



StrongPorts

U.S. Department of Transportation

AAPA Marine Terminal Management Training

Maritime Administration

Roger Bohnert – Deputy Associate Administrator
U.S. Department of Transportation

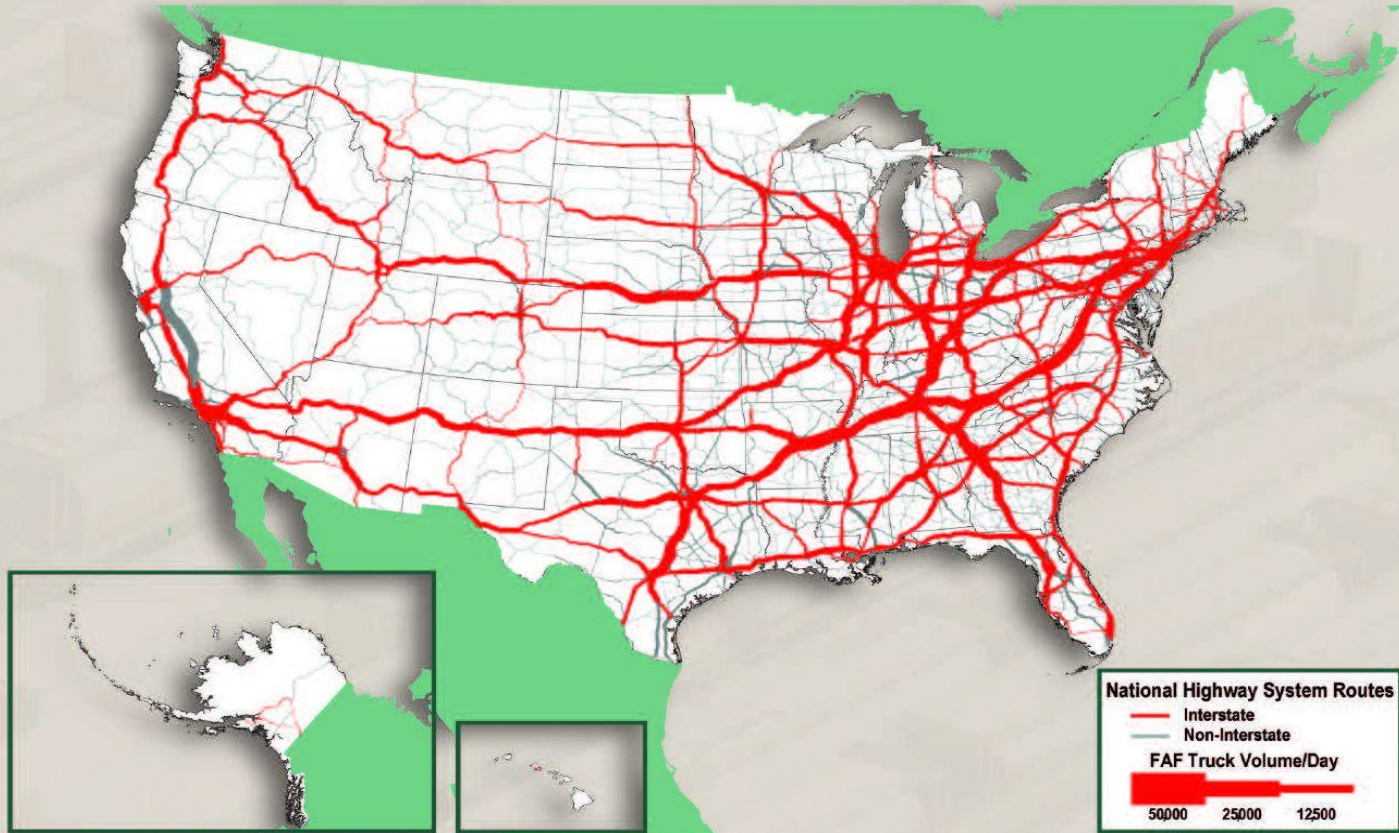
Maritime Administration

Mission:

To foster and promote the U.S. merchant maritime industry for the Nation's economic and national security.



Figure 3-5. Average Daily Long-Haul Freight Traffic on the National Highway System: 2007

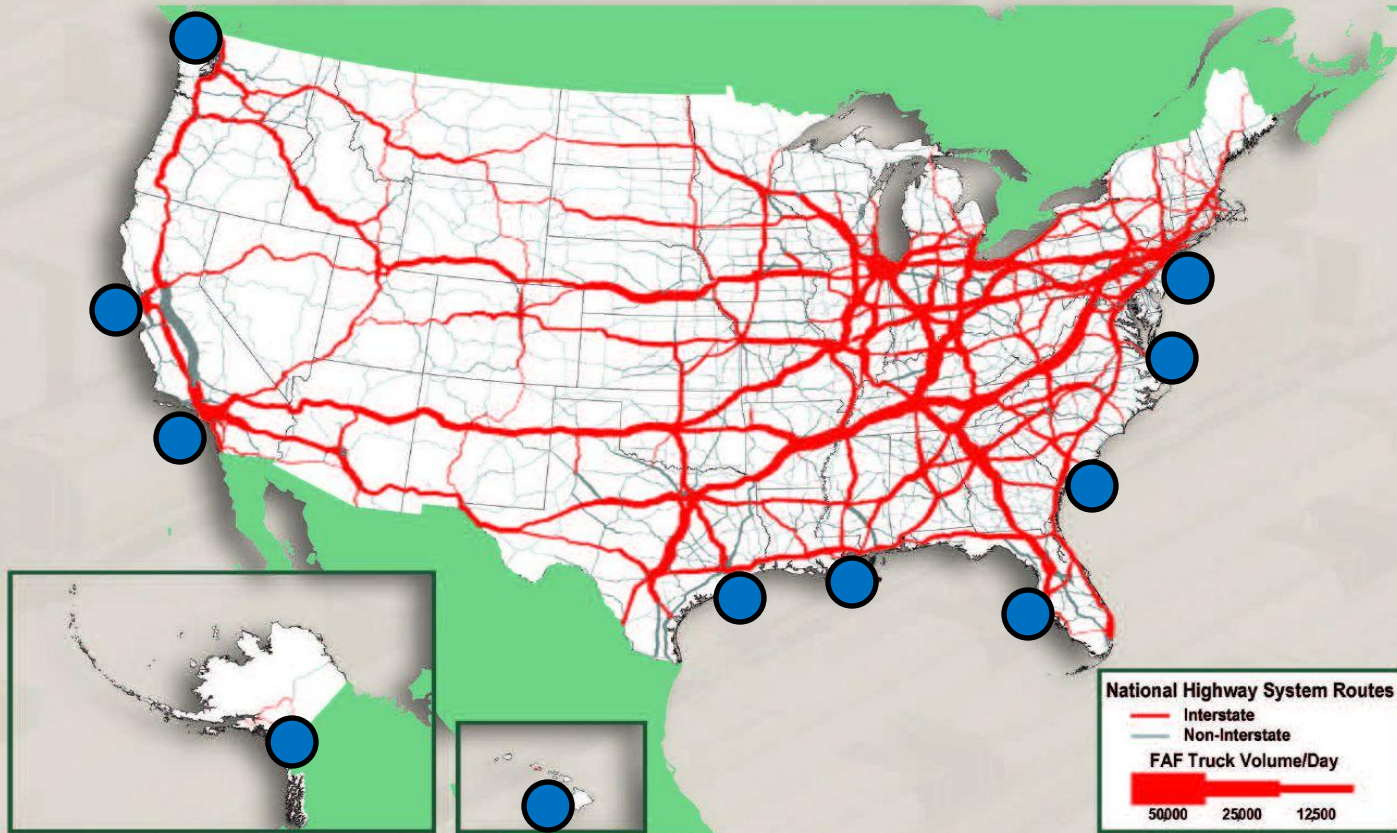


Note: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail.

2007 Truck Volume/Day



Figure 3-5. Average Daily Long-Haul Freight Traffic on the National Highway System: 2007



Note: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail.

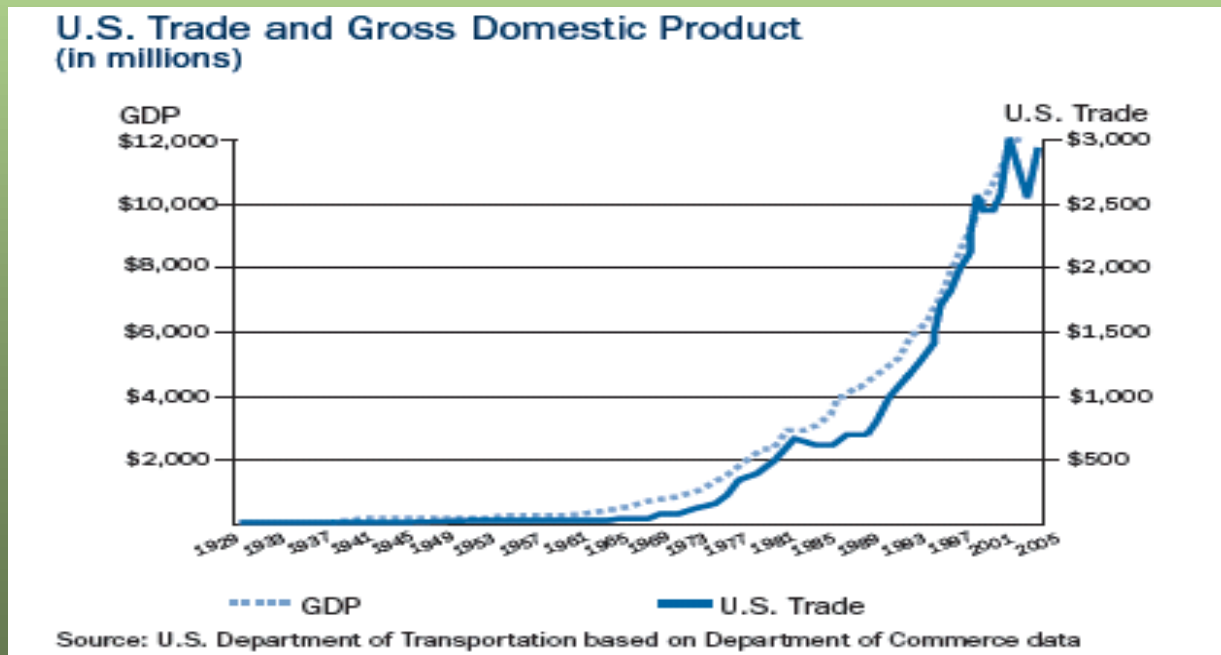
Major U.S. Sea Ports and Long Haul Trucking



Ports Contribute to the Economy

Vessels that transport cargo through U.S. seaports move **99.4 percent of the nation's overseas trade** by volume, and 65.5 percent by value.

("Port-Related Infrastructure Investments Can Reap Dividends," by Kurt Nagle, President and CEO of AAPA. Industry Today, Vol 14, Issue 3)



Ports Contribute to U.S. Jobs

Direct and indirect annual impact of the U.S. port industry includes **13.3 million jobs**, accounting for \$649 billion in personal income. This includes **1,325,531 direct, indirect and induced jobs** within the port sector alone.

(Source: AAPA (www.aapa-ports.org/files/PDFs/facts.pdf))



Port Challenges: **Failure to Act**

American Society of Civil Engineers Failure to Act Report - 13 Sep 2012.

Continued level of investment will cost 178,000 jobs/year and \$4 Trillion by 2040.

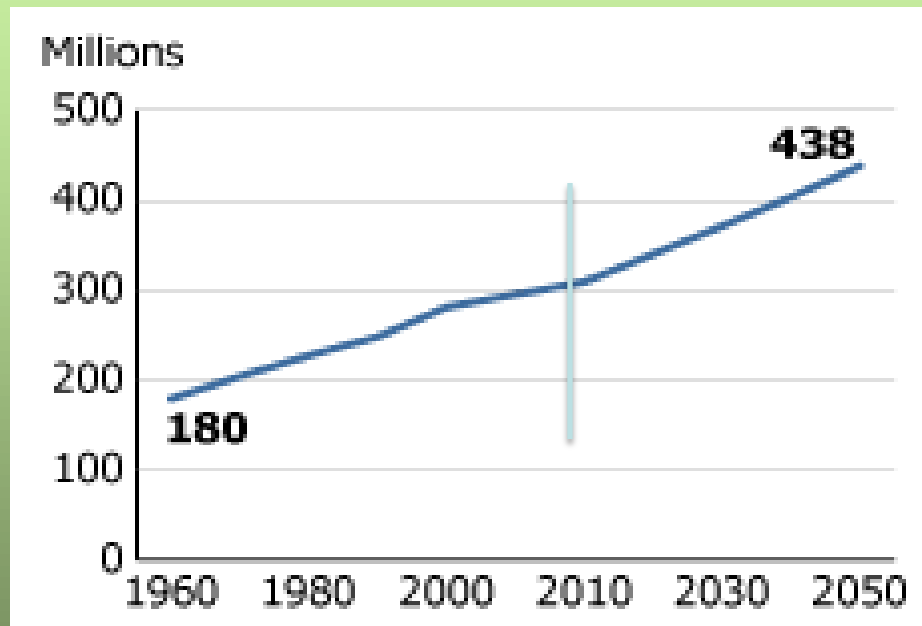
During a National Port Summit hosted by Transportation Secretary Ray LaHood, participants made it clear that **port infrastructure suffers from a lack of focused and systematic investment.**

(Second National Port Summit, April 21, 2011, Chicago, IL.)



Port Challenges: **A Growing Population Will Stress Capacity**

U.S. Population Growth Projection



Source: Jeffery S. Passel and D'Vera Cohn, *U.S. Population Projections: 2005-2050* (Washington, DC: Pew Research Center, February 14, 2008)

Port Concerns:

- Absence of a Federal Freight and Maritime Strategy
- Funding Gaps in Infrastructure Repair and Improvements
- Inadequate Links to Major Corridors (road, rail, Marine Highway)
- Slow and Underfunded Channel Dredging
- Environmental and Permitting Gridlock



DOT Proposed Port Infrastructure Development Program Framework

Legislation: Authorizes Port Infrastructure Development Program
(2010 National Defense Authorization Act (PL 111-84))

Purpose: Promote, Encourage, Develop Ports and Transportation Facilities in Connection with Water Commerce

- Secretary of Transportation, through the Maritime Administrator **“shall establish a port infrastructure development program for the improvement of port facilities.”**
- Provide technical assistance as needed for project planning, design and construction.
- Coordinate with Federal agencies to expedite National Environment Protection Act (NEPA)
- Coordinate reviews or requirements with local state and federal agencies.
- Receive (Federal, non-Federal, private) funds to further projects.



DOT Proposed Port Infrastructure Development Program Framework

Primary Objective:

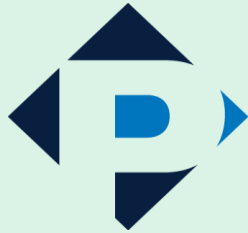
- **Improve state of repair, capacity, efficiency and environmental sustainability of all U.S. ports.**
- Leverage existing programs where possible
- Improve port competitiveness for public (Federal, State and local) and private funds through enhanced planning and engagement

Factors, Goals and Methodologies to Consider

- Ensure Federal role is appropriate to circumstances – Right Size, not Super Size
- Competition among/between ports is essential – minimize impact
- Program must be effective with no new Federal Funds – New money only increases scope of program benefits.
- Address the real challenges ports face, not perceived - Consensus
- Program should benefit all ports, not just a select few.

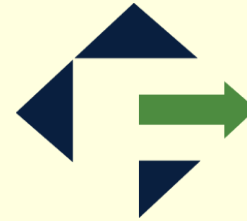


DOT Proposed Port Infrastructure Development Program Framework



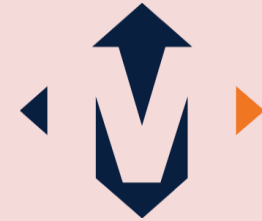
Category I Planning & Engagement

All Ports
Low Federal Oversight
No Market Interference



Category II Financing

Limited No. of Ports
Moderate Federal Oversight
Minimal Market Interference



Category III Project Management

Very Few Ports
High Federal Oversight
Minimal Market
Interference

A. Guidelines & Data:

Sector advocate through analysis & showcasing opportunities/consequences regarding port role/investment

B. Assistance:

Direct **support to individual ports** (upon request)

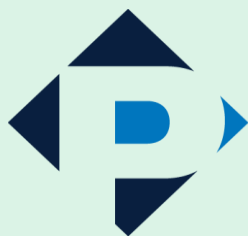
Financing:

Direct **funding support** via existing/future programs

Project Mgt:

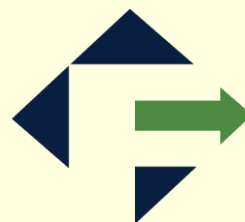
Increased Federal **project assistance** where unique Federal interest exists

PHASE I Implementation



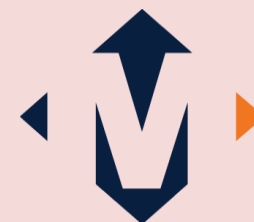
Category I Planning & Engagement

All Ports
Low Federal Oversight
No Market Interference



Category II Financing

Limited No. of Ports
Moderate Federal Oversight
Minimal Market Interference



Category III Project Management

Very Few Ports
High Federal Oversight
Minimal Market
Interference

A. Guidelines & Data:

Sector advocate through analysis & showcasing opportunities/consequences regarding port role/investment

Possibilities Include:

- Port Investment Plan Guidelines (With Stakeholders)
- National/Regional Studies and Maritime Impact Analysis

B. Assistance:

Direct support to individual ports (upon request)

- Investment Plan Devel. Support (Possible Planning Grants)
- Delivery of Federal Services (Gateway Offices & HQ)

Financing:

Direct funding support via existing/future programs

- TIGER I-V Grants
- Marine Highway Grants
- Eligible for Port Infra Devel. Fund

Project Mgt:

Increased Federal project assistance where unique Federal interest exists

MARAD Co-Manages

- Project w/Port
- Design Development
- Eligible For PID Fund
- Eligible for Lead Fed. Agency Supp.
- Strict Sel. Criteria
- Investment Plan Req'd
- Project Clearly Defined

MARITIME ADMINISTRATION PROJECTS



- ARRA Grants
- TIGER FY 2010
- TIGER FY 2012
- TIGER FY 2009
- TIGER FY 2011
- TIGER FY 2013

MARITIME ADMINISTRATION PROJECTS



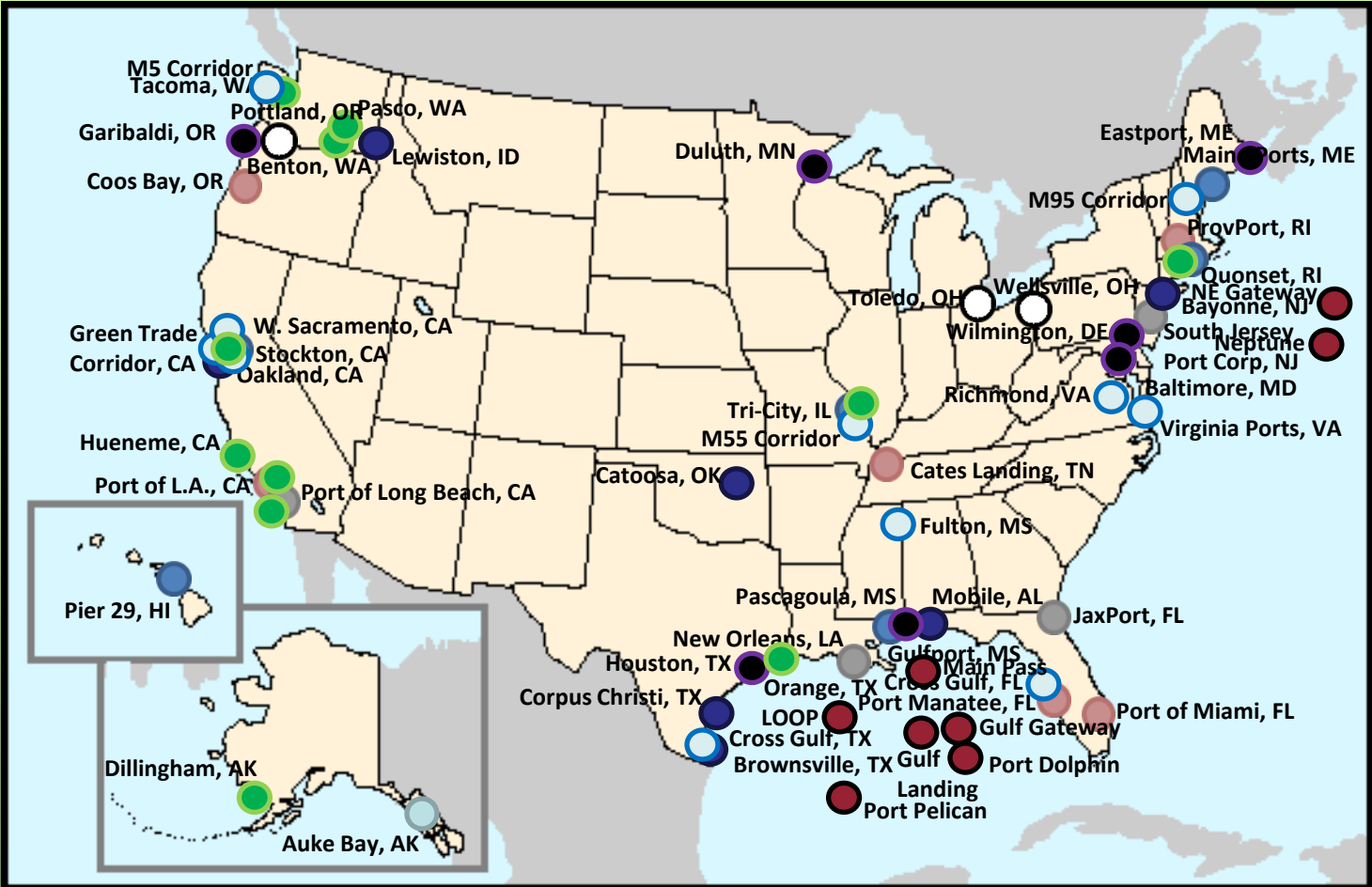
- ARRA Grants
- TIGER FY 2010
- TIGER FY 2012
- Marine Highway
- TIGER FY 2009
- TIGER FY 2011
- TIGER FY 2013

MARITIME ADMINISTRATION PROJECTS



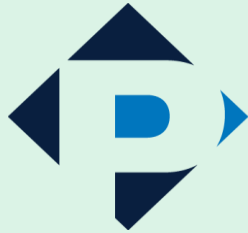
- ARRA Grants
- TIGER FY 2010
- TIGER FY 2012
- Marine Highway
- TIGER FY 2009
- TIGER FY 2011
- TIGER FY 2013
- Port Conveyance

MARITIME ADMINISTRATION PROJECTS



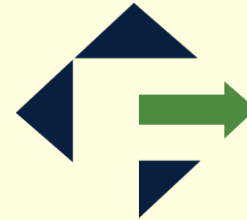
- ARRA Grants
- TIGER FY 2009
- TIGER FY 2010
- TIGER FY 2011
- TIGER FY 2012
- TIGER FY 2013
- Marine Highway
- Port Conveyance
- Deep Water Ports

Future Phase Implementation



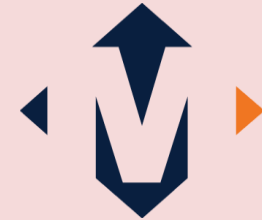
Category I Planning & Engagement

All Ports
Low Federal Oversight
No Market Interference



Category II Financing

Limited No. of Ports
Moderate Federal Oversight
Minimal Market Interference



Category III Project Management

Very Few Ports
High Federal Oversight
Minimal Market
Interference

A. Guidelines & Data:

Sector advocate through analysis & showcasing opportunities/consequences regarding port role/investment

Possibilities Include:

- Port Investment Plan Guidelines (With Stakeholders)
- National/Regional Studies and Maritime Impact Analysis
- **Strategic Asset Management Guidelines (With Stakeholders)**
- **Port/Terminal Ops Guidelines for AMH (With Stakeholders)**
-

B. Assistance:

Direct support to individual ports (upon request)

- Investment Plan Devel. Support (**Additional Planning Grants**)
- **Coordination Assistance with State, MPO, Local authorities**
- Delivery of Federal Services (Gateway Offices & HQ)

Financing:

Direct funding support via existing/future programs

- TIGER I-V Grants
- Marine Highway Grants
- **Other Future Grant Programs**
- **Assistance with Loans/Loan Guarantees**
- Eligible for Port Infra Devel. Fund
- **(Through Planning) Support from States/MPOs and private sources.**

Project Mgt:

Increased Federal project assistance where unique Federal interest exists

- MARAD Co-Manages Project w/Port
- Design Development
- Eligible For PID Fund
- Eligible for Lead Fed. Agency Supp.
- Strict Sel. Criteria
- Investment Plan Req'd
- Project Clearly Defined

Questions?



StrongPorts

U.S. Department of Transportation

Roger Bohnert, Deputy Associate Administrator
Roger.Bohnert@dot.gov