A comparative study of the cargo hinterlands of the ports of Detroit, Cleveland, and Toledo
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Abstract:
It was the purpose of this master thesis to delineate the general cargo hinterlands, both export and import, for the ports of Detroit, Cleveland, and Toledo. Shipments of goods from railroads by carload lots were used to determine the destination and origin of goods that each of these three ports handled. Only those goods that were to be part of foreign commerce, both export and import, were considered. Upon determining places of origin and destination, it was discovered that each port had only a small area of dominance. Mainly, each port overlapped one another in both its export and import hinterlands. This overlapping was caused by comparative freight rates and the closeness of each port to one another. Where each port did dominate could be found in a hundred mile radius of the port-city. What this has meant to each port is that it must attract traffic from outside of their hundred mile radius based on factors other than price differential. Some of these factors have been port promotion, railroad connections, port organization, and port facilities. Even with the opening of the St. Lawrence Seaway, and port promotion and organization, each of these port hinterlands was confined mainly to the Middle West. This was the result of the inability of these ports to take territory away from the East and Gulf Coast ports. Though the future does look bright for all three ports, the only area of possible expansion will be to the south.

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*A Tale of Three Regions*: Columbus & Central Ohio Toledo and NW Ohio Cleveland and NE Ohio Status of and Opportunities for: water rail truck pipe air. What is the shortest route between the Lake Erie ports and Rotterdam/Antwerp? How close does the Ohio river get to Lake Erie? 7 Potential (Actual) Cross Lake Routes 7. 8 Geographical Strategic Advantage Ohio from the sky

Geographical Strategic Advantage 12 days. 9. 10 Where is the Midwest? Chemicals “Polymer Valley” Automotive Aluminum Steel. 11 Canada: Many Short Sea Routes (James Frost, Marinova). The study showed that political and cultural hinterland played a fundamental role in determining the trajectory of ports cities. Woodburn (2013) [20] analyzed the effects of rail network enhancement on port hinterland container activity and found that the impacts on rail freight efficiency of the gauge enhancement have been substantial, with efficiency improvements evident even [18] also found that port-hinterland connectivity plays a very important role in the port choice of the shippers and hence the routing and volumes of transported goods. Tan (2007) [19] studied the port cities an The foreland is the ocean-ward mirror of the hinterland, referring to the ports and overseas markets linked by shipping services from the port. It is above all a

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