

# Transloader

MHF LOGISTICAL SOLUTIONS



> **Milestones**

**A decade of innovation.**

Where do the years go? 2005 marks our first ten years of operations. We're calling it a "decade of innovation."

Innovations that have made rail a viable option for transporting a range of radioactive and other hazardous materials, with strategies that include packaging, technical services, direct rail and intermodal combinations of rail, truck and marine conveyances.



*John Evanko  
President and CEO*

A growing fleet of specialized equipment — railcars, containers and more — designed specifically for shippers of hazardous materials, an innovation not common when we introduced it. Our most recent container breakthrough was last year's introduction of our Shielded Multi-Use Type-A Container for radioactive materials.

Rigid and flexible packaging innovations — including various intermodal containers, Lift Liners™ for bulk materials and Super Load Wrappers™ that line gondola railcars — offering more economical solutions for packaging hazardous materials.

Plus, the innovation of bringing together experts with detailed knowledge — about the needs of our clients, as well as of government regulations, waste management requirements and transportation methods — in one company. So that we can offer truly one-stop solutions.

Our founder, John Evanko, had a vision about a new way of doing business. A vision to offer new choices and new strategies to package and transport sensitive materials, economically and safely.

Ten years later, we're the leaders in our field, with deep relationships with scores of government agencies, utilities, manufacturers and others involved in remediation and waste management.

But how did it all happen so fast? We feel like we're just getting started — with so much more to achieve. ●

**Key Dates**

- > **1994**  
First year of operations.
- > **1996**  
First EPA Superfund assignment, to move coal tar-contaminated soil from a site in Pennsylvania.
- > **1997**  
First work on a DOE site, in Ashtabula, Ohio.  
  
We open our first transload facility, in Cisco, Utah, for packaged materials.
- > **1999**  
First nuclear power plant decommissioning project, at the Maine Yankee plant.  
  
Our first FUSRAP assignment, near the St. Louis Airport.  
  
Our first of three appearances on Inc. magazine's roster of fastest-growing companies.
- > **2000**  
Our equipment fleet now includes more than 1,000 railcars and 1,500 intermodal containers.
- > **2001**  
We purchase Transport Plastics Packaging, in Sweetwater, Tennessee.  
  
Founder and CEO John Evanko named "Master Entrepreneur of the Year" by Ernst & Young.
- > **2003**  
We complete the industry's first intermodal (rail/truck) shipment to the Nevada Test Site.  
  
We are the first to move a reactor head (from the Davis-Besse nuclear facility in Ohio) via rail.
- > **2004**  
We introduce our lead-lined, intermodal Shielded Multi-Use Type-A Container.  
  
We move large steam generators by rail, from the Rancho Seco nuclear power plant in California.
- > **2005**  
First unit train shipment from Rocky Flats to Envirocare of Utah, LLC.  
  
Our fleet now totals more than 1,700 railcars and 3,000 intermodal containers.  
  
Celebrating our first "decade of innovation."

## > Project

### Above the Arctic: Lift Liners™ used to move contaminated soil from a former radar station.

Cape Lisburne is, by any definition, remote.

The tiny Alaska outpost, on the Chukchi Sea north of the Arctic Circle, is closer to Siberia than it is to either Anchorage or Fairbanks. It is home to a U.S. Air Force base, a lot of caribou — and not much else.

So when we were asked last year to provide a solution for packaging 6,000 tons of PCB-contaminated soil as part of the remediation of a former radar station there, we'll admit that we had to consult with an atlas to pinpoint exactly where we would be sending our products and equipment.

Working in conjunction with Emerald Alaska, an environmental services firm that is a unit of the Seattle-based environmental services and recycling company Emerald Services, our assignment was to supply the packaging and related equipment needed to prepare the soil for shipment.

While that is the type of work we do every day, this specific project presented a new set of challenges — the remoteness of the



Project site near Cape Lisburne, Alaska, where our Lift Liners™ were used to package and transport contaminated soil.

originating site. There are no roads to Cape Lisburne. No marine cargo facilities. And with no scheduled commercial air service, only charter aircraft can reach the location.



Lift Liners™ being loaded onto a barge.

All of the equipment mobilized to Cape Lisburne to support the remediation project was delivered by barges that were beached near the site, with the approval of the Air Force.

We provided 500 of our 12-ton capacity Lift Liner™ flexible containers, plus loading and lifting frames. The containers and frames were delivered first to the Port of Seattle and then shipped via barge to Cape Lisburne. We also sent Erin Grimm, the general manager of our packaging division, to Anchorage to provide product training and participate in the logistics planning with the Emerald Alaska personnel.

“The remote location certainly was a major factor in Emerald’s decision to use our Lift Liners. Mobilizing and using metal containers would have been prohibitively expensive and extremely difficult to manage,” Grimm said. “This project needed the ease of use and flexibility our Lift Liners offer, coupled with their durability and sturdiness to make sure they could withstand the rough journey out of the region.”

Once packaged, the Lift Liners were taken by feeder barges (also beached on the shoreline), to larger barges waiting offshore. From there, the barges went to Seattle, where the Lift Liner containers loaded with contaminated soil were transloaded to gondola railcars for shipment to the final disposal site in Idaho. Containers with non-hazardous soil were sent via truck to disposal sites in Washington State.

Our Lift Liners, certified by the U.S. Department of Transportation for many hazardous materials, are heavy duty containers made of multilayered

woven polypropylene. They can be transported by the three primary modes of conveyance - rail, truck and marine.

The Lift Liners come in five sizes, from the smallest one that has a maximum capacity of 48 cubic feet, to the largest one that is 264 cubic feet in volume and can hold up to 12 tons of materials.

Plus, because they are disposable, users save on the expense of renting metal containers and then decontaminating them in preparation for return.

“Our Lift Liners are perfectly suited for sites with very large volumes of bulk materials to be packaged, such as contaminated soil. Lift Liners are also ideal for surgical remediation projects in small work areas where metal containers would prove too difficult to maneuver,” Grimm said.

To see just how remote  
Cape Lisburne really is, visit  
[www.athropolis.com/map2.htm](http://www.athropolis.com/map2.htm) ●

## > Equipment

### New Shielded Intermodal Containers for direct rail and low-level waste now in use.

Last year, we unveiled our new top-loading, lead-lined Shielded Multi-Use Type-A Container and Transport System for low-level radioactive waste. They are intermodal containers, meaning that they can be loaded onto trucks, railcars and marine conveyances as necessary, saving shippers the expense of repackaging and reloading materials.

We recently completed the first uses of the containers for rail and truck shipments. The first rail transport use of the containers was to move low-level radioactive water treatment filter media on a MHF-LS owned and operated articulated bulk commodity railcar from the Brunswick Nuclear Power Plant in Southport, North Carolina.

We began using the containers for the Brunswick project in late 2004, and will continue using them for the duration of our multi-year assignment at the facility.

A loaded, 264 cubic foot  
Lift Liner™ being removed  
from a loading frame  
prior to being moved to  
Cape Lisburne beach for  
pick up by barge.



The first highway transport use of the containers moved low-level radioactive solid waste from the Point Beach Nuclear Power Plant near Milwaukee, Wisconsin. That project was completed earlier this year. Shipments from Brunswick were transported for final disposal at a site in Utah and the shipment from Point Beach was sent for processing at a site in Tennessee.

“We believe our Shielded Multi-Use Type-A Containers are a significant development for the nuclear industry and we’re delighted to have them in use,” said Rick Zink, MHF-LS executive vice president. “The containers create a new flexibility for shippers of radioactive materials. They can lower costs, enhance safety and open up new options for devising customized transportation strategies.”

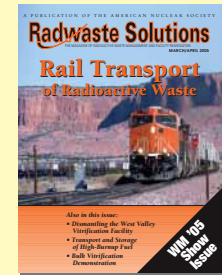
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“They can lower costs, enhance safety and open up new options for devising customized transportation strategies.”

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The containers may be loaded and unloaded using existing methods and equipment in place at nuclear facilities. Their design allows for transloading from truck to rail at various facilities around the country to take advantage of rail transport’s inherent advantages.

“Not all nuclear facilities are linked by rail. But with the new container’s ability to be used as part of an intermodal strategy, we can still bring the significant cost advantages and safety enhancements of rail to those shippers,” Zink said. “That is an important breakthrough for the nuclear industry.” ●



### Radwaste Solutions: Primer on railroads

If you read *Radwaste Solutions* magazine, the March/April 2005 issue features a cover story that might be of interest. It’s a primer on railroads, with an overview of how they’re structured and how important they can be to the nuclear industry. Gene Gleason, MHF-LS vice president and head of our Nuclear & DOE Services Group, penned the piece.

### New manager for Port Allen Transload Facility

We’re pleased to welcome Steve Wilkerson as the new manager of our Port Allen, Louisiana, transload facility. Steve brings extensive experience in freight management to his new post. The Port Allen facility, one of five that we operate around the country (we also have access to an extensive network of other transload facilities, plus can set up temporary ones as needed), is where we move materials between truck, rail and marine conveyances for seamless intermodal transportation.

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> Behind the Scenes

**Lisa Sabol:  
Grace Under Pressure**

If you or your company has received a proposal from us within the last few months, you know firsthand the exacting standards that Lisa Sabol brings to her job.

Sabol joined MHF Logistical Solutions last year as our proposal manager, responsible for bidding for the transportation, packaging and technical service projects we handle. She and other proposal team members help devise solutions, crunch numbers and write up the often lengthy documents required in the proposals process.

It is a job that requires tremendous attention to detail, plus the people skills to work with different units within our company, all while delivering to the expectations of customers and prospects.



“Yes, it can be a bit stressful at times, with deadlines and competing demands on our time,” Sabol says. “I hope we bring a sense of humor and grace under pressure to it.”

Certainly Sabol has the experience to handle the job. Before joining us, she held a similar position as proposals manager for Shaw Environmental and its predecessor firm, also headquartered (as we are) in the Pittsburgh, Pennsylvania, area.



***“This is definitely home,  
and that’s a strong part  
of who we are.”***



Sabol didn’t start her career with the idea of managing proposals. She grew up in a small coal town in Western Pennsylvania, the paternal granddaughter of a coal miner who had immigrated from Czechoslovakia. On her mother’s side, she is also the granddaughter of immigrants (in this case, from Italy), and is proud of her roots as a second-generation American.

Her mother was a particularly strong influence, and Sabol recounts a tale about her. As one of eight children, Sabol’s mother wanted a bicycle while growing up but the family had been unable to afford one. Years later, after having raised her own family, Sabol’s mother finally bought herself a bike, and at age 69 competed in a 150-mile race. She was the oldest woman to finish.

It was also her mother who helped nurture Sabol’s love of reading, a passion that

continues today. “My goal was to work in a technical library at a research center or for a large industrial firm,” she says now. “Guess I got a bit sidetracked.”

Sabol’s undergraduate work was at Chatham College, a women’s school in Pittsburgh, where she majored in communications and Russian. Then she went to the University of Pittsburgh’s School of Information Sciences, where she earned a Master of Library Sciences degree. From there, she interned as a technical librarian at U.S. Steel headquarters in Pittsburgh. She heard through a colleague about an opening as an information specialist at a company later acquired by Shaw. Within a few months of arriving there, she was volunteering to help write proposals.

These days, outside of work Sabol and her husband - an electrical engineer who also grew up in the same coal town and now works for a regional utility — enjoy biking and working in their garden. They have a son in college.

Most of her extended family live in the Western Pennsylvania area. “This is definitely home, and that’s a strong part of who we are,” she says.

At work, Sabol enjoys the processing of generating the proposals to earn new assignments for the company. “We have a high win ratio,” she says. “I think that says a lot about who we are here and what our reputation is in our field. People trust us.” ●



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