

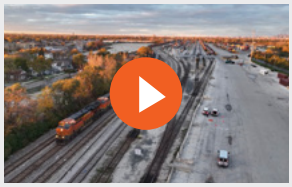
NORTHEAST INTERMODAL: PROTECTING THE AMERICAN CONSUMER

The Stakes for Consumers

- Pennsylvania has more than 1 billion square feet of warehousing and distribution space. It is the nation's second-largest logistics market after Southern California.
- The region serves nearly 60 million people within a 250-mile radius. It depends on competitive rail service to move the goods that stock shelves and fill online orders.

What's at Risk

- Today, BNSF moves containers from the West to the Northeast by handing them off to Norfolk Southern (NS) and CSX in Chicago. For expedited trains, that handoff typically takes under an hour.



Scan to watch a Chicago interchange

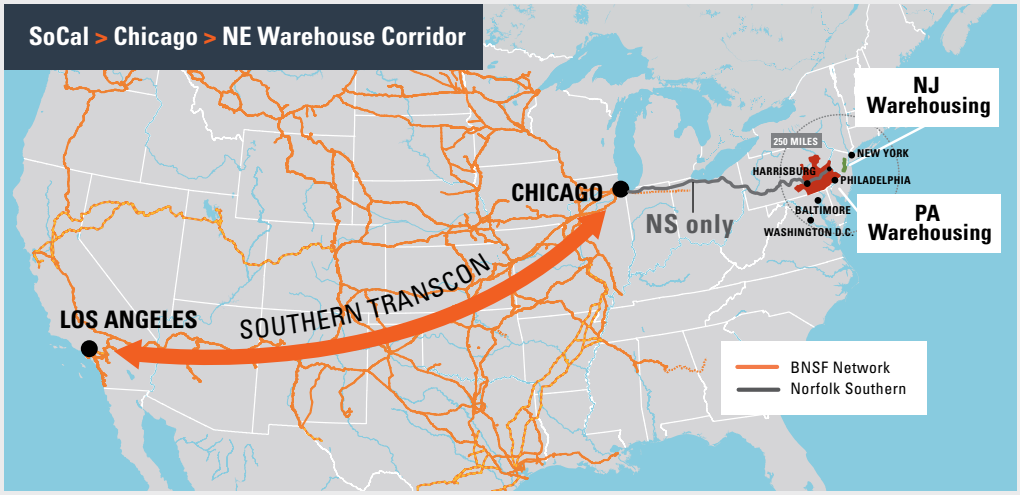
- If the Union Pacific (UP)-Norfolk Southern (NS) merger is approved, UP would control about 85% of all intermodal shipments to and from Pennsylvania. Thousands of facilities that have competitive options today could become reliant on a single railroad.
- UP's vague pledge to keep gateways open on "commercially reasonable" terms would not preserve real competition. UP itself opposed the exact same commitment CPKC offered in its merger a few years ago.

What We Requested

- The right to run BNSF trains on Norfolk Southern track from Chicago to Pennsylvania
- Access to Norfolk Southern intermodal terminals

Why it Matters to You

These conditions would preserve the competition between BNSF and UP that customers and consumers on this corridor rely on today.





Scan to learn more about the effects of the proposed merger

BNSF remains firmly opposed to this merger. These conditions are necessary but not sufficient. They would only partly offset the harm to customers and competition. The Surface Transportation Board (STB) should deny this merger.

Learn more:
www.BNSF.com/PreserveRailCompetition

BNSF RAILWAY