

## 2013 - 2014 COMMITTEE ISSUES/PRIORITIES

### Cruise

1. **CBP** – staffing and facility requirements (including implementation of biometric exit requirements – formerly the U.S. Visit program)
2. **Air quality and ships** – Monitor impact of the North American Emission Control Area (ECA) new fuel requirements on cruising and shore power to see if any business case is developing for implementation and/or trying to determine if regulations will come into being any time soon. (I know ECA was also a big issue for Baltimore this year)
3. **Enhance Partnership with CLIA**
4. **Larger ships** - Accommodating larger ships (home and destination port impacts)
5. **Safety** - Work with industry to support safety of cruising as a united port voice, in view of negative press in the past year and a half.

### Defense

1. **Commercial 1<sup>st</sup>** – Several years ago, TRANSCOM shifted from a port to port strategy to a door to door strategy. The U.S. Maritime Administration (MARAD) vessels were used for the port to port strategy. With the shift, U.S. flag commercial vessels were used for a door to door strategy and the MARAD vessels ceased to be a factor. Under Commercial 1<sup>st</sup>, U.S. flag commercial vessels more and more have utilized their own marine terminals instead of going to strategic ports for loading or unloading. As a result, strategic ports are used less and less for military moves.
2. **Why Should a Public Commercial Port Continue as a Strategic Port** – There is a growing concern among some strategic ports as to the benefits of remaining as a strategic port. In some cases, terminal space is held for military moves that fail to materialize and the space could have been used for commercial shipping. Revenues are lost as a result. Other than patriotic motives, there are no commercial economic reasons to continue as a strategic port. The current wars are winding down and military moves on a large basis are minimal.
3. **Difficulty to Finance Infrastructure Improvements to Enhance Military Cargo Productivity and Efficiencies** – In many cases, smaller public ports are strategic ports. However, despite their desire to improve and enhance their facilities to handle military cargo more efficiently and improve productivity, they rarely qualify for Tiger Grants or other sources of financing to secure funds for infrastructure improvements that are appealing to the U.S. Military.
4. **Port Planning Orders (PPO)** – These documents are issued by MARAD and are not uniform in format and specifications, and are issued on a yearly basis that makes long term Port planning difficult. Port Readiness Committee meetings are more infrequent if they are held at all. Port Readiness information is still sent to MARAD on a monthly basis via e-mail. Cargo activity seems relegated to occasional military exercises.

## **Environment**

1. **Energy:** Action item - Revise/expand AAPA existing resolution or write a new one. The committee may also discuss a formal policy position on potential legislative/regulatory/federal funding opportunities related to energy. The committee also will address energy in the Energy & Environment Seminar in September 2014. Lastly, a white paper is an option as well to better define “Energy” for Ports and/or make the distinction between “alternative fuel” energy and electric grid energy.
2. **Air Quality:** Action Item – develop a white paper that evaluates the feasibility and operational advantages/disadvantages of developing “general/standard” metrics for Port/marine terminal efficiencies strategies. This is a continuing area that has not been clearly defined by Ports as to the true benefits on AQ and health risks by improving Port or marine terminal operations. To date this subject has been a mixed bag of qualitative discussions with a series of competing interests attempting to create metrics (i.e., EDF).
3. **Water Quality:** Action Item – Complying with increasingly stringent standards related to Ballast Water and Storm water are creating potential permitting, operational and compliance uncertainty for Ports and their business partners in the next few years. The committee will relook at the existing AAPA Ballast Water resolution and see if there is a need for an update and/or possibly conduct a survey of member Ports to see how they are addressing/complying with storm water and ballast water regulations at their Ports. The survey could help define next steps, if any are necessary, to bring back to the committee for further considerations – white paper or BMPs, etc.
4. **EPA Collaboration:** Action item – continue to engage EPA at the HQ level to provide consistency for AAPA and member Ports on voluntary programs/outreach.

## **Facilities Engineering**

1. **Increase Participation** - Continue to expand Committee roster to include more port engineers
2. **Award Program** - Expand AAPA Engineering recognition program in an effort to recognize best practices and successful and innovative capital projects.
3. **Collaboration** - Partnership in capital projects
4. **Terminal Technology** - Innovative developments in terminal technologies

## Finance

1. **Seminar Planning** - Preparation for April 2014 Port Finance Seminar including:
  - a. maintain growing Latin American participation
  - b. continue tradition of sponsorship at this event
2. **Legislative issue** - development of Infrastructure Bank (pending)
3. **Capital Sources** - Explore innovation in finding new capital sources
4. **Collaboration** - Explore the possibility of common projects with industry IT in the areas of cyber-security

## Harbors & Navigation/QPI

1. **QPI** - Continued implementation of the Nov 2012 QPI Report Recommendations. Joint AAPA/Corps webinars are underway and receiving very positive feedback. Recommendations requiring legislation have been pursued w/Congress, particularly WRDA legislation. Corps policy revisions are being pursued.
2. **WRDA passage and implementation** - Pursue AAPA recommendations with the Conference Committee where AAPA can take a position based on LPC guidance. When WRDA passes, transition AAPA efforts into working with the Corps on implementation.
3. **Navigation Performance Measure (new for fiscal year 2014)** - Pursue establishing a ratio of the amount of funds received and the amount expended on dredging contracts (or Corps dredging). This focuses Corps leadership on dredging and channel availability. The Corps does not presently have this performance measure. A similar measure is being considered for inland navigation.
4. **QPI fundraiser** - QPI workshop, report development and administrative support has been accomplished with the assistance of a contractor. The success of getting QPI issues addressed in WRDA and momentum on other QPI recommendations needs to continue. AAPA conducted its initial QPI funds drive in 200\_. These funds are anticipated to be depleted on 2014 and another funds drive is being planned.

## Information Technology

1. **AAPA IT Outreach** - The IT Committee plans to reach out to other member Port IT Departments to increase active committee participation. How can we get more Port's involved in the AAPA IT Committee - what can AAPA do to help? The Committee is evaluating various tools and mechanisms for communication and collaboration on an ongoing basis, including Webinars and LinkedIn.
2. **Cybersecurity** – The IT Committee created a Cybersecurity Subcommittee and intends to focus on various aspects of Cybersecurity, including:

- a. Commenting on the Executive Order Framework, plan to have a draft by December 2, 2013
  - b. Preparing a position paper which will help other Port's, will be developed alongside the comments on the Framework
  - c. Collaboration/Integration with the AAPA Security Committee to educate Security about IT and IT about Security to create synergies and understanding between the departments.
  - d. Continue educational opportunities for member Port's around Cybersecurity, including regarding relevant government policy.
  - e. How can we get Cybersecurity built into Risk Mitigation Plans for PSG's?
  - f. Assess the role, priority and resources of Coast Guard for cyber security.
3. **IT Trends and Managing IT Costs** – The IT Committee plans to continue member educational and outreach efforts regarding emerging technologies and managing the cost of IT services. Topics will include important items such as the cloud, server virtualization, security, public records, anytime/anywhere access, BYOD, etc.

### **Law Review**

1. **Rotterdam Rules**—a subgroup of the committee is tracking the treaty and has joined AAPA staff in meetings with the State Department and other agencies to explain AAPA's opposition to it.
2. **Review of the Shipping Act**—the Law Review Committee has a working group reviewing provisions of the Shipping Act.
3. **Issues affecting ports** - Ongoing discussions on legal issues affecting ports, including the Foreign Corrupt Practices Act.

### **Maritime Economic Development**

1. **Public and Private Sector funding** - Getting more public and private-sector funding assistance for major port infrastructure investments, ranging from marine terminal upgrades and industrial property developments, to connecting road, rail and waterside infrastructure with port properties.
2. **Strategic utilization of port assets** - Because of the gap in funding for infrastructure of all types, including ports, it's putting pressure on ports to become more self-reliant from a financial standpoint and, in turn, requires the more strategic use by ports of their largest asset – property; an asset that surely will increasingly play a more significant role in the business of ports.
3. **Short-Sea Shipping** - Advancing development and funding for short-sea shipping options and infrastructure, as well as advancing federal legislative policies to increase priority for short-sea shipping in USDOT infrastructure grants, such as TIGER.
4. **Facilitate increased exports** - Increasing opportunities for domestic businesses to export their products overseas through their nation's seaports. This includes helping educate potential exporters to the tools and services available to them for exporting.

5. **Alternative energy** - Increasing opportunities for ports to handle components for alternative energy systems, as well as provide alternative energy for the ships and systems used in handling goods and materials at ports.
6. **Non-container ports** - Increase awareness and appreciation of ports that handle goods other than those arriving and departing in containers, and ensure federal policies and programs do not discriminate against ports that specialize in handling non-containerized goods.

### **Operations and Safety**

1. **Seminar Collaboration** - The Operations and Safety Committee will support/endorse the Security/IT Seminar this year because of the similarity of issues that we share

### **Public Relations**

1. **Raising awareness** - Raising community, stakeholder, influencer and policymaker awareness and appreciation of the value that ports provide all sectors of the economy.
2. **Messaging** - Ensuring that the messages coming from ports, ranging from port commissioners and CEOs down to port communications and government relations managers, are strategic, proactive, professional, accurate and action-oriented, always with an eye toward the mission and objectives of the organization.
3. **New avenues for messaging** - Advancing new and compelling avenues for message dissemination in order to reach all potential audiences with the ports' (and port industry's) messages, and receiving constructive audience interaction and feedback through these various communications avenues.

### **Security**

1. **Port Security Grant Program** – We have seen the amount of monies appropriated for the Gant program significantly reduced over the last several rounds. There will be insufficient grant funding for ports to secure TWIC readers once the final rule is published. There could be more unfunded mandates in the future. We have to keep the pressure on Congress to continue this important program.
2. **Radiation Portal Monitors** – many of the RPMs have or will be coming to the end life cycle. There is no money to replace these invaluable tools protecting the country at all ports of entry.
3. **Cyber Security** – The threat of a calamitous cyber security attack increases every day. Every computer based system that is used in the Maritime Transportation System may be vulnerable. A major cyber-attack could have a devastating impact on ports and the national economy.