Maersk's New 30 Vessels (ordered) are 4 times the current size of the Panama Canal & 1.5 times the size of the Expanded Panama Canal.
Functional Classification of Global Maritime Cargoes

All Maritime Cargo

- General Cargo
  - Break Bulk: Sacks, Cartons, Crates, Drums, Pallets, Bags
  - Neo-Bulk
  - Containerized: Containers, Lift On/Lift Off (Lo/Lo), Roll On/Roll Off (Ro/Ro)

- Bulk Cargo
  - Liquid Bulk: LNG, Petroleum, Molasses, Chemicals, Vegetable Oil
  - Dry Bulk: Grain, Sand & Gravel, Scrap Metal, Coal/Coke, Clinker, Fertilizer
International Port External Industry Pressures Driving Today’s Logistics
More than 98% of everything we consume, wear, eat, drive and construct is brought to us via ships through the North American port system.
Our Quality of Life is Directly Related to Our Participation in Global Trade & Transportation
Relationship Between US Trade and US Prosperity – 1930 to 2005
(US Trade & Gross Domestic Product - $ Billions)

Source: USDOT Based on USDOC Data
Vessel Cargo Handling Circa 1955
What We Know Today... Will Surely Be Different Tomorrow!
To Be Competitive Today...
Marine/Intermodal Terminals Must Reduce Throughput Cost & Increase Cargo Velocity Securely and as Stewards of the Environment
Poll of the Top 1000 “Blue Chip” Multinational Shipper Priorities

- Competitive Freight Rate: 38%
- Schedule Reliability & Consistency: 43%
- Transit Time & Speed: 12%
Today’s Logistics Truth:

“The customer wants more and is willing to pay less for it.”
Today’s Trade Logistics Driving World Change
Global Shipping Routes Plotted by AIS GPS

2010 Busiest Routes:
(1) Panama Canal, (2) Suez Canal, (3) Shanghai Port

Today’s Main Container Shipping Routes

Source: Containerization International and MDS Transmodal

5,000,000 TEUs (units based on volume of 20ft container)
Shorter – Faster Arctic Ocean Route

2+ Months A Year Using Convoys

Half the Time & Distance
The World Economy Has Suffered the Worst Recession of the Postwar Era
(Percent Change)
Emerging Markets Lead the Global Recovery

Source: HIS Global Insight – World Trade Service
A Turning Point in Global Economic History

The Advanced Economies Will Decline From 2/3 share of the Global Economy to a 1/3 Global Share. The Global Economy Will See Higher Average Pace of Growth in the Future…

Source: IMF - Forecast by TD Economics, December 2009
2009 - 2010 Container Rate Benchmark
(Average FEU Spot Rate in US Dollars)

$986 per FEU
May 2009

$2,189 per FEU
May 2010

Source: Drewry Shipping Consultants, Journal of Commerce May 24, 2010
Growth in Global Merchandise Trade
(Intra Europe Trade Excluded)

(Trillions of U.S. dollars)

Source: HIS Global Insight – World Trade Service
World Container Forecast to 2024 in TEUs
(186% Increase in Next 20 Years)

Growth Rate (CAGR)
1994 to 2004: 8.3%

2007: 96 Million
2024: 243 Million

Source: Global Insight
World Trade Typically Grows Faster Than Real GDP

Source: HIS Global Insight
Long Term World Economic Growth by Region

(Real GDP, annual percent change)

Source: HIS Global Insight – World Trade Service
### The World’s Top 20 Ports Posted a 15.1% Volume Growth in 2010

(2009 Rank in Brackets)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Port</th>
<th>Mteu</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Shanghai</td>
<td>29.07</td>
<td>16%</td>
</tr>
<tr>
<td>2</td>
<td>Singapore</td>
<td>28.43</td>
<td>10%</td>
</tr>
<tr>
<td>3</td>
<td>Hong Kong</td>
<td>23.53</td>
<td>12%</td>
</tr>
<tr>
<td>4</td>
<td>Shenzhen</td>
<td>22.51</td>
<td>23%</td>
</tr>
<tr>
<td>5</td>
<td>Busan</td>
<td>14.21</td>
<td>19%</td>
</tr>
<tr>
<td>6</td>
<td>LA/LB</td>
<td>14.10</td>
<td>19%</td>
</tr>
<tr>
<td>7</td>
<td>Ningbo</td>
<td>13.14</td>
<td>25%</td>
</tr>
<tr>
<td>8</td>
<td>Guangzhou</td>
<td>12.55</td>
<td>12%</td>
</tr>
<tr>
<td>9</td>
<td>Qingdao</td>
<td>12.01</td>
<td>17%</td>
</tr>
<tr>
<td>10</td>
<td>Dubai</td>
<td>11.60</td>
<td>4%</td>
</tr>
<tr>
<td>11</td>
<td>Rotterdam</td>
<td>11.14</td>
<td>14%</td>
</tr>
<tr>
<td>12</td>
<td>Tianjin</td>
<td>10.08</td>
<td>16%</td>
</tr>
<tr>
<td>13</td>
<td>Kaohsiung</td>
<td>9.18</td>
<td>7%</td>
</tr>
<tr>
<td>14</td>
<td>Port Klang</td>
<td>8.87</td>
<td>21%</td>
</tr>
<tr>
<td>15</td>
<td>Antwerp</td>
<td>8.47</td>
<td>16%</td>
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<tr>
<td>16</td>
<td>Hamburg</td>
<td>7.94</td>
<td>13%</td>
</tr>
<tr>
<td>17</td>
<td>Tg Pelepas</td>
<td>6.53</td>
<td>8%</td>
</tr>
<tr>
<td>18</td>
<td>Xiamen</td>
<td>5.82</td>
<td>24%</td>
</tr>
<tr>
<td>19</td>
<td>Dalian</td>
<td>5.24</td>
<td>15%</td>
</tr>
<tr>
<td>20</td>
<td>Laem Chabang</td>
<td>5.19</td>
<td>12%</td>
</tr>
</tbody>
</table>

**2010: 260 Million TEUs**

**2009: 226 Million TEUs**

*This Recovery Reflects the Rebound in Global Container Trade Due Primarily to Intra-Asia Volumes and Supply Chain Inventory Restocking.*

- **US Ports**
- **Chinese Ports**

Source: Alphaliner Newsletter Volume 2011 Issue 5
Of the 10 busiest ports in the world in 2010, Nine are in Asia; of the top 10, Six are on the Chinese mainland.

Chinese Ports hit an all-time monthly high of 12.44 Million TEUs in May 2010 with Six of the Top 10 Chinese Ports reporting Record Volumes.
Singapore vs. Shanghai Container Volumes
2000 through 2010 Volumes in Millions of TEUs

Shanghai: 17.9% CAGR
Singapore: 5.2% CAGR

Total 2010 US Port Volume (14.7m)

Source: Alphaliner Newsletter Volume 2011 Issue 2
Full Global Recovery:
Singapore-based PSA posted a 14.4 percent increase in throughput in 2010

65.12 million TEUs handled by the PSA Group, a new record for the Singapore (4.4 x total US volume)
The Astounding Ocean Marine Carrier Industry Comeback
2009 Carrier Losses: Container Ocean Carriers Suffered $52 Million/Day Average Loss

Shoals of Red Ink: $19 Billion in Losses in 2009
In 2009 the Ocean Carriers Lost $10 Billion Every Six Months

Jan-Sept 2009 vs 2008

Note: MSC’s US Import Volume was Flat Through the First Nine Months of 2009

Source: JOC Top 40 Container Lines, PIERS Global Intelligence Solutions
2010: Total Revenues Rising 42%; Total Container Handlings Increased by 14%; Freight Rates Increased 26%

Source: Alphaliner Newsletter Volume 2011 Issue 16
2011 Top Containership Carriers
(Monthly Change in Operating Capacity (TEUs))

Source: Alphaliner Newsletter Volume 2011 Issue 16
North American Cargo Demand Trends
(Déjà vu Experience)
Transpacific Container Trade Recovery
(Millions of TEUs)

“Note the 2 to 1 Asian Import Imbalance”

Source: HIS – Global Insight -The Global Outlook – October 14, 2010
Transatlantic Container Trade Recovery

(Millions of TEUs)

San Pedro Bay (POLA +POLB) Container Volume Forecast

344% Increase by 2035 From 2009 Levels

Source: HIS Global Insight 2010 Forecast
North American Emerging Mega-Regions

Future US Growth Areas

Midwest
Converging Mega Consumption Zones

Source: America 2050 Prospects - Regional Plan Association
Southeast Asian Manufacturing Centroid Shift

Current Inbound U.S. Cargo Flow

Expanded Asian Panama Canal 2014 Flows

Eastbound: All Water Flow
Eastbound: US Intermodal Rail Flow
Southeast Asian Manufacturing Centroid Shifts Into Vietnam and/or India, The North American East Coast will See Dramatically More Westbound Suez Traffic
Hong Kong - New York: Panama vs. Suez Canal Transit Times & Distances

Panama Canal Route
11,277 miles & 21.3 Days

Suez Canal Route
11,628 miles & 22.0 Days

Source: Dataloy Distance Tables

Approx. $425,000 Per Transit (8,000 TEUs)

In Nautical Miles at 22 Knots

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2014 Suez Canal Pricing Strategy:
The Suez Canal has an opportunity to competitively alter global shipping patterns by undercutting 2014/15 Panama Canal new pricing strategy.
Suez Canal Operations

• Suez Canal Closed Twice Before:
  • 1956 - 1957 (6 months)
  • 1967 – 1975 “Six Day Arab-Israeli War”

• Heavy military presence along the Canal
• UN Peacekeeping force at the Suez Canal is reported to be 90 % U.S. Military

Weekly Vessel Transit History:
Suez Canal Closure Implications:
(Singapore to Rotterdam Via Suez vs. Cape of Good Hope)

- Suez Closure Improbable
- Severe Impact on Asia to Europe Trade
- Reroute to Cape of Good Hope:
  - + 5,300 Nautical Mile Increase
  - Substantial Fuel Premiums
  - + 8 days vessel steaming @ 20 knots
  - + 100 container vessels needed to maintain service levels

Singapore to Rotterdam
Via Suez : 8,300 nm
18 days at 20 knots
Via CGH : 11,800 nm
25 days at 20 knots
Maritime Vessel Technology Trends
April 26, 1956

In 1955 Malcolm McLean, sold McLean Trucking, and secured a bank loan of US$42 million to build the world's first container ship.

April 2006:
50 Year Anniversary of the Container
World Container Ship Evolution

1st Generation (Pre-1960 - 1970)
- Ideal X

- Full Cellular

3rd Generation (1985)
- Panamax

- Post Panamax

5th Generation (2000 - 2006)
- Super Post Panamax

6th Generation (2006 - 2012)
- Ultra Post Panamax

TEU Capacity

- 101 TEU – (58 - 35 ft Containers)
- 2,305 TEU
- 3,220 TEU
- 4,848 TEU
- 8,600 TEU
- 15,000+ TEU
Madison Maersk (3,928 TEUs) in the Panama Canal

(Current Max Panamax Vessel Approx. 4,800 TEUs)
A.P. Moller-Maersk L Class M/S Emma Maersk
(15,000 TEU Vessel - 22 Containers Wide)

Length: 1,302 ft, Width: 207 ft, Net Cargo: 123,200 tons

Quay Cranes: 10, Engine: 14 in-line cylinders diesel engine (110,000 BHP)
Cruise Speed: 31 mi/h, Full Crew: 13, Construction cost - US $145 M+

Source: Maritime World Logistics Inc.
2010: Evergreen Orders 100 New Containerships, delivery 2010-2012

32 vessels of a new type with a capacity of 8,000 TEUs each
20 additional S-type (7,024-TEU) ships
20 additional U-type (5,364-TEU) ships
20+ 2,000-TEU feeder ships of a new type

Source: JOC April, 9 2010
MSC Daniela 15,000+ TEUs
World’s Largest Container Ship

Built by Samsung Shipbuilding & Heavy industries Co. Ltd in South Korea and delivered to Mediterranean Shipping Company in December 2009. She is the largest container ship ever built.
Daewoo Shipbuilding & Marine Engineering has won a US$2 billion order from A P Moeller-Maersk to build 10 vessels of 18,000 TEU capacity each. Daewoo is in talks with Maersk to build a further 20 ships of same capacity for a total order worth $6 billion, Korean firm's biggest ever single order.

- 2013: Triple-E Maersk Class
  18,000 TEU
- 2006: Emma Maersk Class
  15,500 TEU
- 1997: Sovereign Maersk class
  8,100 TEU
- 1996: Regina Maersk class
  7,100 TEU

23 Containers Wide – 9 Tiers Above the Hatch
Maersk Line EEE Class Capacity Analysis

Total Capacity = 8,077 FEU Containers = 18,054 TEUs
Capacity Above the Hatch = 4,639 FEU HC (9 High Tiers)
Capacity Under the Deck: 3,438 FEU HC = 7,685 TEUs

Source: Alphaliner Newsletter Volume 2011 Issue 8
Vessel Size Expansion - Terminal Impacts
(Port Terminal Infrastructure & Equipment Geometry Impacts)

- **New Panamax (2014/15)**: 12,600 TEU
- **Current Panamax**: 4,800 TEU
- **Super Post Panamax**: 18,000 to 22,000 TEU

Increased Terminal Throughput

Storage Area Impacts

Height Above Deck

Boom Outreach

Depths 48 to 54 ft

Source: Georgia Ports Authority and Vickerman & Associates
21,000 TEU Ultra Large Twin Engine Container Ship - 2011

Source: Alphaliner Newsletter Volume 2011 Issue 4
Future Container Vessel Characteristics:

Capacity = up to 22,000 TEUs
Deck Stow: 23 wide & 7-9 Containers above hatch
Length = up to 1,445 ft (4.5 Football Fields)
Beam = up to 194 ft
Deadweight Tonnage = 220,000 Long Tons
Draft = up to 54 ft

Far Exceeds the 2014/15 Panama Third Lane Capacity
NYK Super Eco Ship
NYK Super Eco Ship 2030

Green Ship Design for the Future

Nominated for the Clean Innovation award at Nor-Shipping 2009

Total CO₂ reduction 70%
2010 - 2011 New Containership Orders
(Size Range, Order Percentage, & Country of Built)

- 46% are 7,500 TEU & Larger
- 92% Built by S. Korea & China

### Size Range

<table>
<thead>
<tr>
<th>Size Range</th>
<th>Units Ordered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Above 10,000</td>
<td>32</td>
</tr>
<tr>
<td>7,500-9,999</td>
<td>62</td>
</tr>
<tr>
<td>5,100-7,499</td>
<td>7</td>
</tr>
<tr>
<td>4,000-5,099</td>
<td>23</td>
</tr>
<tr>
<td>3,000-3,999</td>
<td>24</td>
</tr>
<tr>
<td>2,000-2,999</td>
<td>11</td>
</tr>
<tr>
<td>1,500-1,999</td>
<td>20</td>
</tr>
<tr>
<td>1,000-1,499</td>
<td>25</td>
</tr>
<tr>
<td>Below 1,000</td>
<td>2</td>
</tr>
</tbody>
</table>

### Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Units</th>
<th>TEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>S Korea</td>
<td>127</td>
<td>1,038,123</td>
</tr>
<tr>
<td>China</td>
<td>62</td>
<td>269,338</td>
</tr>
<tr>
<td>Philippines</td>
<td>8</td>
<td>30,400</td>
</tr>
<tr>
<td>Taiwan</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Japan</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Germany</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
Panama Canal Expansion: New Capacity
The Panama Canal Circa 1914
Panama Canal Expansion

More than 14,000 ships a year pass through the 50 mile long 1914 manmade Link between the Pacific Ocean & Caribbean Sea carrying $275 million tons of Cargo and $100 billion in container shipping.

A $5.25 Billion Investment in a 3rd Set of Locks Equating to 16% of Panama’s National GDP

Source: ACP Data
FY 2009 Panama Canal Route Traffic
(Millions of Long Tons)

Total Number of Transits: 1,000,972
Amount of Cargo: 8,587,711,605 LT

Source: ACP Data
2010 Weekly Panama Canal Through Transits vs. Non-Transit Feeder Services

Source: ACP and Compare, 2008 Data
Panama Maritime Authority Becomes A Major Transhipment Center

Port Development in Panama

Manzanillo International Terminal (MIT)

Colon Container Terminal

Panama Ports Company – Cristobal

Panama Ports Company Balboa

1996: 235 Thousand TEUs
2009: 4.23 Million TEUs
2015: 7.4 Million TEUs

Source: Panama Maritime Authority
Non-Transit Panama Canal “Feeder Services” May Be the Real Boom from the Canal Expansion

Source: ACP and Compare, 2008 Data
Panama Canal Expansion Program Components

Source: ACP Information
Cost Estimates for the Project (in million U.S. dollars)

New Locks: 2,730
Navigational Channels: 620, 820
Inflation during construction: 290, 260
Total Investment: 530, 5,250

Water Saving Basins
Access Channels for the new Locks
Water Reservoir Improvements

Estimates include contingencies

Source: ACP Financial Data
Panama Canal Transit & Tonnage Traffic
(Transits and PCUMS Tonnage 1914 to 2009)

Source: ACP Data
PC/UMS Vessel Type By Market Segment
(In Millions – FY 1995 to 2007)

Source: ACP Market Research and Analysis, R. Sabonge, VP
Typical Container Vessel Service Route
Asia to USEC: Weekly Service with 8 - 4,320 TEU Vessels
Generating 104 Yearly Transits and $150 million in Annual Canal Transit Fees

Source: ACP Data
## 2025 Summary of Canal’s Financial Results

(To 2025 In Millions of Dollars – Annual Fees)

### Summary of the Expanded Canal’s Financial Results

<table>
<thead>
<tr>
<th>Financial Results ¹</th>
<th>Year 2005</th>
<th>Year 2025</th>
<th>Annual average growth rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCUMS Tons ²</td>
<td>279</td>
<td>508</td>
<td>3.0%</td>
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<tr>
<td>Transit Revenue</td>
<td></td>
<td>6,101</td>
<td>8.9%</td>
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<tr>
<td>Other Revenues</td>
<td>92</td>
<td>125</td>
<td>1.5%</td>
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<tr>
<td>Total Revenues</td>
<td>1,209</td>
<td>6,227</td>
<td>8.5%</td>
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<tr>
<td>Operating Costs</td>
<td>444</td>
<td>1,016</td>
<td>4.2%</td>
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<tr>
<td>Fee per Net Ton ³</td>
<td>218</td>
<td>668</td>
<td>6.5%</td>
</tr>
<tr>
<td>Public Services Fees ³</td>
<td>2</td>
<td>2</td>
<td>0.0%</td>
</tr>
<tr>
<td>Depreciation</td>
<td>61</td>
<td>231</td>
<td>6.8%</td>
</tr>
<tr>
<td>Net Income</td>
<td></td>
<td>4,310</td>
<td>11.6%</td>
</tr>
</tbody>
</table>

**Source:** ACP Financial Data

### Key Increases

- **546% Increase**
- **890% Increase**
Panama Canal Third Lane Expansion Capabilities

Source: ACP Expansion Proposal

2011: 4,800 TEU

2014-2015: 12,600 TEU
The New Post Panamax Capacity Favors All - Water Service Routes with the Following Vessel Characteristics:

- Vessel Capacity: 9,000 to 10,000 TEUs
- Vessel Draft: 46 to 50 feet (tropical fresh water)
- Required Port Channel Depths: 50 to 54 feet
- LOA: 1,000 to 1,200 feet
- Beam: 140 to 160 feet
The Container Ship Colombo Express (8750 TEU)
Panama Canal Vessel Deployments Will Determine New US Logistics Patterns

The Distance to New Orleans and Savannah Via the Panama Canal

A Competitive & Robust Landside Access to the Gateway Port’s Inland Market will be a Key Success Factor!
Southeast Louisiana Asian Routing Comparison – Shanghai to New Orleans

It costs as much as $1,000 more per cargo container to use trains than ships for Land Bridge Traffic.

Source: Parsons Brinkerhoff - Napoleon Avenue Container terminal Development
Panama Canal Expansion: Current Construction Status (January 2011)
Pacific Locks Site

January 2011

Upper chamber area

Middle chamber area

Lock head 2

Trifurcation 3
Pacific Locks Site - Finished
Atlantic Locks Site: Finished
Panama Canal Expansion: Predictions & Impacts
Scale Economies: Panama Canal Vessel Deployment US East Coast Market Reach

4,000 TEU – 51% US Market
8,000 TEU – 66% US Market

Assumptions: $400/MT Bunker; 2011 ACP Canal Tolls; 2010 Ship Charter Rates; Inland Move by Rail

Source: PANY/NJ, Halcrow Princeton Consultants, June 2010
Panama Canal Gained Market Share in US Intermodal Transcontinental Container Trade
(1999 to 2004 - Asia to USEC)

Source: ACP Data Base, PIERS, AAR
The Primary North American Competitor to the Panama Canal is the Class I Rail Intermodal System

(Potential Increased Service Offerings and System Capacity)

Source: USDOT Maritime Administration (MARAD) 2009
Emerging US Green Inland Port Technologies

CSX High Density Intermodal Crane Configuration

NS High Density Nested Crane Configuration
Norfolk Southern Heartland DST Corridor

(Carrier Opinions on the corridor are undecided)
$842 Million CSX National Gateway

National Gateway was awarded 2009 Competitiveness Project of the Year (North American Strategic Infrastructure Leadership Forum)
Emerging US Green Inland Port Technologies

CSX High Density Intermodal Crane Configuration

NS High Density Nested Crane Configuration
Dedicated Express Double Stacked Train Service

Head Haul Rates

Back Haul Rates

Panama Canal Traffic Short Cut
Alternative “Dry Canal” Proposals to Counteract Anticipated Canal Fees/Costs

APM Terminals announced $1 billion Container Port in Costa Rica

China’s proposal: 136-mile “dry canal” (Pacific Port of Buenaventura & Atlantic Coast Port of Cartagena in Colombia.)
Post 2015 Expanded Canal: Predicting the Future Impacts for the US East & Gulf Coasts?

IF:

✓ West Coast Ports & Rail become/remain congested…
✓ East Coast Ports Accommodate the big ships…
✓ Canal Cost Remains Price Competitive with Suez…
✓ Cargo Trade Volumes Continue to Increase…
✓ Canal’s infrastructure keeps pace with Growth…

Then:

✓ Carriers will route as much traffic via the expanded Panama Canal as it can handle…
Post 2015 Expanded Canal: Predicting the Future Impacts for the US East & Gulf Coasts?

IF:

- Panama Canal Tolls are Set to Maximize Revenue and not Container Volumes…
- East Coast Ports Can’t Accommodate the big ships – Channel Draft & Terminal Impacts…
- Class I Railroads Exert Their “Pricing Flexibility”…
- All-Water Time is not competitive for High Value Time Sensitive Intermodal Landbridge Cargo…

Then:

- The Panama Canal Market Shift to the East and Gulf Coast May Not Occur at All!
Inland Ports: Defined – A Convergence of Logistic Trends
Inland Ports Defined

A Convergence of Logistics Trends

Short Sea Shipping Technology

Intermodal Rail

Logistics

Automation

Distribution Center
Rotterdam World Gateway - EUROGATE builds an Inland Container Port Network

ECT Main Terminal

Maasvlakte 2 Plan

European Shortsea Network

Short Sea Container Inland Port
The Dutch Transport Ministry and Port of Rotterdam Authority (PoRA) signed a Founding Agreement on June 29, 2009.

The Town of Alblasserdam, East of Rotterdam will get a Container Transferium (CT), a Inland Port Container Transfer Facility to be operated by Binnenlandse Container Terminals Nederland (BCTN).

“This is the first time the Port Authority has promoted such a partnership. PoRA to promote transport by rail and water and to shift containers from road to the other modes of transport in order to reduce the number of trucks in the road.”
Dutch Transport Ministry Inland Port Container Transferium (CT) Strategy

(Noord River, Town of Alblaserdam €38 million, open by end-2012)
Dutch Transport Ministry Inland Port Container Transferium (CT) Strategy
(Noord River, Town of Alblasserdam €38 million, open by end-2012)
BNSF Logistics Park, Joliet, IL

A New Model For Freight Logistics Centers

Wal-Mart’s New 3.4 million SF (78 acres under roof) Import Distribution Center

The Cost of This Import Distribution Center was Paid for by the Savings in Truck Drayage Between the Warehouse & the Intermodal Rail Terminal
The Inland Port:

“With Integrated JIT Delivery: The Inland Port Can Greatly Increase a Region's Freight System Capacity”
Thank You