



CenterPoint Properties®

Northwestern University Transportation Center

Overview

- » Fully integrated: large scale development, redevelopment, investment and property management operations
- » Founded in 1984, NYSE listed from 1993 to 2006
- » Market leader, 22% compound annual return to shareholders (dividends reinvested)
- » Management led \$3.5 billion privatization in 2006, funded by CalPERS
- » Premier intermodal logistics center developer
- » Market leading, value-add industrial property investor
- » Conservative balance sheet
- » Multiple offices: Chicago, IL; Hampton Roads, VA; Los Angeles, CA; Hong Kong, China; Kansas City, MO
- » “Best in Class” management governance, processes and systems



Strategic Focus: Major Markets On Major Trade Lanes

- » Rapidly growing containerized freight transit
 - Benefit from long-haul rail efficiency
 - Efficient transfer of containers from port-rail-truck
- » Significant population density
- » Large, growing regional GDP
- » Access to competitive rail
- » Access to interstate highway system
- » Import / export balance
- » Rail connectivity to Chicago



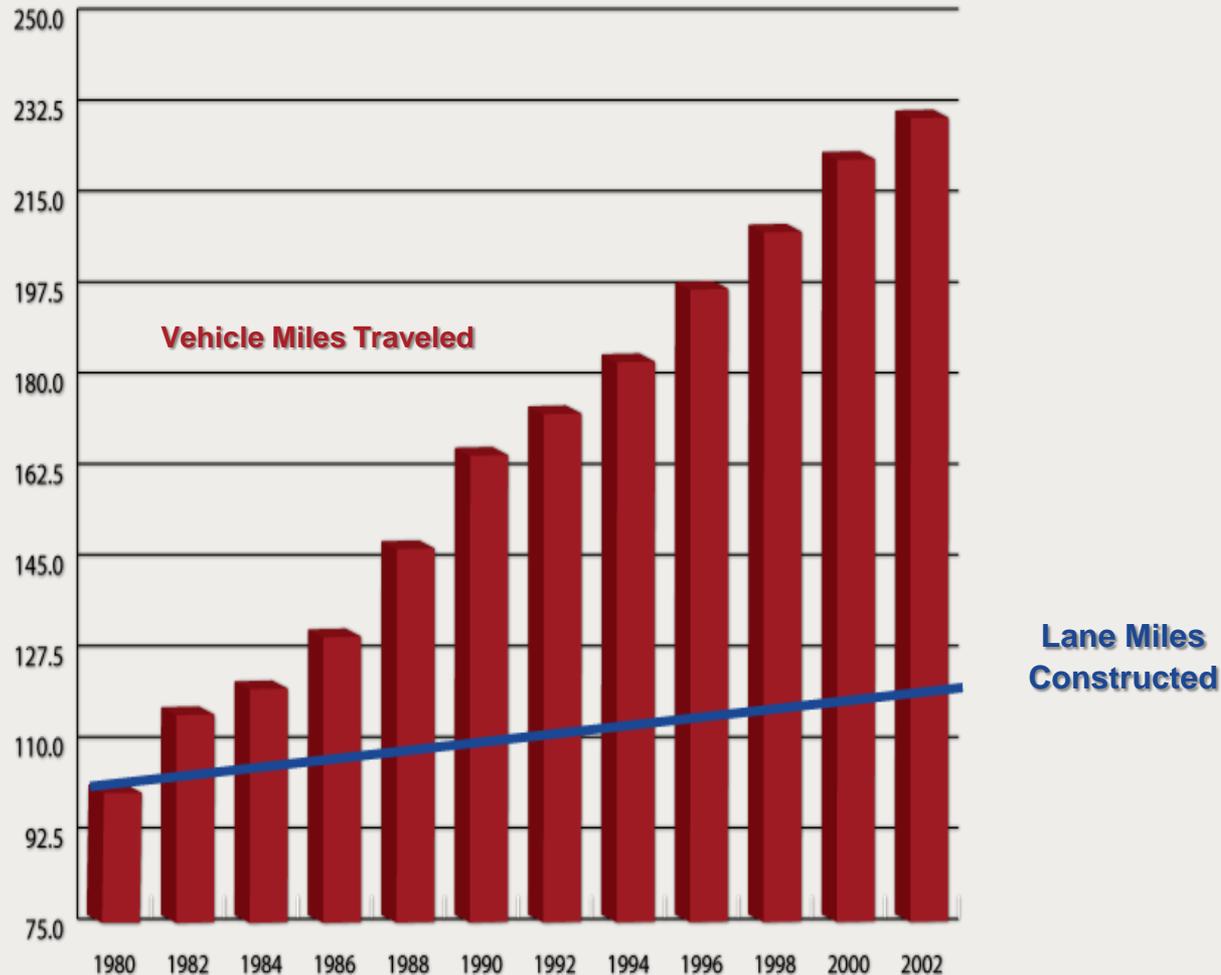
Benefits of Long-Haul Rail Versus Truck

- » Economies of scale – lower delivered cost
 - One gallon of diesel fuel moves one ton of freight
 - 415 miles via rail
 - 155 miles via truck
- » Eases highway congestion
 - A single intermodal train can take 300 long haul trucks off the highway
- » Rail is the “Green” alternative
 - Trucks emit 4X more Greenhouse gases than rail for same load of freight
- » Trucking industry facing increased costs / regulation
 - Hours of service change
 - High driver turnover (100%)
 - Rising insurance costs
 - Highway congestion
 - Quality of life for drivers



Why We Are In The Intermodal Business

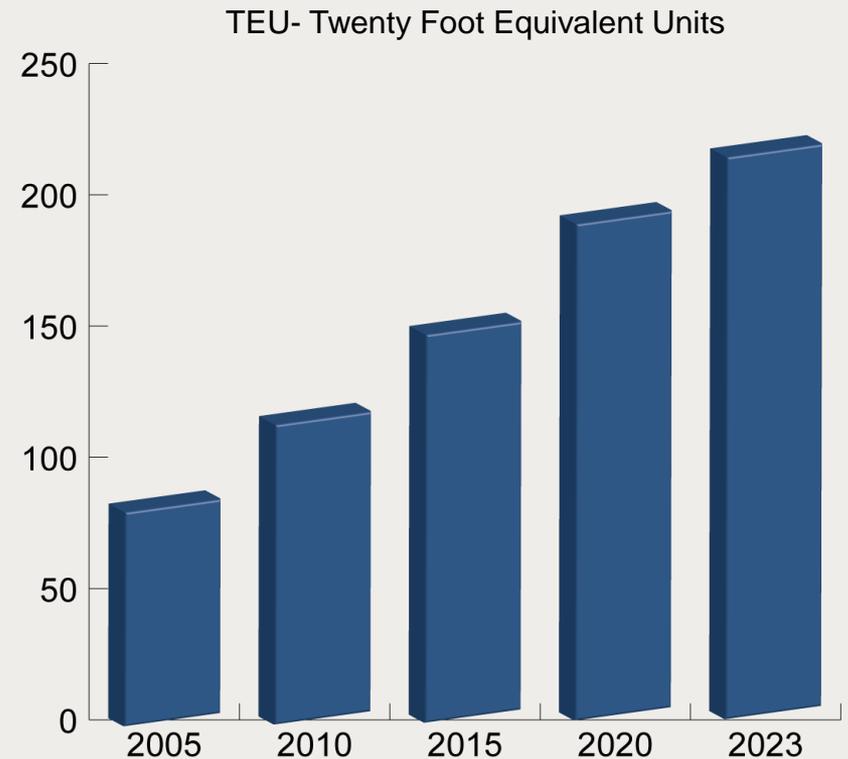
Highway Infrastructure vs. Miles Traveled
Indexed: 1980 = 100%



Source: USDOT

Investment – Strategic Plan

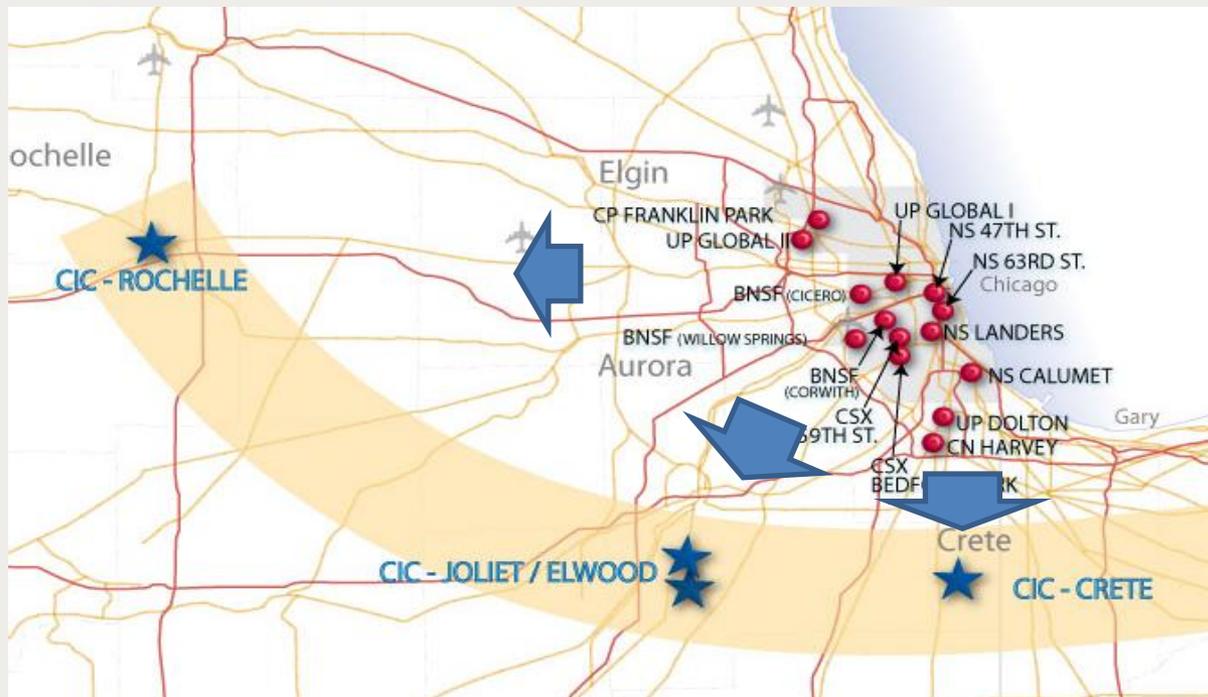
- » Long-haul container freight will move on fewer, higher bandwidth rail lanes serving major population centers
- » Short-haul container freight will move via truck from regional intermodal centers
- » Cities with significant port and intermodal infrastructure will support significant and active industrial real estate markets
- » CenterPoint uniquely positioned
 - Intermodal and port development business
 - Focus on hub and gateway markets
 - Industry leading team to execute plan



Source: Global Insight, 2009

Chicagoland's Intermodal Growth Corridor

- » Attracting freight from nation's ports
 - Chicago the historic "hub" of nation's rail system
 - Increased congestions rendering in-city yards obsolete
 - CenterPoint leading the development of modern infrastructure
 - Traffic migrating to suburban integrated logistics centers
 - New infrastructure doubling regional capacity



21st Century Economic Engine: The Integrated Intermodal Center

- » Integrates warehouses with rail terminals
- » Locates all supply chain components in ONE CAMPUS
- » Requirements:
 - Long haul rail service
 - Large local consumption market
 - Interstate proximity
 - Adequate and available labor
 - Foreign Trade Zone
- » Benefits:
 - Costs savings and efficiency
 - Reduced congestion and emissions
 - Job engine



BNSF Integrated Logistics Park



- » 2,500-acre integrated logistics center
- » 1,400-acre industrial park
- » 1,000-acre BNSF intermodal facility
- » 100-acre equipment management area
- » \$1 billion+ CenterPoint investment
- » Excellent national connectivity
- » International service – direct connectivity to Port of LA/LB
- » 12+ million SF industrial facilities

UP Integrated Logistics Park



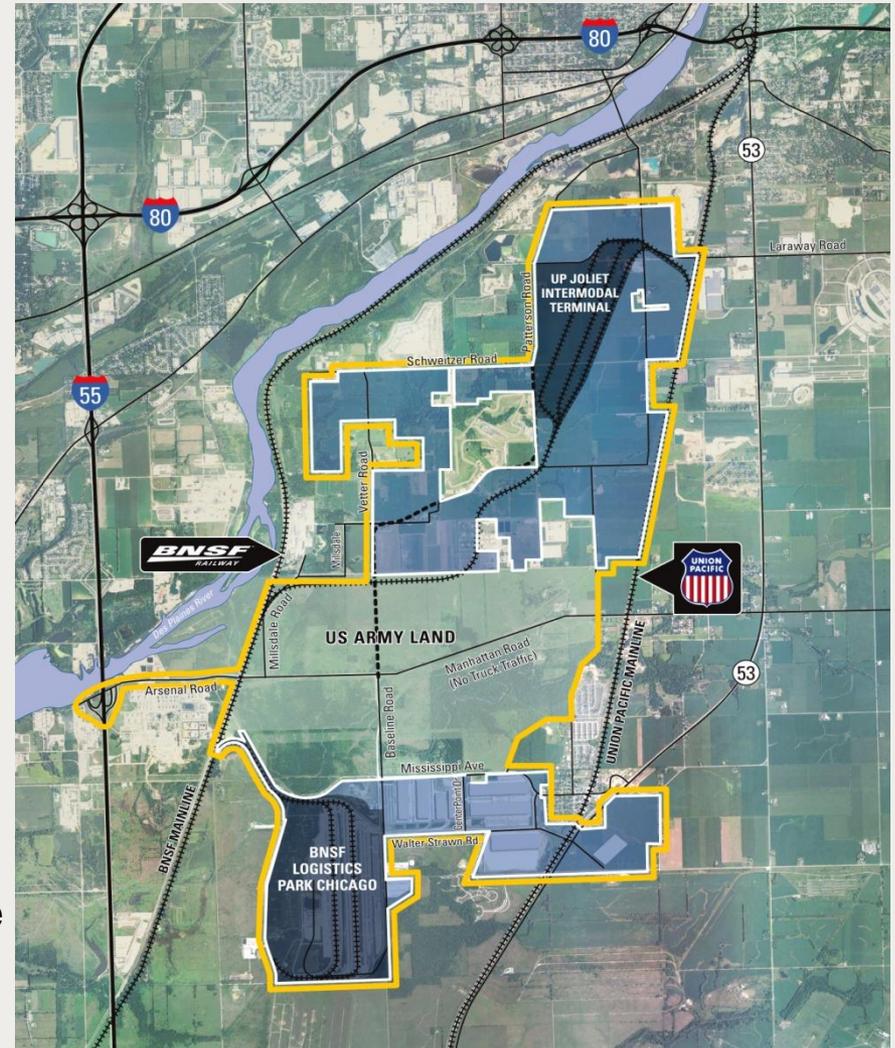
- » \$2 billion+ CenterPoint investment
- » 3,600-acre integrated logistics center
- » 2,200-acre industrial park
- » 750-acre UP Joliet Intermodal Facility
- » 450-acre equipment management area
- » Excellent national connectivity
- » East and West Coast Connectivity – SeaTac / LA
- » International and domestic service
- » 18 million SF industrial facilities

UP Intermodal Under Construction – March 2010



“Port of Illinois”

- » \$3 billion CenterPoint investment
- » Public-private partnership
- » 2-4 intermodal terminals on a single campus
- » 3-6 million TEUs annual capacity
- » 6,000+ acres, 35 square miles
- » 30 million SF of industrial facilities
- » 600+ acres for container/trailer management
- » International and domestic intermodal / carload service
- » BNSF/UP/CN/NS/CSX access
- » Foreign Trade Zone
- » Barge terminal / transloading / agriculture export hub



Top 16 North American Container Port Rankings

***Port of Illinois 3.0 – 6.0 million (Base Case)**

2008 Total TEU

Port of Illinois and Port of Los Angeles



1. Los Angeles 7,849,985
2. Long Beach 6,350,125
3. New York/New Jersey 5,265,058
4. Savannah 2,616,126
5. Vancouver 2,492,107
6. Oakland 2,236,244
7. Hampton Roads (VA) 2,083,278
8. Tacoma 1,861,352
9. Houston 1,794,309
10. Seattle 1,704,482
11. Charleston 1,635,534

BNSF Logistics Park 1,500,00

12. Honolulu 1,124,388
13. Port Everglades 985,095
14. Miami 828,349
15. Jacksonville 697,494
16. Baltimore 612,877

Source: AAPA Advisory, May 2009

CenterPoint's Pipeline of Infrastructure & Port Initiatives

- » Port of Illinois – Joliet, IL
- » CenterPoint intermodal center
 - Kansas City, MO
 - Crete, IL
 - Houston, TX
 - Dallas, TX
 - Rochelle, IL
 - Manteca, CA
 - Suffolk, VA
 - Savannah, GA

