

AAPA Joint Port Operations Safety and Information Technology Seminar

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Our objectives today are to surface possible solutions / actions to:

- 1. How commercial ports can effectively handle the short notice, large volume and time sensitive deployment of U.S. military (DOD) cargo.**
- 2. How commercial ports can meet the needs of the DOD while maintaining the service level and capabilities required for commercial cargo customers.**
- 3. How commercial ports can gain assistance from government and industry to take positive action now to improve U.S. port throughput capabilities.**

Criteria of Commercial Strategic Ports

- **Right facilities—access and capability**
- **Right attitude—stakeholder perspective**
- **Right time—availability of facilities**
- **Right price—cost of terminal operations and workforce**
- **Right background—history of use**
- **Right location—proximity of seaport to DoD shippers**
- **Right resources—personnel**

Setting the Stage

Historically the military utilized dedicated marine terminals for large scale deployments.

In the early 1990s base closure initiatives removed the military ports of Bayonne and Oakland. This led to increasing the shift of more DOD cargo to commercial port facilities. This strategy has both pros and cons.

First, look at the loaded container growth at four of the strategic ports since Desert Storm...

Loaded TEUs	CY2004	CY1990
Charleston	1,409,073	516,217
Savannah	1,301,008	351,002
Virginia Ports *	1,299,202	483,969
Jacksonville **	661,582	352,243

Source: JOC Port Horizons, PIERS

* Includes Norfolk, Newport News and Portsmouth

** Includes estimated Puerto Rico cargo that is not tracked by Port Horizons

Mobility Investment Program “Recipe for Port Congestion”

**Port Infrastructure
Insufficient to Match
New Fort Capabilities**

**\$ Billions spent on
increasing Sealift**

**Improved
Railheads
\$250+ Million**

Railroads

Fort

**1000+ DODX flat-
cars purchased**

**Strategic
Seaports**

- Improved RRF
- 20 New LMSRs

Sealift

Railroads

**Improved
Marshalling
Areas**

Fort

**No DoD \$ Spent
to Increase Seaport
Capabilities**

**All RO-RO Ship
Fleet used for OIF**

**15 Power Projection
Platforms PLUS
Other DoD Shippers**



Impact of Military Surges on Commercial Ports

Presented by Fred Stribling
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South
Carolina
Ports

PORTCHARLESTON

5 Categories of Impacts

- 1) Rail/road reception process and capacity.
- 2) On-terminal constraints at the port.
- 3) Berthing constraints at the port.
- 4) Labor availability and expertise.
- 5) Information flow for planning.

Future Actions

- First, the commercial strategic ports have identified Federal funding as the next step in DOD's use of the commercial port network to build on the previous Federal investments in vessels and origin (Forts and Depots) rail loading sites.
- Secondly, the commercial ports are interested in being involved early in the deployment planning process, similar to the process that ocean carriers participate in preparing to handle surge cargo movement. An effort to improve the communications and involvement of the ports is being organized through the creation of a Strategic Seaport Sub-Committee of the NDTA's Surface Transportations Committee.

Emerging Questions

TWIC – Has it reduced the “ready reserve” of longshore labor to rapidly expand?

Commercial First – If “unit moves” can be booked/moved aboard a US flag commercial vessels, then more of the DOD flow will be over fewer ports.

Note: For updates on the Commercial Strategic Ports, attend the November 3-4 Workshop jointly sponsored by AAPA and MARAD

Thank You

