



**AT THE PORT OF NEW ORLEANS,
OUR CONNECTIONS RUN DEEP.**

New Orleans Public Belt Railroad Corporation (NOPB)

New Orleans is the only deep-draft port with access to six Class I railroads to make a truly intermodal freight source. New Orleans Public Belt Railroad Corporation (NOPB) is a Class III switching railroad with the primary mission of serving the Port of New Orleans, local industries, and serving as a neutral carrier for the gateway.

NOPB is a wholly owned subsidiary of the Port of New Orleans. Ownership of the NOPB shortline railroad gives Port NOLA a significant competitive advantage, providing stability and true logistics integration for our Class I rail partners and shippers.

Fast Facts:

- NOPB is a neutral carrier with direct connection to six Class I railroads: BNSF; CN; CSX; Kansas City Southern; Norfolk Southern; and Union Pacific.
- NOPB has 40 miles of mainline and other than track, 81 miles of total track.
- NOPB's goal is to provide customers with first-class transportation solutions focused on safety, customer service, greater productivity, reliability and expense management.
- NOPB is a diversified railroad conducting intermediary work for Class I railroads, local switching to Port property and other industries, storage services and basic car repair for railcare owners, and maintenance on its own track and bridge assets.
- NOPB owns the Huey P. Long Bridge, the longest and highest railroad bridge in the U.S.; NOPB maintains the railroad portion of the bridge while the LADOTD maintains the roadway portion.

Advantages of Synergy:

- NOPB was created in 1904 and began operating in 1908. The founding principle of NOPB was to establish an independent entity to assure neutral pricing and competitive switching service to Port of New Orleans facilities, customers and industries.
- Members of Port NOLA's Board of Commissioners, who are appointed by the governor of Louisiana, also serve as the Board of Directors for NOPB. This ensures practical governance and decisions are made in the best interest of both entities and the greater regional transportation network.
- NOPB under Port NOLA is now able to plan synergistically and strategically for future investments and expansion, further strengthening the New Orleans Gateway.



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Carload Commodities Shipped:

- NOPB handles a variety of commodities for both international and domestic customers. Typical import cargos include natural rubber, plywood, steel products (coils, plates, beams, pipe), non-ferrous metals, ores/minerals, hydraulic fracturing sand and dimensional equipment.
- For the export markets, NOPB moves paper, lumber, resins, grain, animal feeds and project cargo.
- For domestic customers, NOPB hauls cement, paper, wallboard, steel, aggregates, canned goods and liquids such as latex, asphalt and other chemicals.

Intermodal Catalyst:

- NOPB plays a major role in the development and growth of container traffic at Port NOLA, with regular on-dock intermodal service.
- NOPB operates a triweekly service provided in

conjunction with CN connecting New Orleans with every intermodal facility on CN's 20,000-mile network. CN offers transit times of 12 hours to Memphis, and 29 hours to Chicago – the fastest service from any deep-water port in North America.

- Weekly intermodal service to Wylie, Texas via Kansas City Southern (KCS) connects Port NOLA to the growing Dallas import market.

Benefits of On-Dock Rail:

- Cost-efficiency.
- Mitigates truck issues, driver shortages, volatile fuel prices, high-volume constraints.
- Creates more terminal throughput.
- Able to handle extremely heavy cargo.

Effective 04/2020

NEW ORLEANS PUBLIC BELT RAIL CONNECTIVITY

ORLEANS PARISH, LOUISIANA / JEFFERSON PARISH, LOUISIANA / ST. BERNARD PARISH, LOUISIANA

