



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

September 4, 2024

Robert A. Wimbish
 Fletcher & Sippel LLC
 29 North Wacker Drive
 Suite 800
 Chicago, IL 60606-3208

By email at rwimbish@fletcher-sippel.com

RE: Docket No. FD 36723, Savannah Industrial Logistics, LLC (SIL) – Construction Exemption & Docket No. FD 36723 (Sub-No. 1), Savannah Industrial Transportation LLC (SIT) – Lease and Operation Exemption – Line of Savannah Industrial Logistics, LLC in Effingham County, Ga.; Information Request No. 1 Clarification

Dear Mr. Wimbish:

Consistent with 40 C.F.R. § 1506.5(b)(1), the Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) requests clarification on some of the information SIL and SIT provided in response to Information Request No. 1, which appears to be inconsistent with information previously provided to OEA during scoping. Accurate information is needed to support the environmental review in connection with the above-referenced proceeding. Accordingly, please clarify the responses to the following questions:

1. Clarify the number of trains per day (total, and in each direction) that currently use the previously constructed rail line.

Information provided in response to Information Request No. 1 (IRN1): "Trains operate over the previously constructed track six (6) days a week. The number of trains per day and usage varies by segment of previously constructed rail line. [CSX Transportation (CSXT)] and [Norfolk Southern Railroad (NSR)] deliver and pick up (Interchange) within the yard by traversing the previously constructed track. Currently, interchange with CSXT occurs on Monday through Friday with 1 train in and 1 train out each day between CSXT track and the SIT yard. Interchange with NSR occurs on Tuesday through Saturday with 1 train in and 1 train out each day between NSR track and the SIT yard. SIT operates Monday through Friday switching railcars to the customer and building trains for outbound interchange.

Excluding the switching that occurs Monday through Friday by SIT trains per days is as follows:

2 trains per day one each direction on Monday and Saturday, and 4 trains per day two in each direction Tuesday through Friday.”

Railroad	Sun	Mon	Tue	Wed	Thurs	Fri	Sat
CSXT		1 in, 1 out	1 in, 1 out	1 in, 1 out	1 in, 1 out	1 in, 1 out	
NSR			1 in, 1 out	1 in, 1 out	1 in, 1 out	1 in, 1 out	1 in, 1 out
SIT		Switching	Switching	Switching	Switching	Switching	Switching

Information provided for preliminary environmental consultation letters (PEC):

“As far [as] daily train counts go, our data below presumes throughout that current and forecasted traffic levels at the Hub facility can be handled by a single, daily switch crew five days per week. That crew would handle interchange with both CSXT and NSR (as needed) and spot and retrieve cars at the customer(s). ...

1 train crew start per day, 5 days/week – 5 trains per week. Switches Quantix and picks up/delivers cars in interchange to CSXT and NSR as needed.”

2. Clarify the number of trains per day (total, and in each direction) that would use the previously constructed rail line based on projections up to and including through 2029.

IRNI: “..., we have been approached by a number of potential shippers looking to locate at [Savannah Gateway Industrial Hub (SGIH)]. While none of these potential shippers has committed, so as of now the operation described in the response [above (first bullet)] would not change, any new users will certainly increase freight moved with how much being dependent on the individual user.”

PEC: “2029 (5-YEAR ROUGH ESTIMATE ONLY)

1 train crew start per day, 5 days/week -- 5 trains per week. Switches customers and picks up/delivers cars in interchange to CSXT and NSR as needed.”

3. Clarify how many days per week trains would operate, on which days, if known.

IRNI: “Six (6) days – Monday through Saturday.”

PEC: “5 days/week”

4. Clarify the current gross tonnage of an average consist (average daily or yearly). If the gross tonnage is consistently different by direction of travel (for example, unloaded consists traveling to the business park and loaded consists traveling from the business park) provide average loaded and unloaded consist gross tonnage.

IRNI: “An average inbound loaded train is approximately 10 railcars for a total of 1,430 gross tons. An average outbound empty train is approximately 10 railcars

for a total of 330 gross tons. Loaded trains move from each Class 1 directionally towards the SIT yard. Empty trains are moved from the SIT yard to each Class 1.”

PEC: “4,062 GTM/train
40,623 GTM/week”

5. Provide the projected gross tonnage of an average consist (average daily or yearly) based on projections **up to and including through 2029**. If the gross tonnage is expected to be consistently different by direction of travel (for example, unloaded consists traveling to the business park and loaded consist traveling from the business park) provide average loaded and unloaded consist gross tonnage.

IRNI: No response provided.

PEC: “30,579 GTM/train
305,788 GTM/week”

Please respond in writing as soon as possible but no later than September 13, 2024. If you have any questions, please feel free to contact Karen Stevens of my staff at 202-245-0304 or by email Karen.Stevens@stb.gov. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Danielle Gosselin', written in a cursive style.

Danielle Gosselin
Director
Office of Environmental Analysis