

AAPA Port Operations, Safety & Information Technology Seminar

Renaissance Seattle Hotel, Seattle, WA

June 12, 2009

Strategic Ports Workshop

AAPA Strategic Ports Workshop

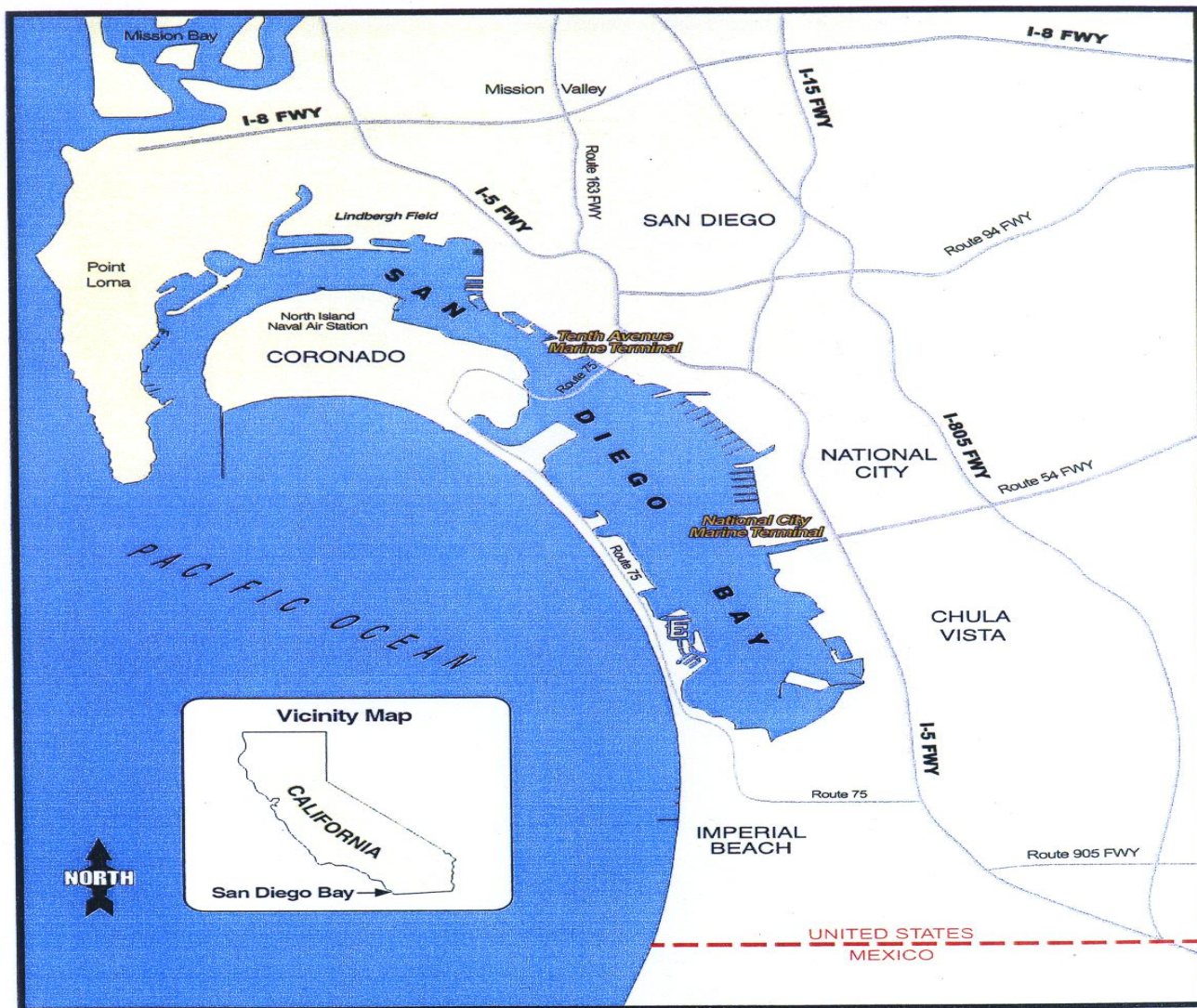
Seattle, WA

June 12, 2009

- Port of San Diego Information
- Strategic Port History
- Strategic Port Operations
- Strategic Port Experience
- Impact on Port of San Diego
- Conclusions

AAPA Strategic Port Workshop
Seattle, WA
June 12, 2009
Port of San Diego Information

- Port of San Diego was created by the State of California in 1963 as a Special District.
- Responsible for development, operation, maintenance, control, regulation, and management of the Harbor of San Diego upon the tidelands and lands lying under the inland navigable waters of San Diego Bay.
- Promotes commerce, navigation, fisheries, and recreation.
- Governed by Board of Commissioners selected by City Councils of five cities (three from San Diego, and one each from Chula Vista, National City, Imperial Beach, and Coronado).



AAPA Strategic Port Workshop

Seattle, WA

June 12, 2009

Strategic Port History

- Port of San Diego has been loading/unloading military cargo on an on-going basis since the 1990's beginning with Desert Storm.
- National City Marine Terminal (NCMT), one of our two marine cargo terminals, was originally designated in Port Planning Orders (PPO's) by MARAD in cooperation with the Port.
- Selected on basis of being a Ro-Ro facility with over 130 acres of terminal space, a 35' MLL draft depth, seven berths, and two transit sheds.
- Tenth Avenue Marine Terminal (TAMT) was added to the annual PPO in 2005 for flexibility as commercial cargo volumes were growing and reducing space for military activity at NCMT.
- TAMT has 96 acres of terminal space, a 42' MLL draft depth, eight berths, and three transit sheds.
- Military requirements for space has varied between 8 acres to 15 acres within 48 hours.

AAPA Strategic Port Workshop

Seattle, WA

June 12, 2009

Strategic Port Operations

- Current definition of a Strategic Seaport are those military ports and commercial ports with PPO's and BOA's that are projected to be used for the deployment of forces and shipment of ammunition or sustainment supplies in support of military operations. Port Readiness Committees are required for each strategic seaport command.
- The PPO is issued for planning purposes only.
- The PPO is a non-binding letter of intent identifying specified facilities that may be needed in the event of an emergency.
- The PPO is distinct from a National Shipping Authority Service Priority Order (NSPO) which is issued to obtain facilities in an emergency.
- Port attends the Port Readiness Committee meetings each month to update military attendees on space and berth status of Port marine terminals on ability to accommodate military cargo.

Tenth Avenue Marine Terminal



AAPA Strategic Port Workshop
Seattle, WA
June 12, 2009
Strategic Port Operations

- Staff is contacted directly by U.S. Army 834th Transportation Military Battalion to give notice of military load-out operation or unload operation at TAMT or NCMT.
- Vessel E.T.A. and/or E.T.D., space requirements, and time frame to receive and/or deliver out cargo are provided to Port marine operations staff by the 834th.
- Staff is contacted by or contacts contracted stevedoring company to coordinate military operation and determine labor requirements.
- PMA and ILWU representatives meet with Port and the contracted stevedoring company to go over labor requirements day by day and shift by shift to ensure a 24/7 operation without labor shortages delaying the operation.
- Space on terminal for operation is allocated by Port staff in coordination with stevedoring company and U.S. Army.
- Berth assignment is made by Port staff with U.S. Army.

AAPA Strategic Port Workshop

Seattle, WA

June 12, 2009

Strategic Port Operations

- The Port of San Diego is a hybrid operating port. The Port assigns berths and designates closed and open space.
- The Port also leases closed and open space on the marine terminals.
- Maritime revenue is generated from dockage, wharfage, and storage.
- Prior to a military operation, commercial users and tenants are notified about the anticipated military operation and alternative plans are developed for berth and closed/open space assignments during the operation.
- Commercial rail operators and trucking companies are also contacted about the military operation.
- Port marine operations staff creates an internal rerouting terminal plan for rail and trucks movements to avoid interruptions of normal commercial terminal activities.

National City Marine Terminal



AAPA Strategic Port Workshop
Seattle, WA
June 12, 2009
Strategic Port Operations

- Port, stevedores, U.S. Army, U.S. Coast Guard, and ILWU meet to discuss operation and security requirements.
- U.S. Army command center is set up on terminal with offices provided with technology requirements included.
- Port Facility Security Officer (FSO) meets again with all concerned including tenants to reconfirm security requirements and ensure TWIC compliance.
- U.S. Coast Guard provides water side security and U.S. Army is responsible for land side security in cooperation with the Port.
- Depending on volume and activity of operation, the whole operation could go on for one week to several months.
- Military activity has been for one to six vessels per operation working 24/7 or as necessary to meet military requirements.

AAPA Strategic Port Workshop
Seattle, WA
June 12, 2009
Strategic Port Experience

- Port of San Diego value to military as a Strategic Port includes proximity to Camp Pendleton in San Diego and National Training Center in Barstow, CA., deep water port with necessary infrastructure in place, rail (unit train capability delivered on dock) and immediate freeway access, city and Port are known as military friendly, and desire by Port to support military operations.
- Port has and maintains excellent relationships with military related organizations including MARAD, MSC, U.S. Army, U.S. Navy, U.S. Coast Guard, NDTA, and SDDC.
- Port staff involved in military operations are former military and/or have extensive experience working with military and these type of operations.
- Flexibility, trust, and working relationships at highest and lowest levels are keys to success of military operations at Strategic Ports.

AAPA Strategic Port Workshop

Seattle, WA

June 12, 2009

Impact on Port of San Diego

- Military supported Port in defeating Prop. B in November 2008 election that would have had developers taking over TAMT.
- Economic impact to region through direct revenue to Port, addition of local jobs, purchase of supplies and hotel space for military and support staff.
- About 51,000 metric tons and almost 3,000 containers of military cargo was handled and generated around \$2 million in revenue to the Port at TAMT from 2005 to 2008.
- About 21,000 metric tons and over 3,000 containers of military cargo was handled at NCMT and generated around \$2 million in revenue to the Port from 2001 to 2004.
- Secured support from general public for both the military and the Port for military activity at the marine terminals in supporting the troops.

AAPA Strategic Port Workshop
Seattle, WA
June 12, 2009
Strategic Port Conclusions

- Being a strategic port is a long-term commitment.
- Be prepared to make your port available for use for deployment of forces and sustainment supplies in support of military operations on short notice and for long periods of time.
- Maintain and sustain military related relationships.
- The economic impact of being a strategic port will be recognized by your local community and region.
- Your local labor force (ILWU) will appreciate the business and the jobs that a strategic port will generate.
- The Port at all levels including the Board, management, and staff must want to be a strategic port to support our troops.
- Improve your infrastructure on an ongoing basis to be the strategic port of the future.