

PORTS OF INDIANA

RESOLUTION 24-01: “The Indiana Container Initiative”

WHEREAS, Ports of Indiana (“POI”) is a body corporate and politic of the State of Indiana, established pursuant to Indiana Code § 8-10-1-3 and governed by a commission (the “Commission”), which is appointed by the Governor of the State of Indiana;

WHEREAS, pursuant to Indiana Code § 8-10-1-1 et seq., POI is charged with the development of a modern port system for the enhancement and promotion of economic development in the State of Indiana;

WHEREAS, intermodal container shipments carry high-value cargoes that are critical to the U.S. economy, and containerized cargoes are key economic drivers for most major international ports, and U.S. container volumes are projected to double in the next twenty-four (24) years;

WHEREAS, POI has the necessary statewide authority and port business model, as well as existing facilities, transportation connections, broad expertise, strategic locations and key partnerships to support long-term sustainable operation of multimodal container shipments and the related development in Indiana;

WHEREAS, POI currently ships bulk, breakbulk and project cargo shipments – but has not handled containers for many years – and could greatly expand and diversify its economic activities by developing regular containerized cargo services at its three ports and other locations within Indiana;

WHEREAS, there are significant challenges for developing container shipments in Indiana because containers primarily enter and exit the U.S. via coastal ports and are railed or trucked on dedicated routes through the U.S. Heartland, and altering these supply chains requires transformational changes to international shipments, regulatory systems, and transportation networks.

WHEREAS, developing new container facilities in Indiana can create extensive public benefits by establishing new international shipping routes, will increase economic development and global trade for Indiana, reduce shipping costs and expand market reach for local businesses; and develop new “green” shipping corridors via water and rail transportation;

WHEREAS, Indiana container development is supported by industry partners on the Great Lakes and inland waterways, Indiana’s manufacturing, agriculture, soybean and hardwood groups, local and international business and transportation interests, as well as federal initiatives such as the U.S. Maritime Administration’s Marine Highway program;

WHEREAS, the greater Chicago area represents the largest inland container market in the U.S. and Ports of Indiana-Burns Harbor is the leading maritime port in the Chicago metropolitan area;

WHEREAS, there is market demand for developing container facilities in southern Indiana at Ports of Indiana-Jeffersonville and Ports of Indiana-Mount Vernon;

WHEREAS, all of POI’s ports can handle container shipments today and have numerous synergies for container operations including cargo-handling equipment, Foreign-Trade Zones, service providers, storage facilities, and abundant capacities in dock and rail operations;

WHEREAS, establishing robust container facilities, regular intermodal services and federal inspection facilities will require major investments, new equipment and extensive resources;

WHEREAS, there are successful models in nearby regions that have developed inland container facilities served by Great Lakes vessels, container-on-barge, or intermodal rail services, however, inland facilities are limited in number, are generally small in scale and often focus on niche cargoes.

WHEREAS, other container ports have leveraged various regional and federal funding and incentive programs to support development of major container projects and facilities at ports and intermodal railyards around the country;

WHEREAS, POI has done extensive work analyzing container opportunities and collecting input from key stakeholders – including state and federal officials, potential customers, trade associations, port authorities, and industry leaders – to determine there is strong support and market demand for pursuing the development of container facilities in Indiana; and

WHEREAS, the Commission has determined that pursuing container development not only fits within POI’s mission and strategic objectives, but that it is also a critical initiative that will support the expansion of global trade and economic growth for the State of Indiana and the Midwest economy;

NOW, THEREFORE, BE IT RESOLVED by the Commission, the Ports of Indiana is hereby authorized and directed as follows:

Section 1. POI is authorized and directed to launch “The Indiana Container Initiative” in order to vigorously pursue the development of international container facilities at appropriate locations within POI’s facilities and other Indiana locations, as may be deemed appropriate.

Section 2. POI is authorized and directed to pursue any and all regulatory approvals necessary to establish container facilities along Lake Michigan, the Ohio River, and at appropriate strategic inland locations throughout the State of Indiana.

Section 3. POI is authorized and directed to make significant investments and seek out additional funding sources, whether through federal grants, public/private partnerships, or any other funding that may be available to assist POI with the substantial expenditures required for establishing container facilities.

Section 4. POI is authorized and directed to explore international best practices for leveraging governmental assistance and legislative actions that can promote, incentivize, and advance global container shipments, and remove bureaucratic impediments for developing and operating container facilities.

Section 5. POI is authorized and directed to engage in partnerships, trade missions, international agreements, and collaborations to establish new global container shipping opportunities for Indiana.

Section 6. POI is authorized and directed to take any additional action necessary and proper to establish and operate container facilities benefiting the State of Indiana.

Adopted by the Ports of Indiana Commission this 13th day of June, 2024.

Micah Vincent, Chair

Steven R. Stemler, Vice Chair

Jay Potesta, Secretary/Treasurer

Robert L. Bowen, Commissioner

David A. Fagan, Commissioner

Monica Newhouse-Rodriguez, Commissioner

Kari Pfau Estes, Commissioner

Jeff Whorley, Commissioner