

Competing Uses of Port Property

AAPA

*Maritime Economic Development Committee
Workshop*

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ASSUPTIONS:

- WE ARE ALL IN THE PORT BUSINESS; MAINTAINING AND GROWING PORTS IS IMPORTANT
- ALL REGULATION IS NOT NECESSARILY BAD
- GENTRIFICATION: THE LOST PROPERTY IS LOST FOREVER
- IF ORCHESTRATED FAIRLY AND COMPREHENSIVELY, PUBLIC PARTICIPATION IS GOOD FOR PORTS AND WILL HAVE A GOOD OUTCOME

Time to Hold Our Breath!

- The good use of regulation
- The beginning of Public Participation
- Use the Time Wisely, it won't last forever!

The DPA Master Plan: Regulatory Fiat to Public Consensus The Massachusetts Model

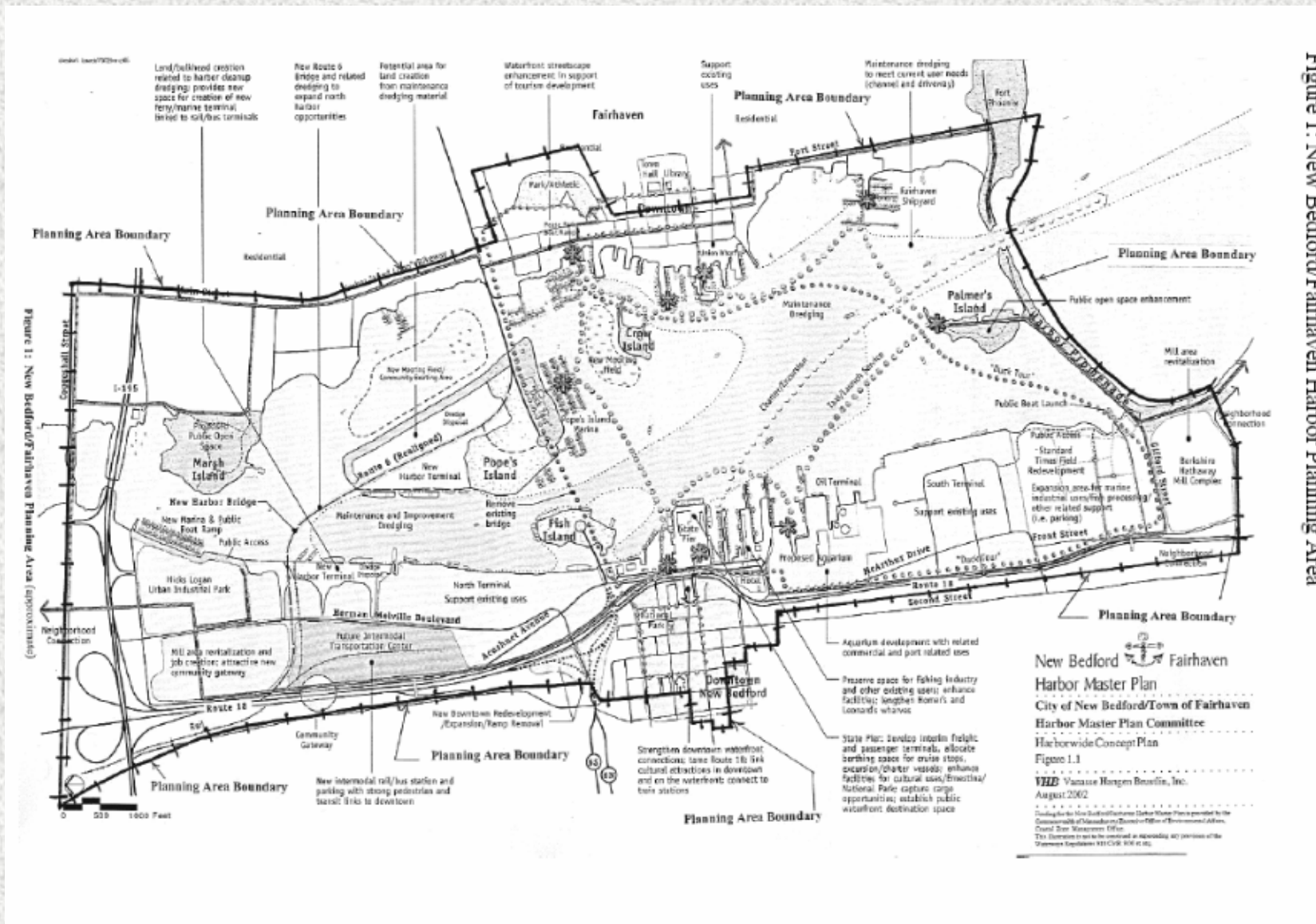
DPA=Designated Port Area

“An area of contiguous lands and waters in the coastal zone that has been so designated with exclusive use, with some exception, for Water-dependent, Commercial Industrial Use.”

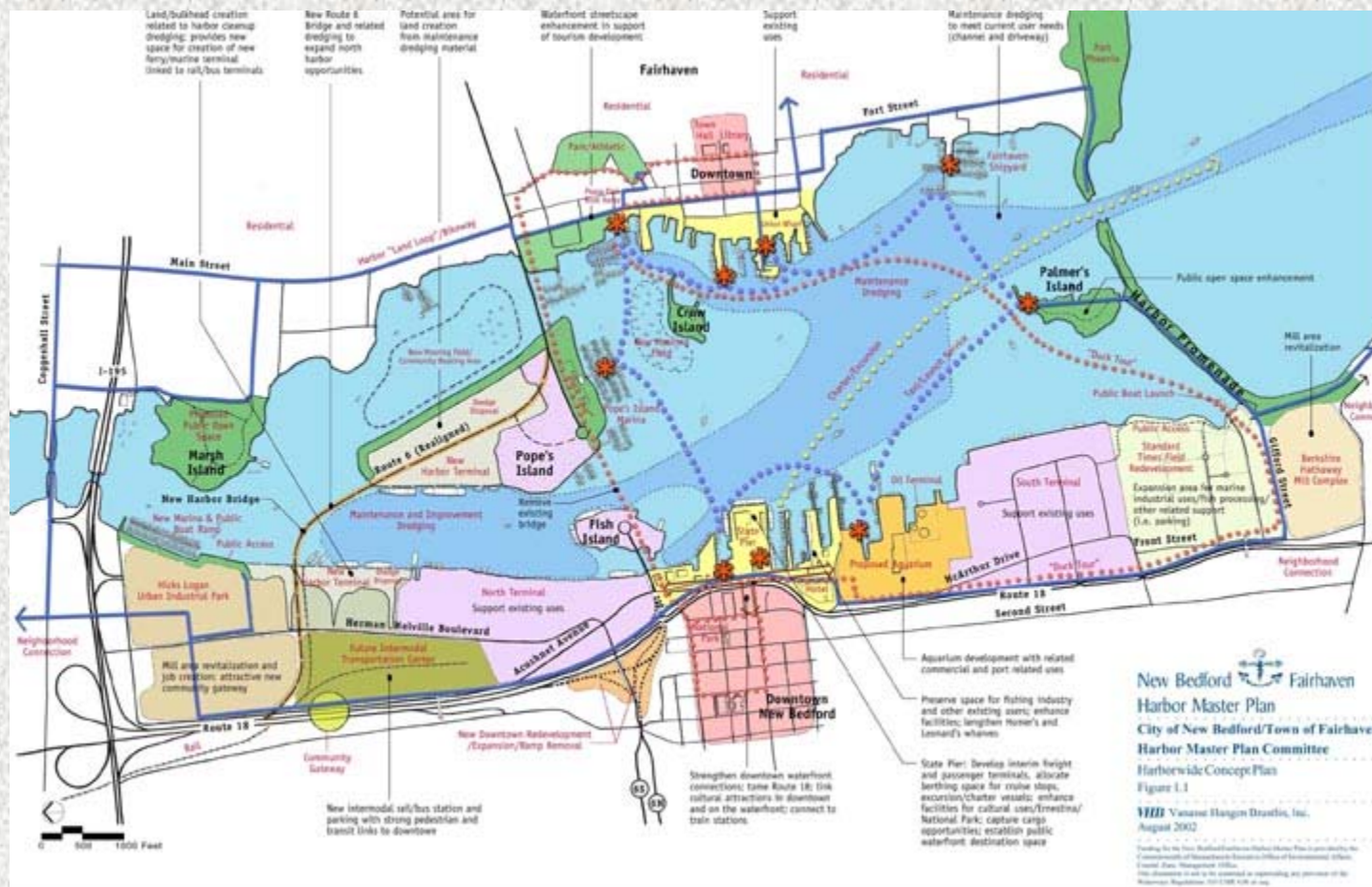


New Bedford/Fairhaven Harbor Planning Area

Figure 1: New Bedford/Fairhaven Harbor Planning Area



Boundaries Established: 1978



Regulated: Filled and Flowed Tide Lands

Unregulated: “upland” areas of DPA

Categorical Restrictions

Not Allowed:

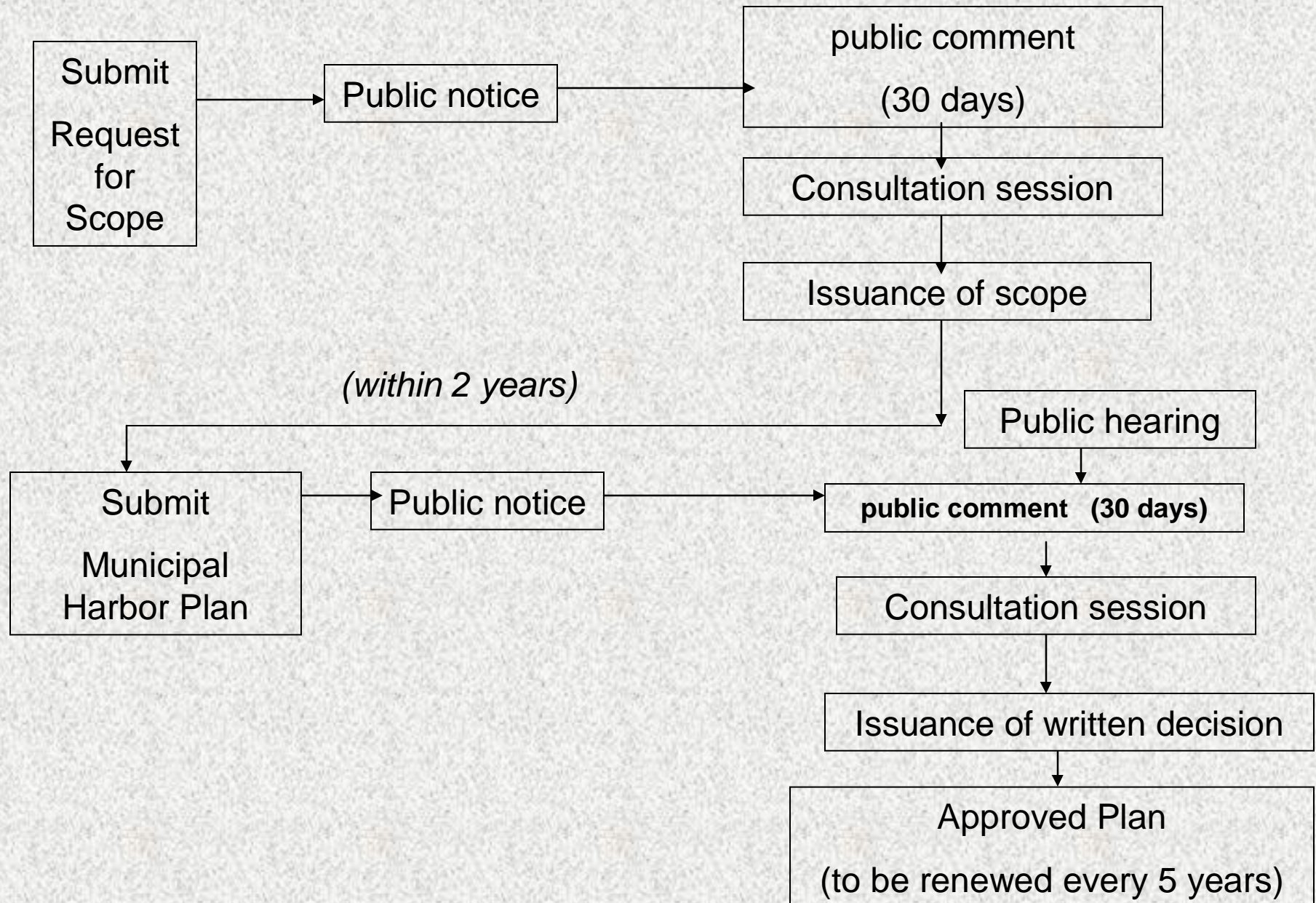
- Recreational Marinas
- Hotels
- Condos
- Residential Housing

Exceptions:

Non-water dependent uses:

- Must support allowed uses
- Not exceed 25% in footprint of entire square area of regulated portion of DPA

The DPA Master Plan



A TIME TO BE CLEVER FROM REGULATION TO MARKET DRIVEN

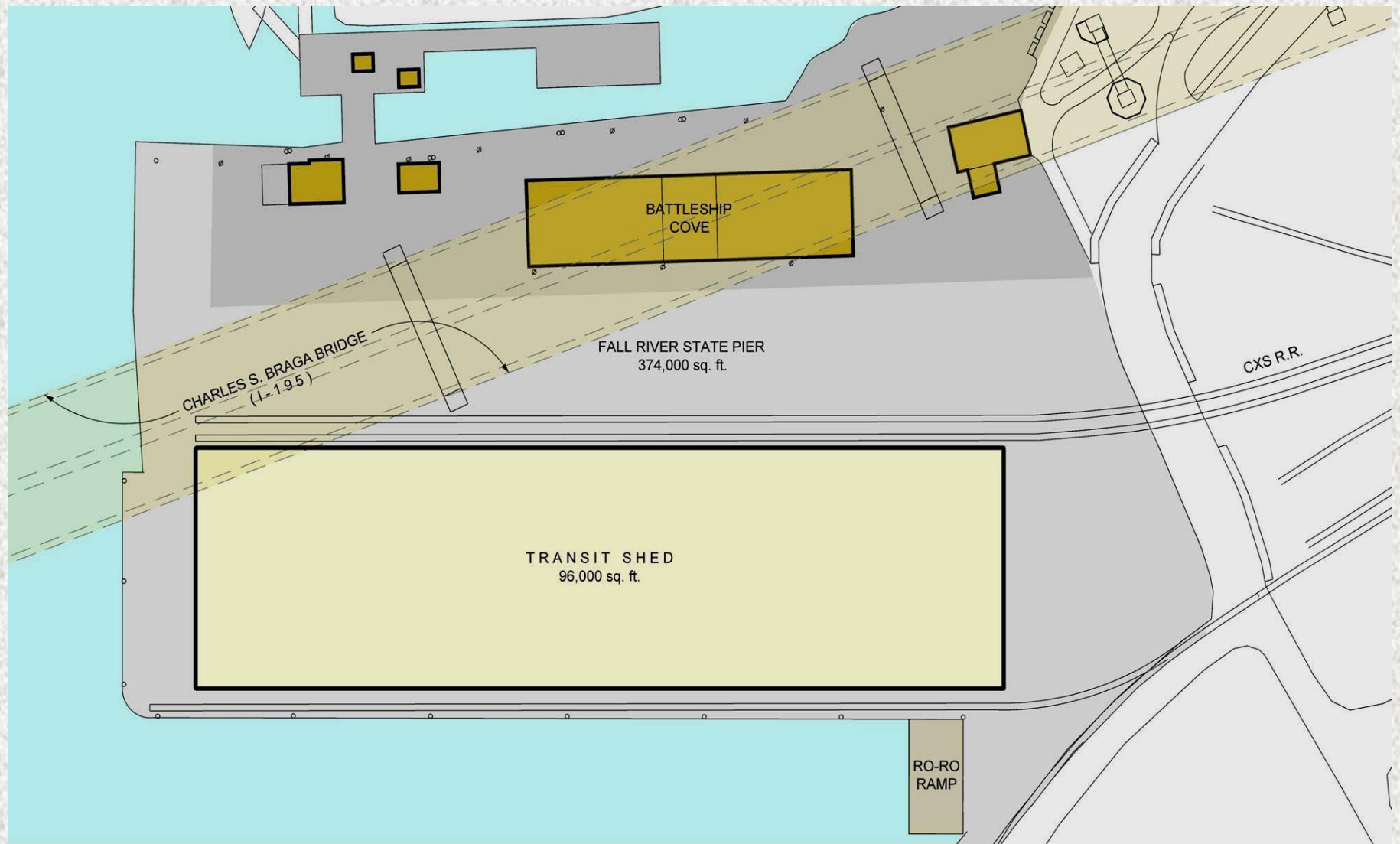
- **25% Has Value**
- **Create a system of credits**
- **Be the clearing house for the sale of credits from “over maritime developed” to under “maritime developed use.**

Fall River State Pier Facility



Today





LEGEND

- Transit Shed (96,000 sq. ft.)
- Roll-on / Roll-off Ramp
- Battleship Cove

Existing Conditions

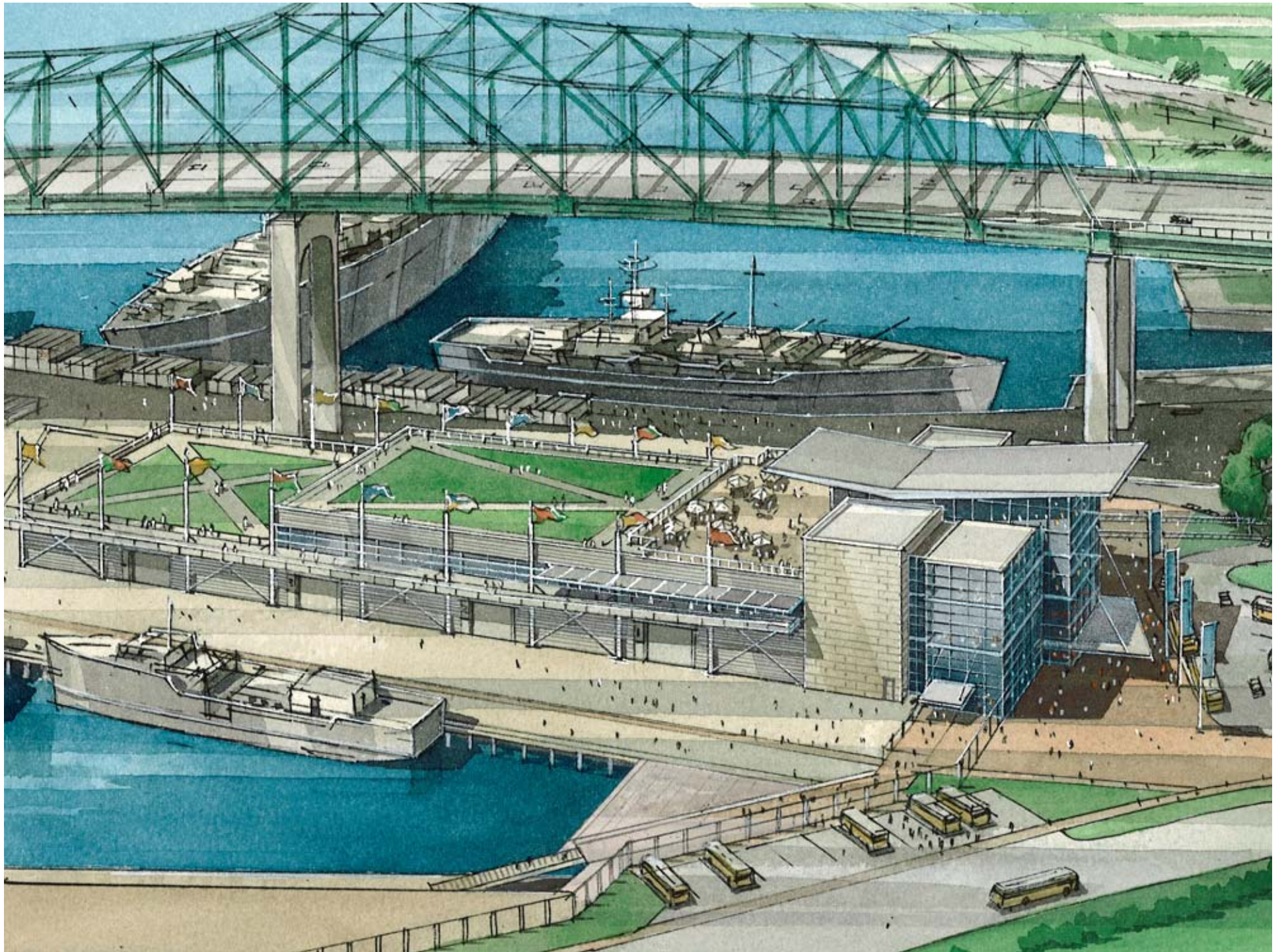
0 30' 60' 90' 120'

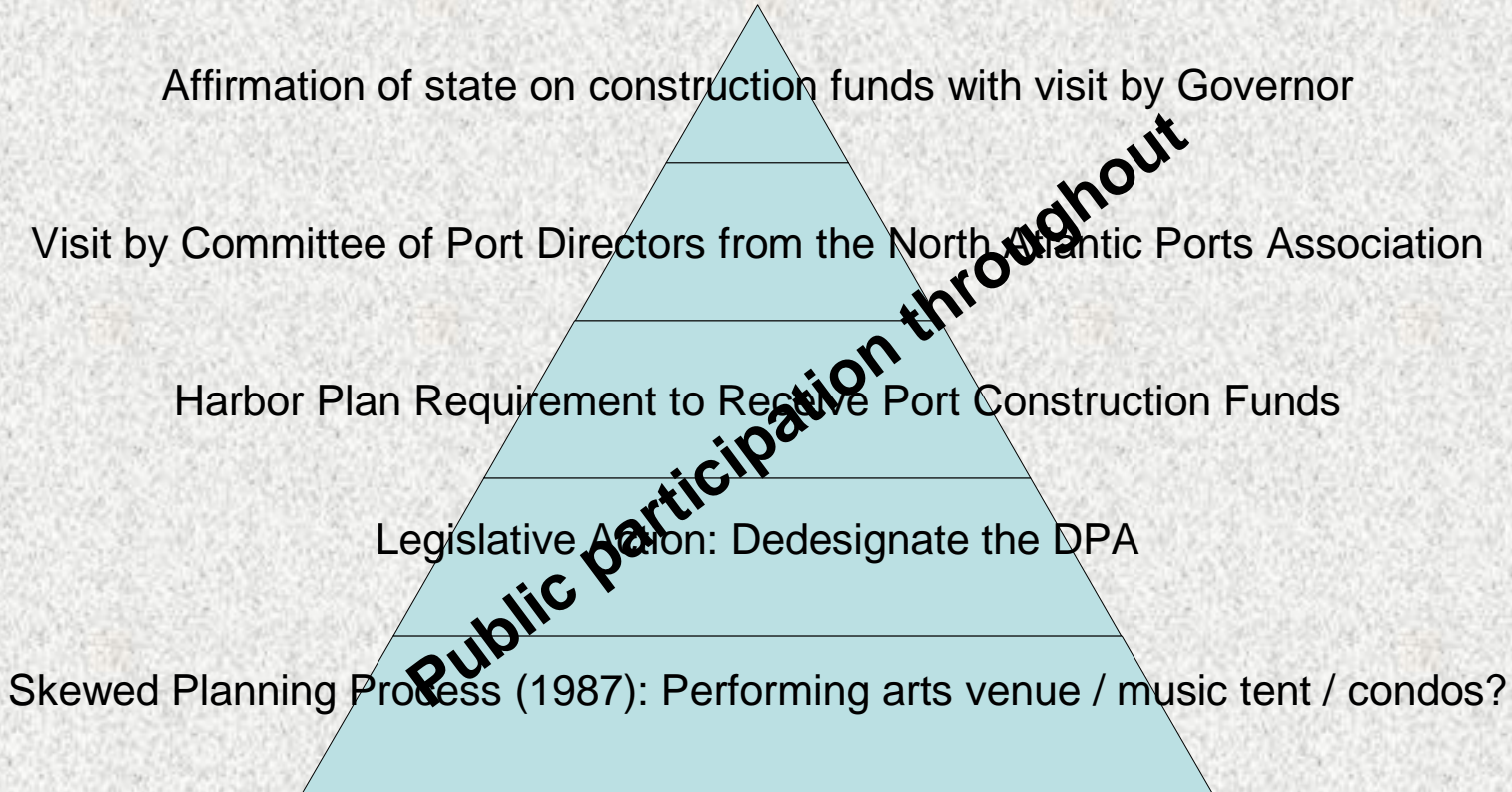
COST BENEFIT ANALYSIS FOR FALL RIVER STATE PIER DEVELOPMENT

B & A with CECIL GROUP, LAMBERT ADVISORY and FXM Associates

Multi-use Facility on Fall River State Pier tomorrow



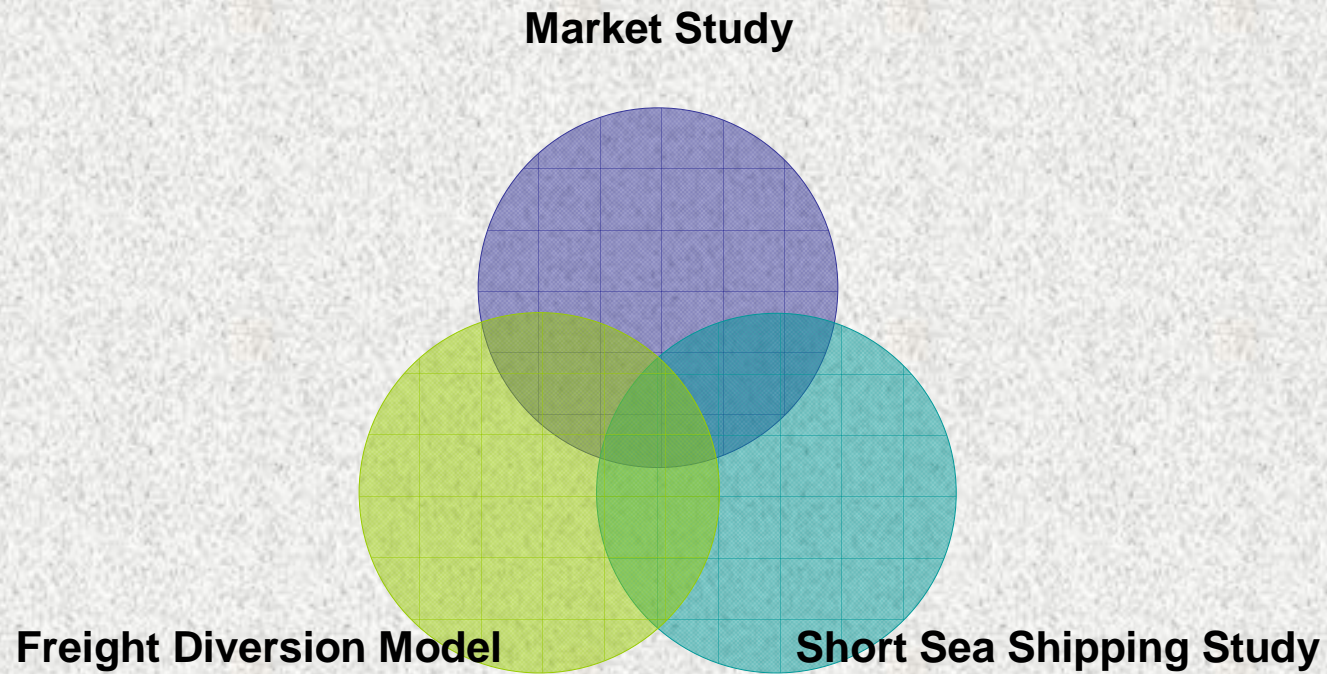




The path to success

The Science / The Facts

Valid Studies on Potential of Port



Market Study

Volume of Highway Freight into and out of the Bristol County Ports' Hinterland

- A total of 1.9 million trailer loads of highway freight move to destinations within the Bristol County ports' hinterland annually from origins within 200-miles of a port along the U.S. Atlantic and Gulf Coasts seaboard – a total of 1.4 million trailer loads moves out of the Bristol County ports' hinterland to destinations within 200-miles of a port along the U.S. Atlantic and Gulf Coasts seaboard
- The major port-pair partners for the Bristol County ports for short-sea shipping services appear to be Bayonne, NJ (total volume of 787,000 trailer loads) and Jacksonville, Florida (total volume of 418,000 trailer loads)

Short-sea economics

Comparative Performance of Short-Sea Shipping versus Alternative Modes on the Bristol County/Jacksonville Corridor

	Truck	Rail Intermodal	Short-Sea Shipping
Total miles (door to door)	1,183	1,340	1,342
Transit hours (door to door)	54.5	66.5	72.0
Carrier cost per highway mile	\$1.59	\$1.04	\$0.90
Shipper cost per highway mile	\$1.73	\$1.26	\$1.02
Differential versus Truck	--	-27%	-41%

ACTIONS: Listen and Don't Wait Investments on the Ground

- New Berth
- Access way for tourist along the waterfront
- Port Security: fencing, lighting, guard house
- Integration into the larger plans of the city
 - No longer a dividing line by an anchor

Project Goals

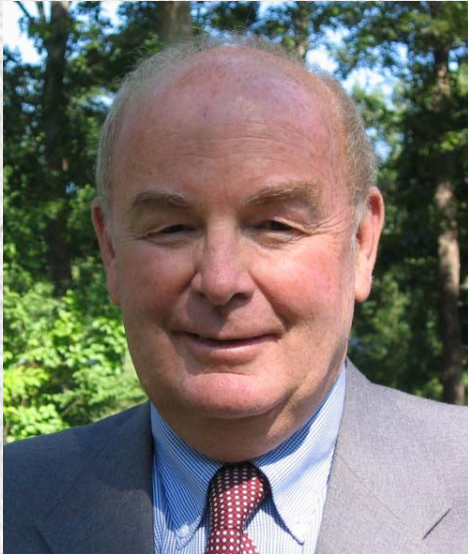
- **Implement a project that invests state capital funds in a cost-effective and responsible way;**
- **Construct a multi-use state-of-the-art terminal that supports modern marine industrial needs as well as a variety of other mixed use activities;**
- **Implement a project that preserves and enhances existing and future marine industrial and cargo uses;**
- **Implement a project that increases public access, visitation, and enjoyment of the waterfront;**
- **Increase Fall River's image as a destination, and maximize economic benefit to Fall River; and**
- **Implement a project that ensures public safety and addresses port security.**
- **Implement a project that is not dividing the community but uniting it; the anchor tenant.**

What we have learned:

- **Public Participation essential: when treated right and with substantiated facts, public will be on the side of the “port community”**
- **Don’t trust every planning document you see: verify, verify, verify**
- **To compete, you must have valid, sustainable uses; not just wishful thinking**
- **Do the “science”**
- **Invite “experts”: real experts not paid hired guns – port directors and maritime people**
- **Use regulation as necessary: before consensus may require a holding pattern**

- **Show physical progress towards agreed goals: you are serious and you listen!**
- **Be very clear on your goals and what you wish to accomplish for the maritime use as well as the port and the community at large**
- **Capture the imagination of the political leadership: Governor on down**
- **Integrate the project into the community: make it a necessity for the overall development plans of the port**
- **Come up with the funds to make it happen**
- **Invite the public to see what you have done: the press conference, ribbon cutting, etc.**
- **Continue Public Participation as the project evolves – the job is never done!**

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