

Public Port Governance and Marine Terminal Industry Structure; Issues and Trends

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Institutional Setting

- 1. Limited federal role based on historic lineage--12th century Hanseatic League**
- 2. US public port as a public enterprise established in early 20th century**
- 3. US public ports decentralized--state, bi-state, county or city government, or special district**
- 4. Functional responsibilities derived from enabling mandate—can be broad and diverse.**
- 5. Public ports governed by elected (30%) or appointed commissions (70%)—serving as corporate boards “typically” to hire executive director and set policy**

Public Ports as Public Enterprise

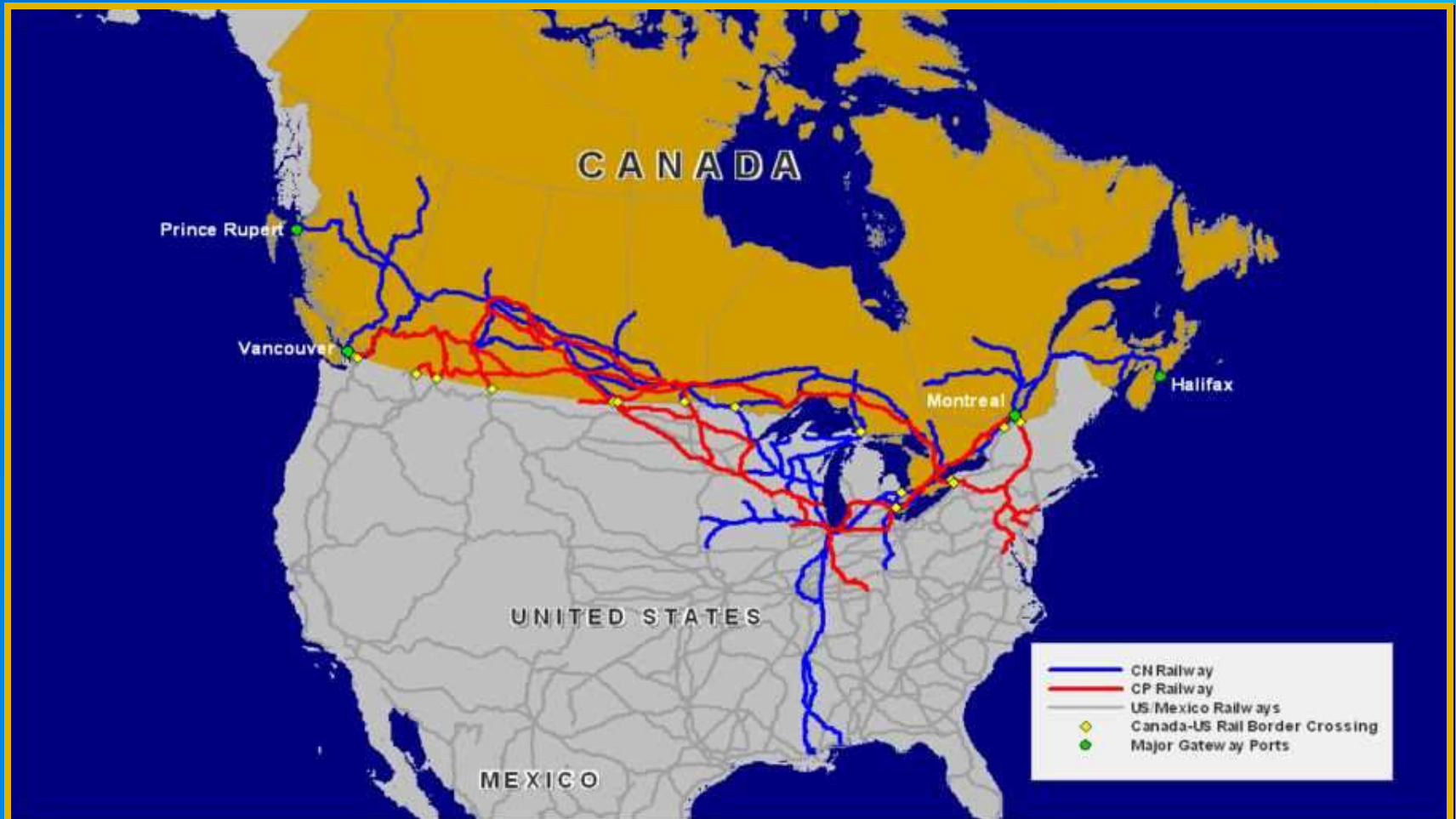
Doing the Public's Business in a Dynamic Environment



Major Trends

1. Politicalization
2. Privatization
3. Federalization
4. Regionalization
5. Partnerships
 - Public/private
 - Public/public
6. Changing Role—quality of life

Canada's Gateway Ports: Recognizing Intermodal Opportunities



Public and Business Expectations Continue to Rise

- Assure sufficient capacity and efficient operations through modern, well maintained facilities
- Generate strong balance sheets and positive cash flow
- Create jobs and economic opportunity
- Enhance environmental value and local quality of life
- And, provide whatever other public amenities governing bodies decree
- HOW?

Conclusion

1. Governance matters--it is dynamic and it affects you and your port
2. Will and should the current model of ports as public enterprise endure?