Abstract
Intermodal Transportation has emerged as a new field in transportation research in the
recent years, with the advent of containerized freight. It has become much easier to
transfer loaded containers from one mode to another. In this light, Intermodal Terminals
play a big role in making this transfer, between different transport modes, efficient both in terms of cost and time.
Depending on the demand, the locations of intermodal terminals play a major role in
determining the financial benefits that can be extended to different entities involved in
freight transportation. Researchers in this field have addressed the problem of identifying
the locations of such terminals from different perspectives. In this dissertation, we aim to
address the objectives of rail operators in opening Intermodal Terminals between road and
rail networks. We assume that rail is owned by the government and therefore, it has to take
into account the implications of the decision on other stake holders. ls