



PORT

Inland

Redesigning America's Landscape to Fit a Multi-modal Mission

With talk of border security, foreign trade zones and multi-modal corridors, a new twist to the term "inland port" has arrived! But, just what is an Inland Port?

By Karen Schmitt

The aerial view of the Kansas City SmartPort, NASCO member, shows just one of America's Inland Port solutions. It connects with Interstate 24, the Missouri River and Kansas City Southern, BNSF, Union Pacific and the Norfolk Southern rail roads. The Richard Gebaur facility, under construction at a vacated USAF base, will be completed May 2006. An ancillary site, "West Bottoms" in the central industrial district of Kansas City, rounds out the complex where a Mexican Customs Clearance facility will be built.



➤➤ **America's Interstate Highway System will mark its 50th anniversary in June, 2006.**



LOCATION—LOCATION...AND MORE!

The Army Corps of Engineers first coined the term to differentiate riverside ports from deep draft harbors, however a new breed of Inland Port is on the horizon—one removed from traditional air, land and coastal gateways, or river fronts for that matter. For North America's SuperCorridor Coalition, Inc. (NASCO), Inland Ports along its Corridor are strategic, multi-modal hubs located along, or in close proximity to, a major trade corridor with access to at least two separate modes of transportation. Capabilities for warehousing and distribution, which alleviate congestion and other constraints plaguing over-worked harbors and air and rail terminals, are a distinct advantage of Inland Ports. Crossings at international borders are another since they present the

potential for the development of Foreign Trade Zones (FTZ), more jobs and ancillary opportunities.

PAVING THE WAY FOR MULTI-MODAL NETWORKS

In 1956, when President Eisenhower signed the Federal Aid Highway Act that launched America's Interstate system [officially named, the Dwight D. Eisenhower National System of Interstate and Defense Highways], he also paved the way for today's multi-modal Inland Port networks. Earlier, as a lieutenant colonel in the US Army in 1919, Eisenhower helped staff a coast-to-coast convoy of 81 military vehicles. The journey was "long and lousy." He realized first hand that a better highway system was desperately needed, an opinion that was reinforced during World War II when Eisenhower employed Germany's high-speed Autobahn to dispatch troops in Europe. [Source: The American Association of State Highway and Transportation Officials—ASSHTO]

Today's Interstates stretch a total of nearly 50,000 miles throughout the United States. Interstates 29, 94 and 35, that bridge Canada and Mexico from Minnesota to Texas, form a major corridor through America's

heartland. Dubbed the International Mid-Continent Trade Corridor, it is the backbone to NASCO's Inland Port Network. Coupled with intersecting east—west coast arteries, this Corridor offers significant possibilities for multi-modal transportation and distribution.

NORTH AMERICAN INLAND PORT NETWORK (NAIPN)

Inland Ports throughout the US, Canada and Mexico are experiencing an increase in demand due to the growth in trade and containerized cargo. Yet there are challenges, for fledgling green-field sites as well as for fully developed operational Inland Ports as they compete to stay ahead of the curve.

The North American Inland Port Network (NAIPN), a working group within NASCO, advocates the interests of Inland Ports to strengthen and secure multi-modal trade and transportation systems. By networking Inland Ports together, NAIPN also extends economic benefits throughout the whole Corridor improving efficiency and flow of goods.

NAIPN Members contribute their challenges, successes and resources to NASCO's special projects and initiatives, so that new business processes and technology solutions can be developed and implemented for



Courtesy: NASCO

NASCO

>> North America's SuperCorridor Coalition, Inc., a non-profit organization based in Dallas, Texas, is dedicated to developing the world's first international, integrated and secure, multi-modal transportation system along the International Mid-Continent Trade Corridor that will improve trade competitiveness and quality of life in North America. Pivotal Inland Ports along the Corridor are: Alliance in Fort Worth; Kelly USA in San Antonio; and SmartPort in Kansas City. For more information, visit contact Tiffany Melvin, Executive Director of NASCO at 214-744-1042

greater improvement. An example of this collaboration is NASCO's "NAFTRACS" project—the North American Facilitation of Transportation, Trade, Reduced Congestion and Security. NAFTRACS is currently under development by the LDS Corporation and Lockheed Martin, in conjunction with and under the leadership of NASCO. This project will demonstrate the benefits of enhanced information sharing and exchange on security in the trade

process, while facilitating the process of trade transactions and cargo movement. Freight mobility, velocity, and efficiency will improve while congestion, and the cost of trade, will be reduced. The NAIPN working group will be an extremely valuable resource for this project."

BOTTOM LINE

The Inland Port concept benefits more than our economy. In light of recent

natural disasters and ongoing efforts in support of Operation Iraqi Freedom, Inland Ports are poised to maintain our Nation's safety and security, too. The survivor and the warfighter, just like business enterprise, rely on efficient transportation and distribution for relief in times of need and to connect the "fort to foxhole". **DTJ**

Inland Ports have proven they can deliver!

