Inc.
Sunstream Corporation
Systemax Inc.
Taylor Machine Works, Inc.
Tetra Laval S.A.
Textron Inc.
T.F. & J.H. Braime (Holdings) plc
Toyota Industries Corporation
Toyota Material Handling, USA, Inc.
Toyota Motor Corporation
UNOVA, Inc.
UpRight, Inc.
Wagon plc
Walker Magnetics Group
W&H Systems, Inc.
Waste Technology Corp.
Wastequip, Inc.
Williamsport Wire Rope Works, Inc.

13.27. Furniture and Home Furnishings

Sears, Roebuck and Co.
Raymour & Flanigan Furniture
Canadian Tire Corporation, Limited
A.C. Moore Arts & Crafts, Inc.
The May Department Stores Company
Old Time Pottery, Inc.
Amazon.com, Inc.
Dollar General Corporation
Limited Brands, Inc.
Polo Ralph Lauren Corporation
Ashley Furniture Industries, Inc.
Tommy Hilfiger Corporation
Kohler Co.
Ethan Allen Interiors Inc.

Klaussner Furniture Industries, Inc.
La-Z-Boy Incorporated
Leggett & Platt, Incorporated
Furniture Brands International, Inc.
Value City Furniture

13.28. Steel Service Centers

Ryerson Tull, Inc.
Earle M. Jorgensen Company
Metals USA, Inc.
Allegheny Technologies Incorporated
Worthington Industries, Inc.
Reliance Steel & Aluminum Co.
A. M. Castle & Co.
Russel Metals Inc.
Shiloh Industries, Inc.
O'Neal Steel, Inc.