



MARINE TRANSPORTATION & LNG

Friday, June 28, 2013





Where Are We?

Humboldt Bay and
Conservation
District

San Francisco
Bay Area
Port of Oakland
Port of San Francisco
Port of Richmond
Port of Redwood City

Port of Hueneme

Port of Los Angeles
Port of Long Beach

Port of San Diego

0 100 KM 100 Miles



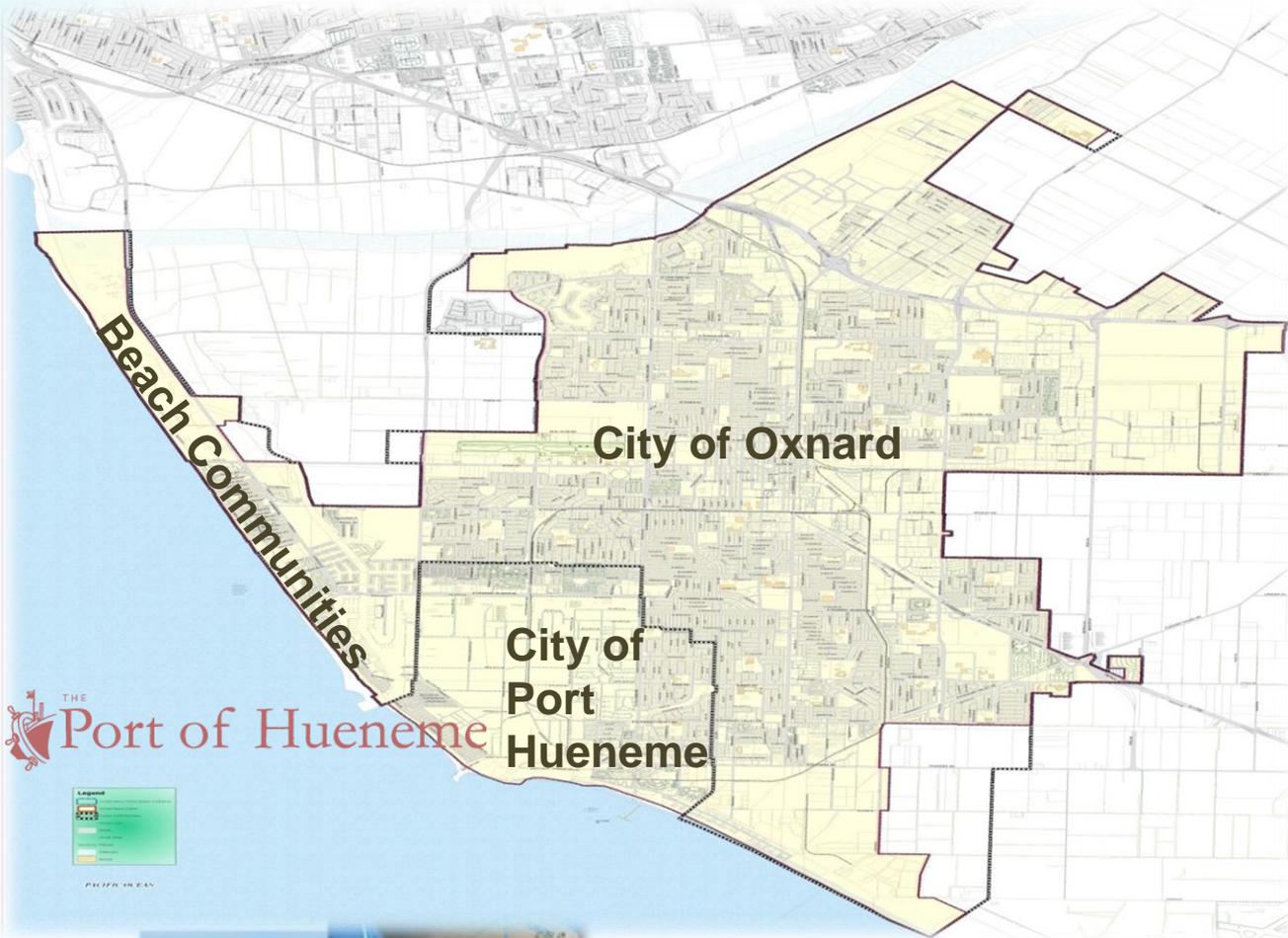
Vision Statement

To be the preferred port for specialized cargo and provide the maximum possible economic and social benefits to our community and industries served.

Mission Statement

To operate as a self-supporting Port that enforces the principles of sound public stewardship maximizing the potential of maritime-related commerce and regional economic benefit.

Port Governance



- ✓ Created in 1937 by Act of Legislature
- ✓ Special District – H&N Code
- ✓ Board of Elected Commissioners
- ✓ Population 200,000 – Oxnard
- ✓ Population 22,500 – Port Hueneme

Port Infrastructure



- ✓ Main Channel Depth-35 FT
- ✓ 120 Acre Terminal
- ✓ 24 Acre Terminal (Joint Use)
- ✓ 130 Acre Navy Outlease Property
- ✓ 235 Acres Backland (private & public)
- ✓ 6 Deep Draft Berths - 4,250 LF
- ✓ 1 Shallow Draft - 320 LF
- ✓ Refrigerated Storage - 256,000 sq.ft.

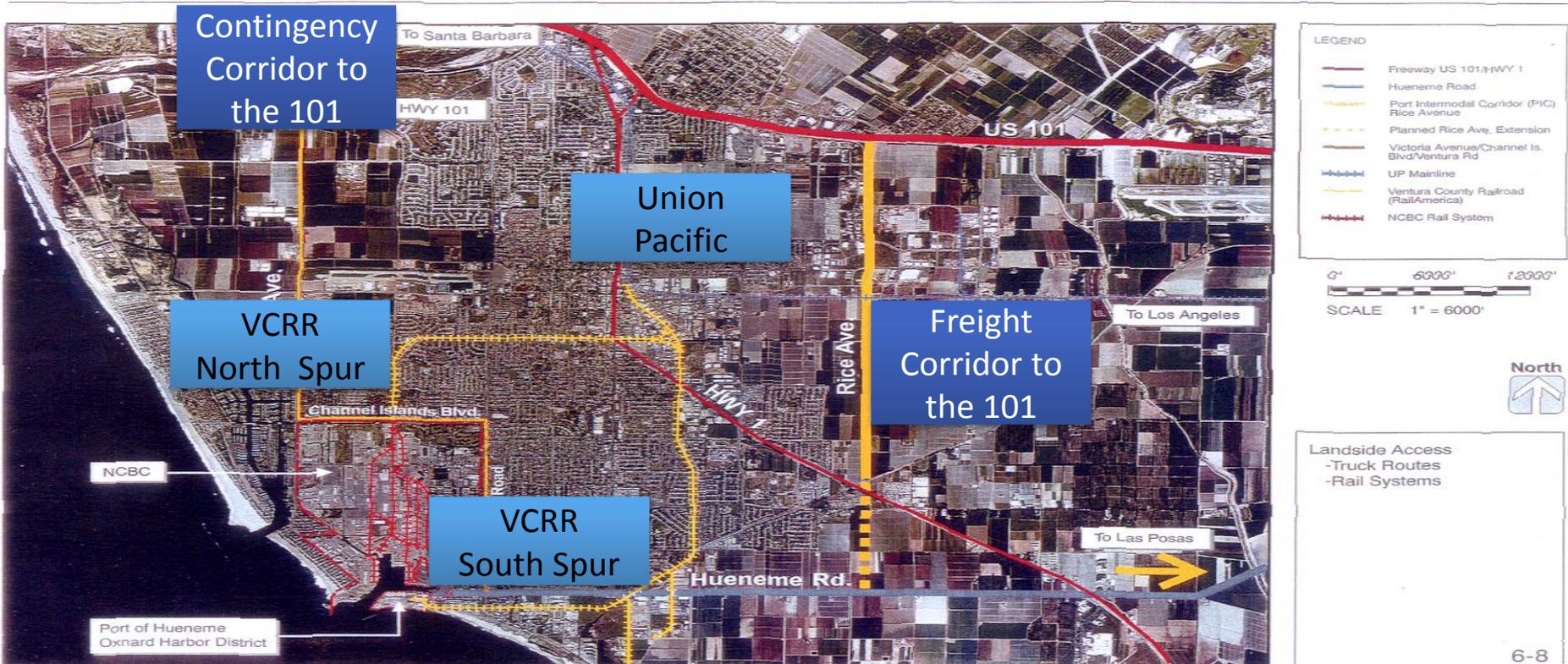


Intermodal Port – Road and Rail Corridors

CONNECTING TO ALL NORTH AMERICAN MARKETS BY RAIL AND ROAD

Oxnard Harbor District

New Millennium Development Plan



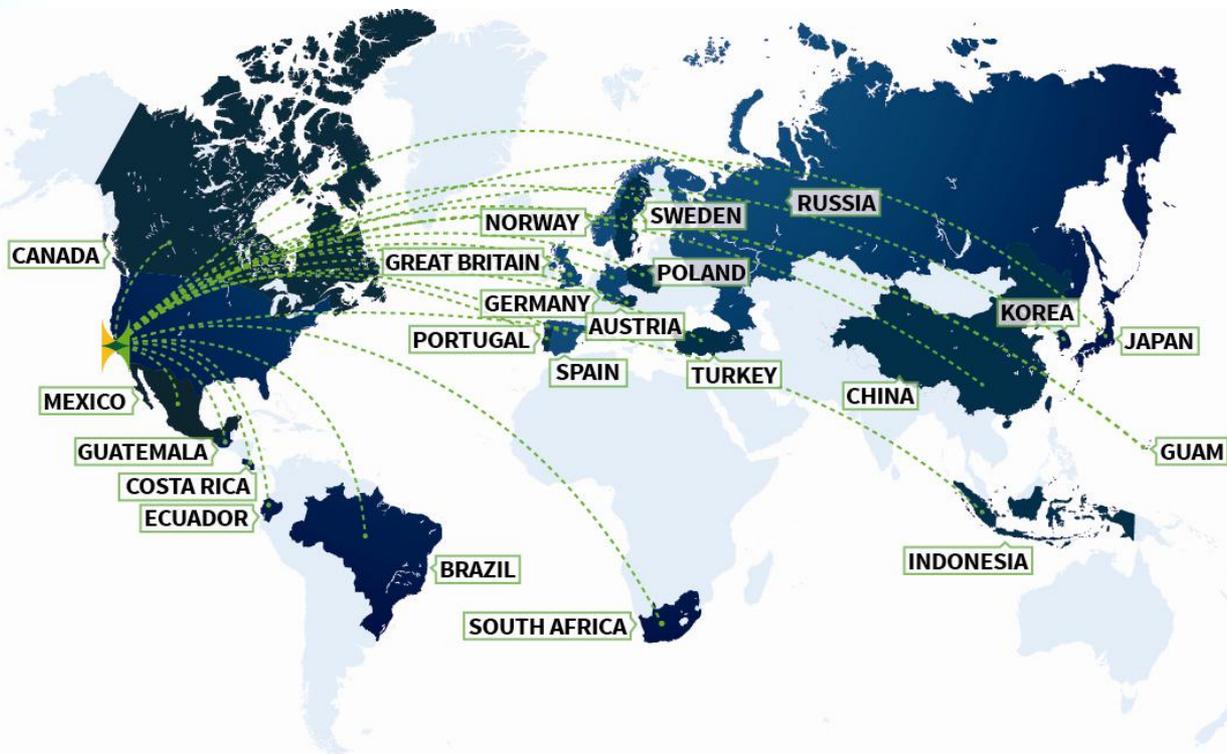
© general/2011/2/graphics/FinalDrafts/Roads/Final

Off-Dock Terminals

- ✓ 210 Acre Private Terminals
- ✓ 15 Acres Port Owned
- ✓ Embedded in the Community



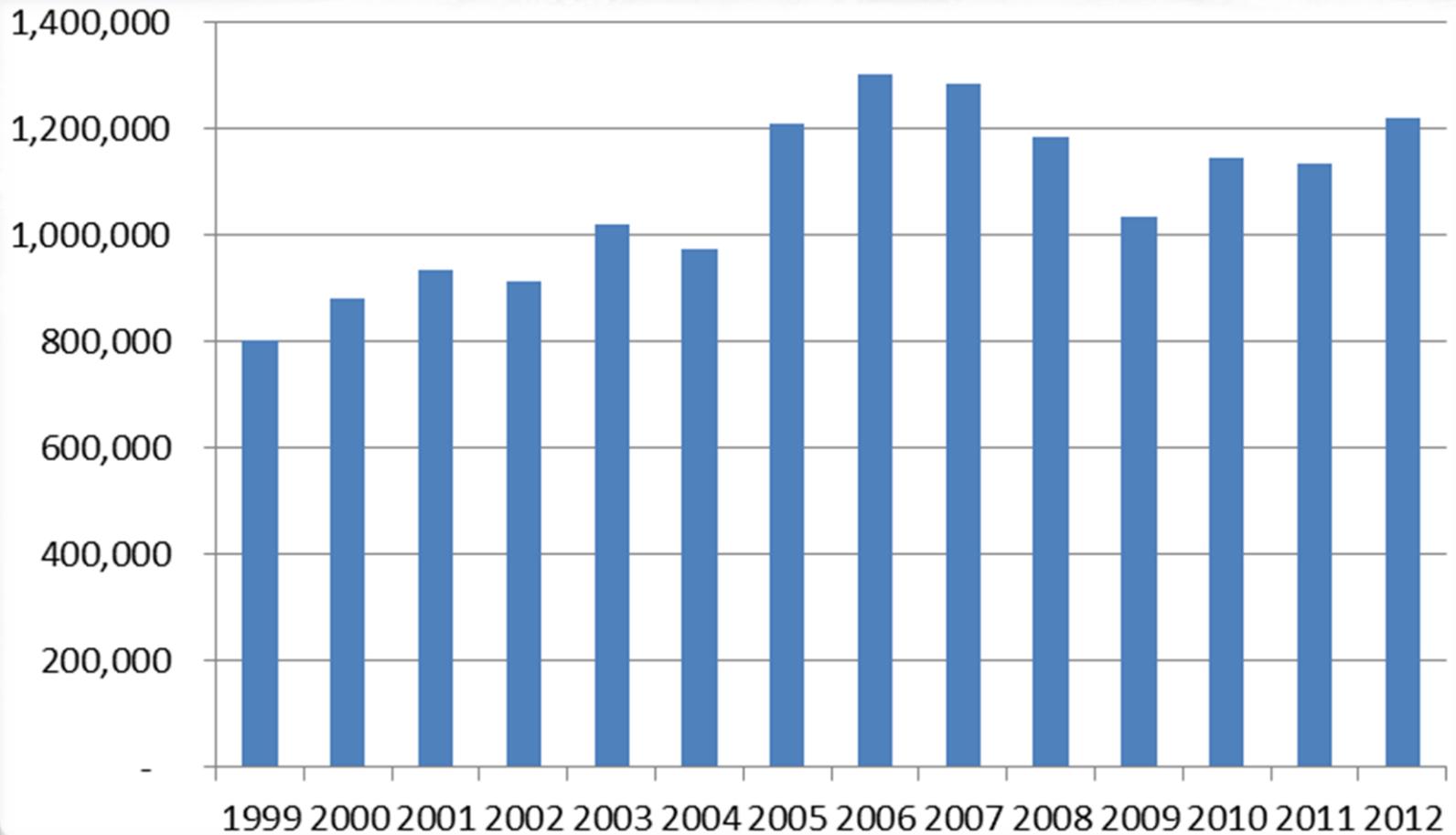
Our Customers Make Us Thrive



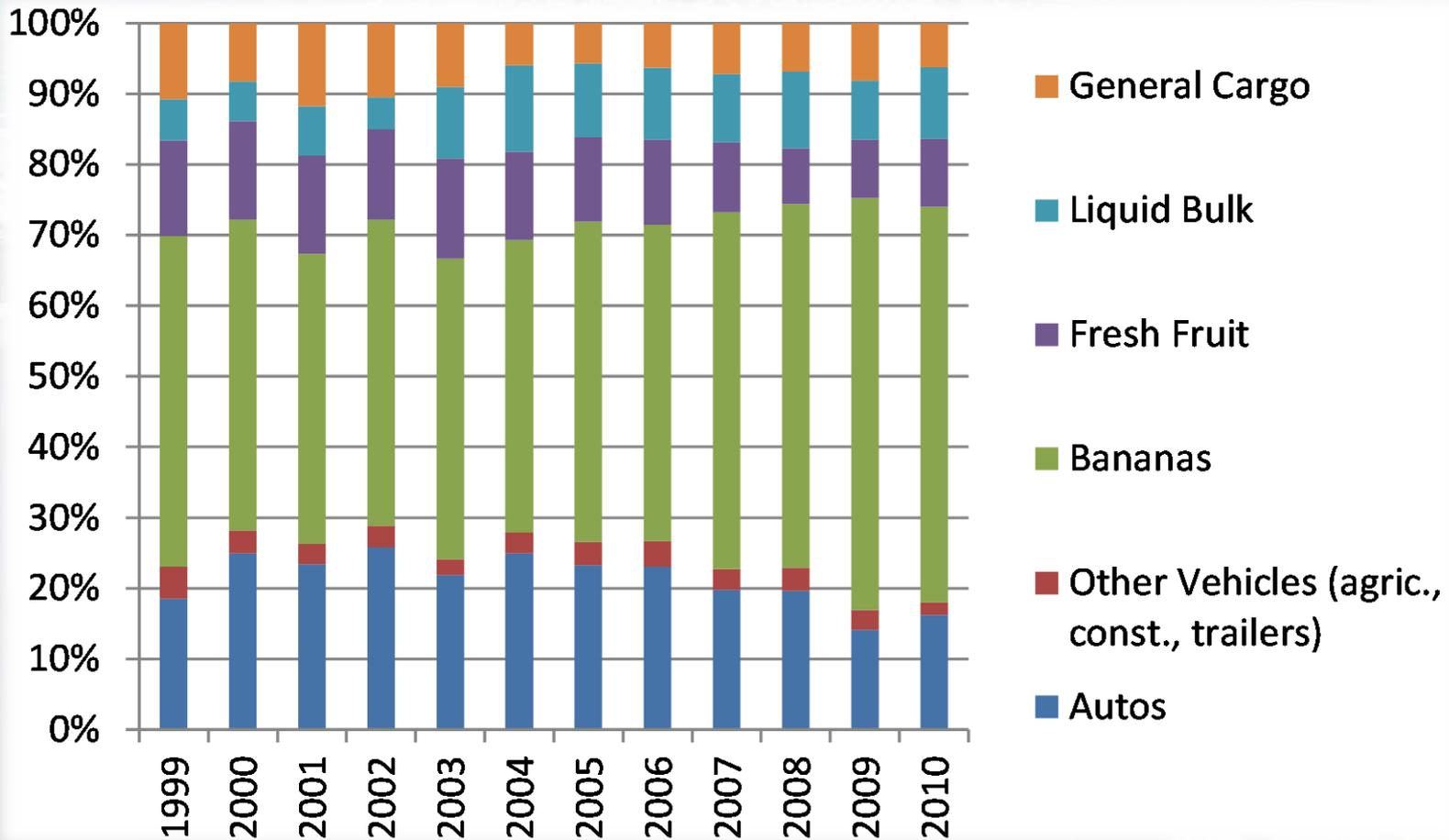
BMW
CHIQUITA
DELMONTE
NYK
WWL
YARA
PAC-RO
EXXON
IRWIN
VENECO
SSA MARINE
CI LOGISTICS
PORTS AMERICA
TRACTIDE MARINE
PORT HUENEME ICE
OST TRUCK & CRANE
OXNARD UNLOADING
T&T TRUCK & CRANE
BRUSCO TUG & BARGE
PORT HUENEME PILOTS

CERES
DCOR
GAPS
PXP
NRC
MSRC

Historical Cargo Throughput

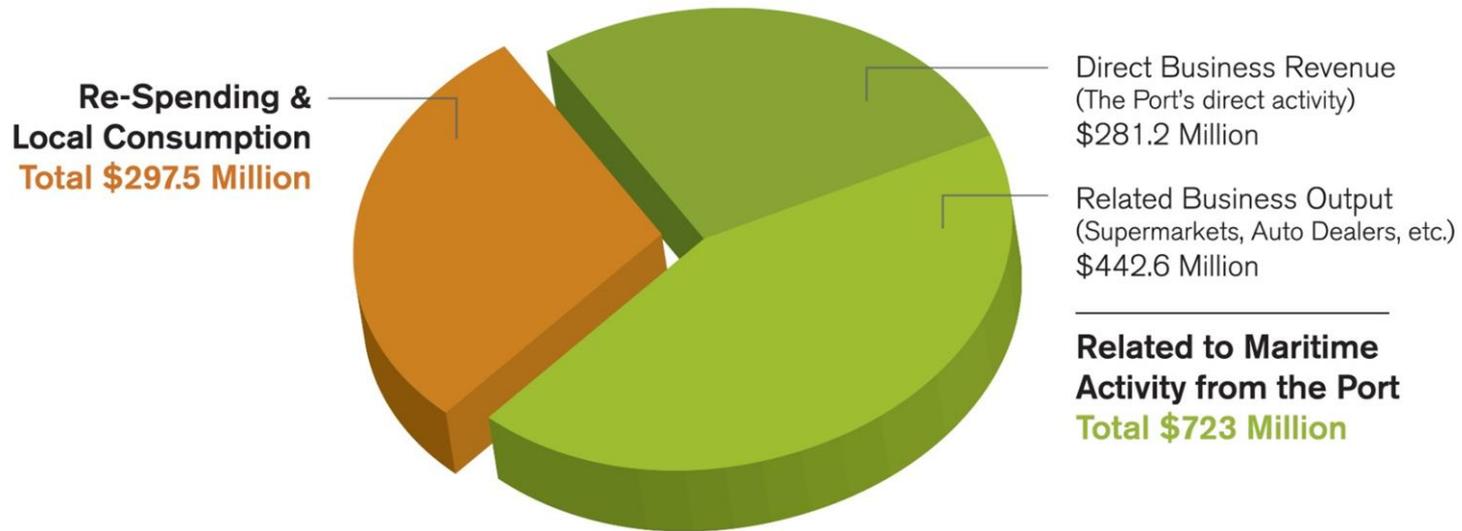


Share of Tonnage by Specific Commodity



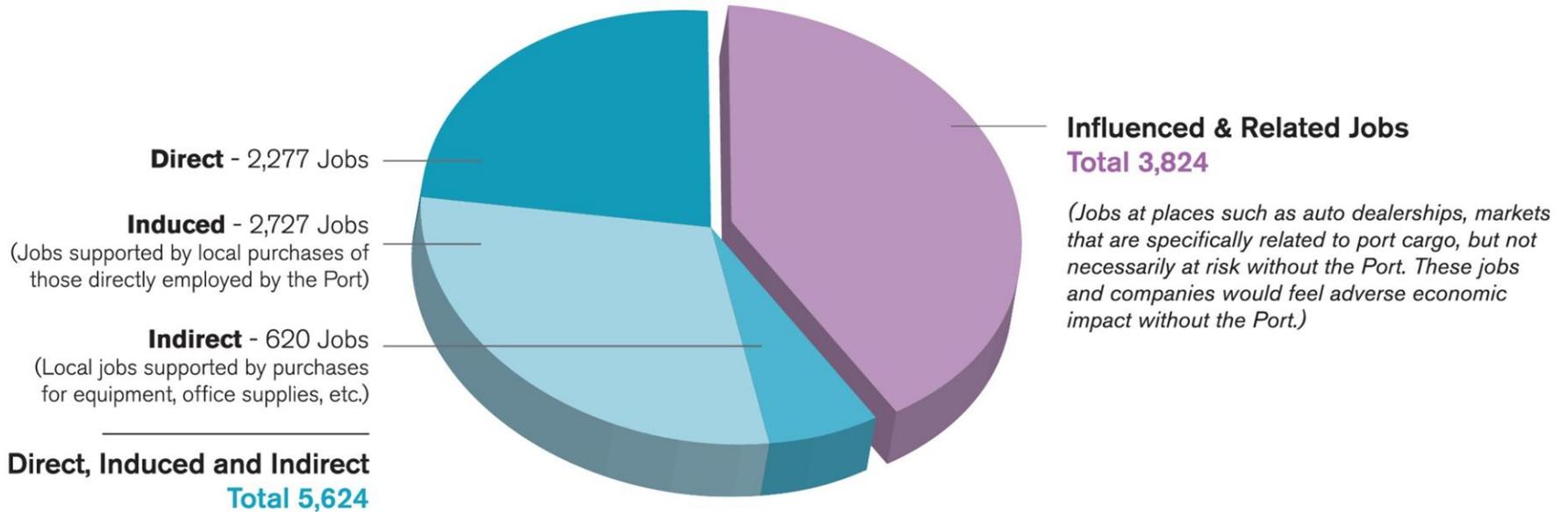
Economic Activity

\$7 Billion in Goods Movement
\$1 Billion in Economic Activity



Job Creation

Total Jobs Related to Port Activity = 9,448



Direct, Induced and Indirect jobs would be very much at risk without the Port.



\$63.7M in State & Local Taxes from Maritime Activity

State and Local Taxes
Generated by Shippers/Consignees
\$12.9 Million

State
\$30.9 Million

County and Municipalities
\$19.9 Million



California Emission Reduction Mandate

Nox & Particulate Reductions

| | |
|-----|------|
| 60% | 2014 |
| 70% | 2017 |
| 80% | 2020 |





LNG Offers a Global Solution

Comply with all New Regulations

- ✓ NOx: 85-90%
- ✓ SOx: 100% - Soot / Particles: 100%
- ✓ CO2: 25-30%

Proven Technology

- ✓ 30 LNG Fuelled Vessels in Operation

US Maritime Administration - AMH

December 19, 2007
Energy Policy Act Calls for SSS Program

US Maritime Administration
America Marine Highway Program

US Maritime Administration Partners with
the Department of Defense

DOT STUDY
2011

Markets and Vessel
Design

14 Configurations-
Dual Use Concepts

Run on clean fuels
(LNG, CNG)

11 - ATB RoCon 14kt



The Disconnect – Port Readiness



PORTS





Port Survey

Question 1: Many of the concept vessels to support American Marine Highway trade are being designed to run on alternative fuels, including LNG. Does your port have plans to explore the installation of LNG marine fueling stations to support LNG vessel configurations?

Question 2: If yes, what would you expect a timeline to look like for installing the infrastructure (public hearings, permitting, construction, etc.)?

- ✓ Port of Hueneme
- ✓ Baltimore
- ✓ Canaveral
- ✓ Corpus Christi
- ✓ Detroit
- ✓ Everett
- ✓ Freeport
- ✓ Georgia
- ✓ Humboldt Bay
- ✓ Los Angeles
- ✓ Miami
- ✓ Mobile
- ✓ New Bedford
- ✓ New York/New Jersey
- ✓ Oakland
- ✓ Plaquemines
- ✓ Portland

Port Survey

Question 3: For the purpose of potential federal grant awards to facilitate short sea shipping, planning may become part of the application requirements. Does your port have a master plan and is it approved by your state?

Question 4: Preliminary assessments indicate ship-to-ship handling is more expensive than rail-to-ship or truck-to-ship moves. From a port perspective, do you have a sense if this is true and if so, why is it more costly?

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PORT Survey

Respondents

West Coast: 8
East Coast: 8

Gulf: 8
Unknown: 1

①

Many of the concept vessels to support American Marine Highway trade are being designed to run on alternative fuels, including LNG. Does your port have plans to explore the installation of LNG marine fueling stations to support LNG vessel configurations?

YES 2%

NO 98%

②

If yes, what would you expect a timeline to look like for installing the infrastructure (public hearings, permitting, construction, etc.)

3-5 YRS. 2%

1-2 YRS. 1%

N/A 97%

③

For the purpose of potential federal grant awards to facilitate short sea shipping, planning may become part of the application requirements. Does your port have a master plan and is it approved by your state?

YES 20%

NO 5%

N/A 75%

④

Preliminary assessments indicate ship-to-ship handling is more expensive than rail-to-ship or truck-to-ship moves. From a port perspective, do you have a sense if this is true and if so, why is it more costly?

YES 20%

NO 5%

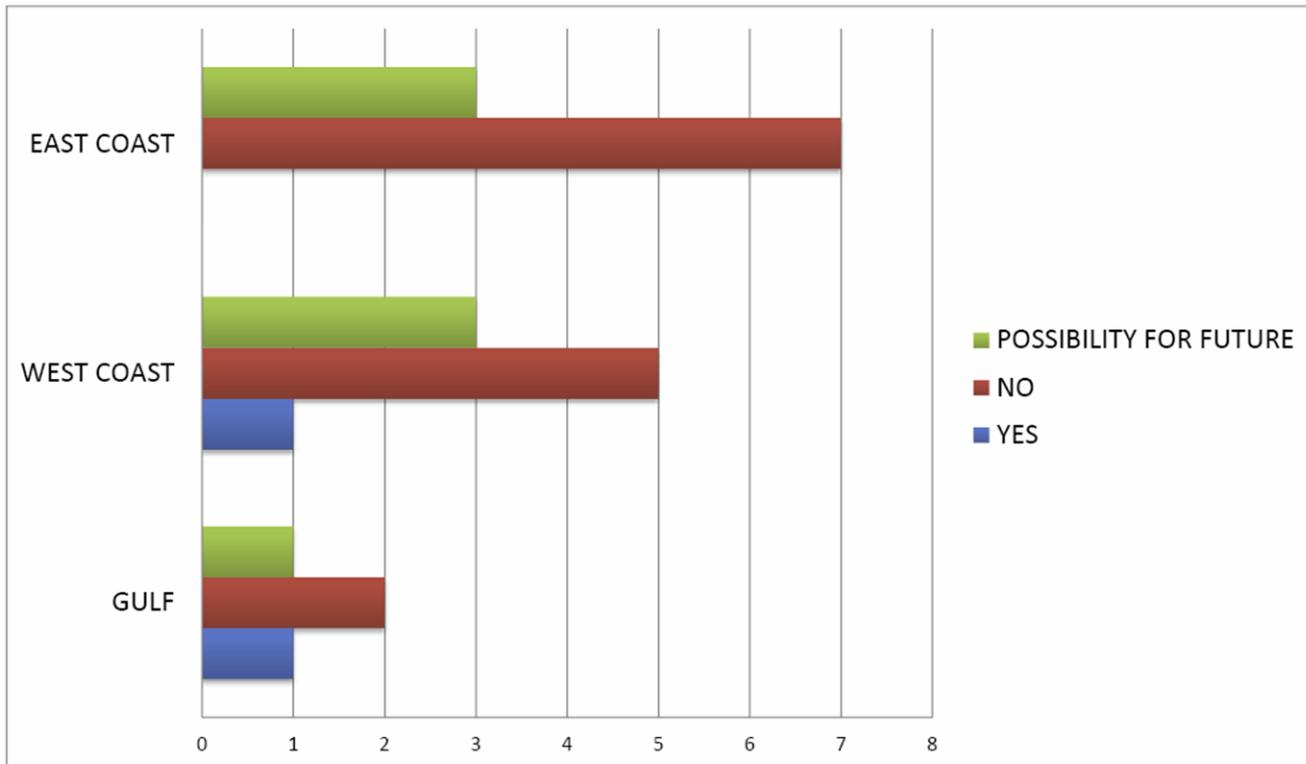
N/A 75%

1

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YES 2%

NO 98%



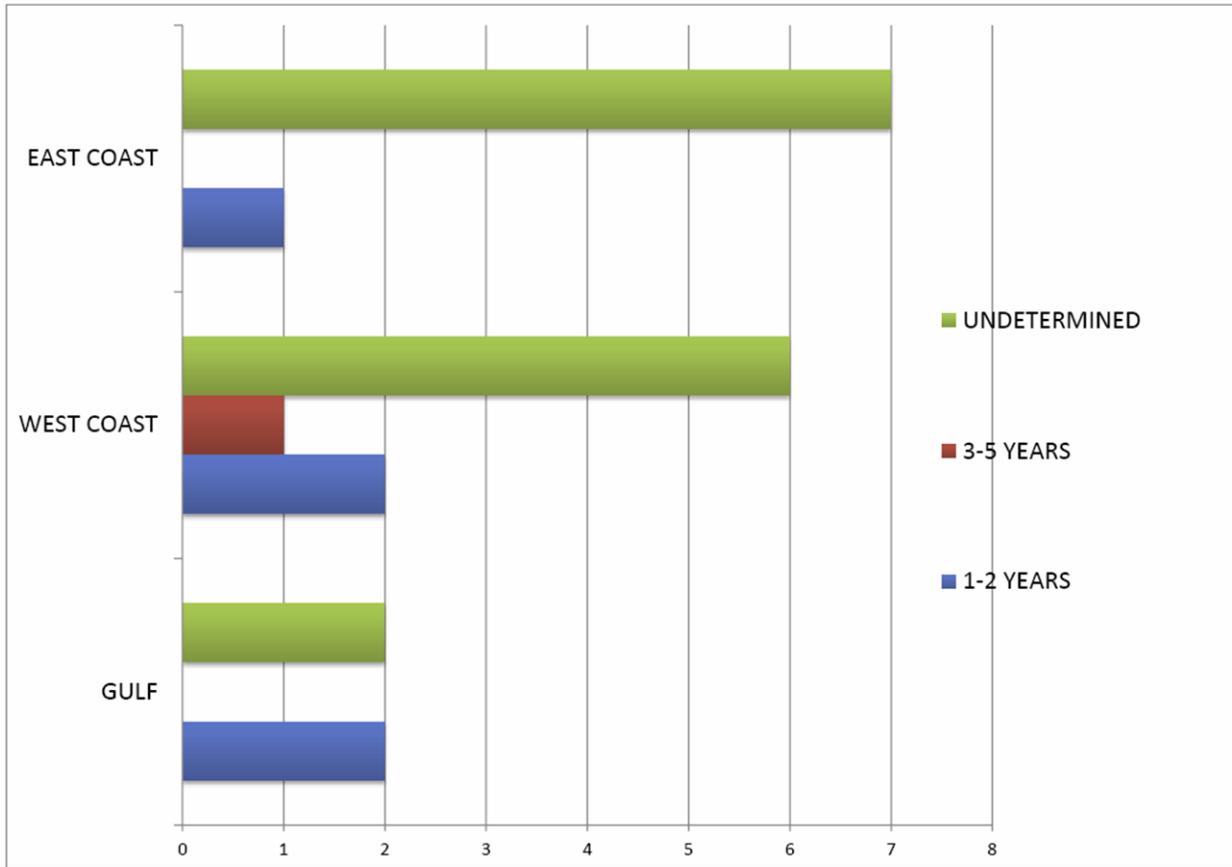
2

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3-5 YRS. 2%

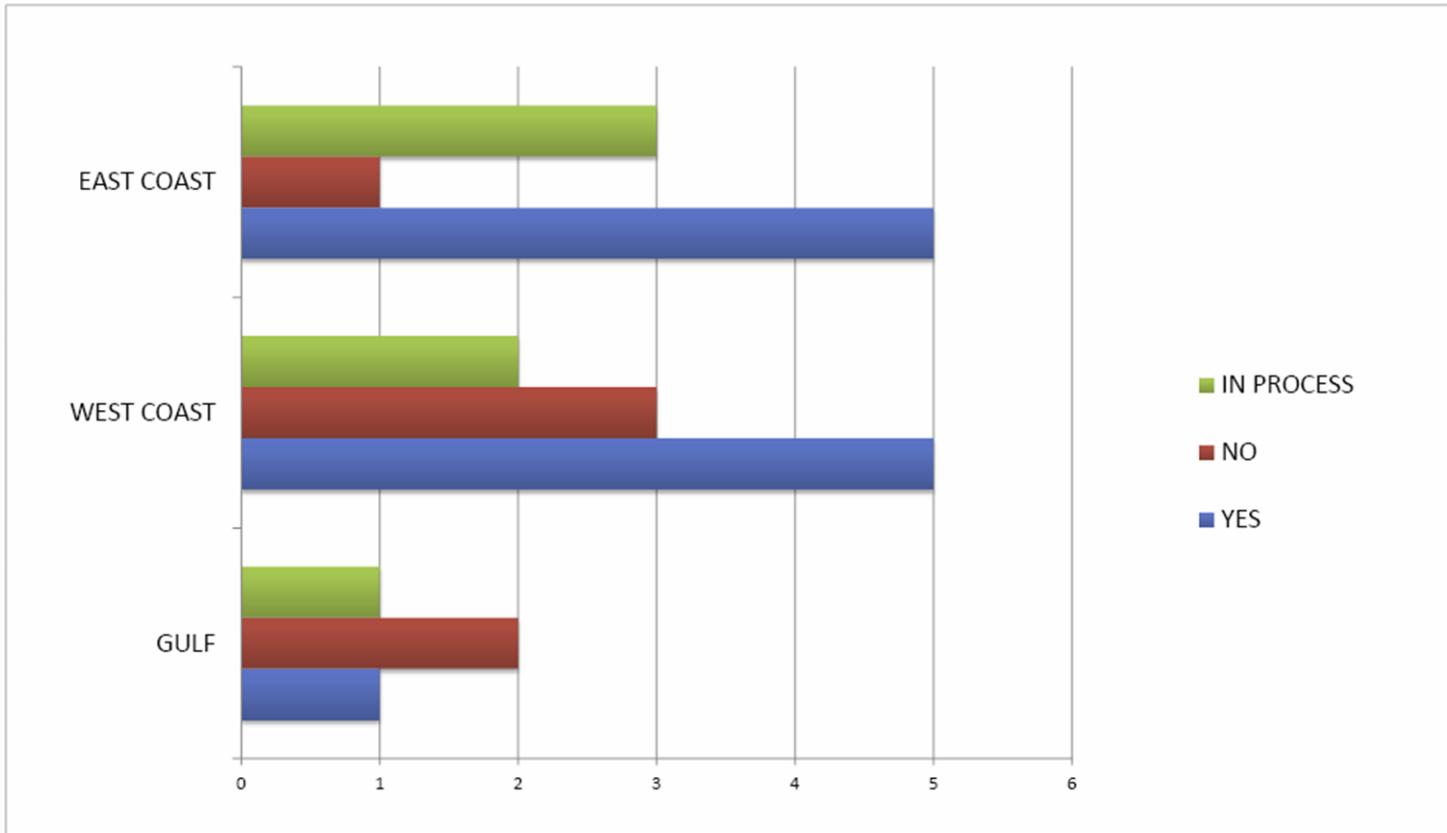
1-2 YRS. 1%

N/A 97%



3

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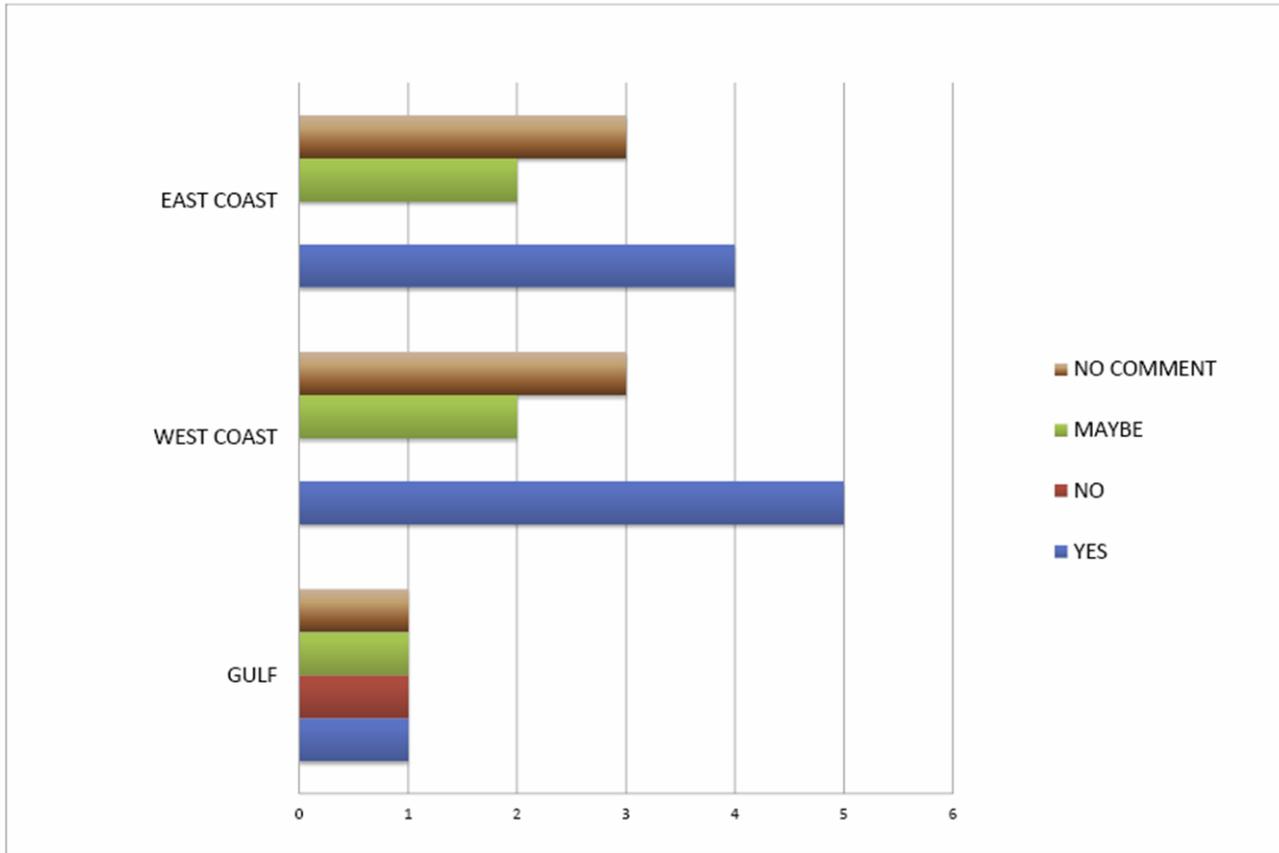
4

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YES 20%

NO 5%

N/A 75%





Efforts Are Being Made

“Harmonization of the approach of ports towards developing rules and regulations regarding LNG as fuel and creating LNG awareness – Key to Success”

- ✓ CAPA – LNG Task Force
- ✓ IAPH – LNG Work Group

Need More Interactive Forum: Industry/Ports/Industry Groups

- ✓ Port Support for LNG Fueling Infrastructure
- ✓ Community Education
- ✓ Safety
- ✓ LNG Pricing
- ✓ Public Policy: MAP21 and National Freight Plan
- ✓ Financing
 - Public-Private Ventures
 - Foreign Investment
 - TIGER



THE Port of Hueneme

THANK YOU!

www.portofhueneme.org

