



Maritime Administration

Marine Terminal management Training **15 September, 2015**

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Office of Intermodal System Development

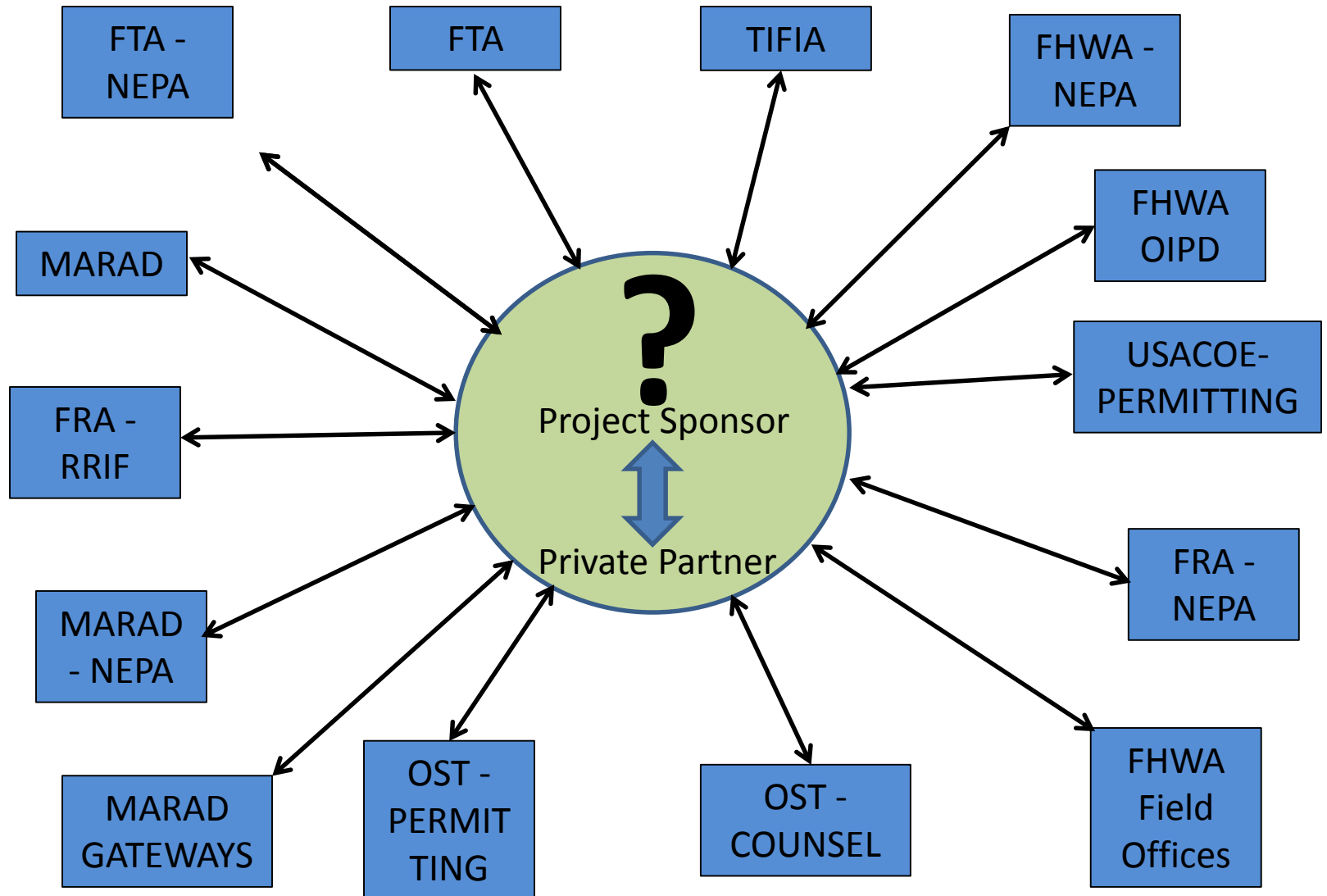
MARAD National Maritime Strategy

- Expand U.S. International Gateway Ports
- Improve Domestic Waterborne Transportation
- Strengthen Capabilities Essential to Economic/
National Security
- Modernize the Maritime Workforce
- Drive Maritime Innovation

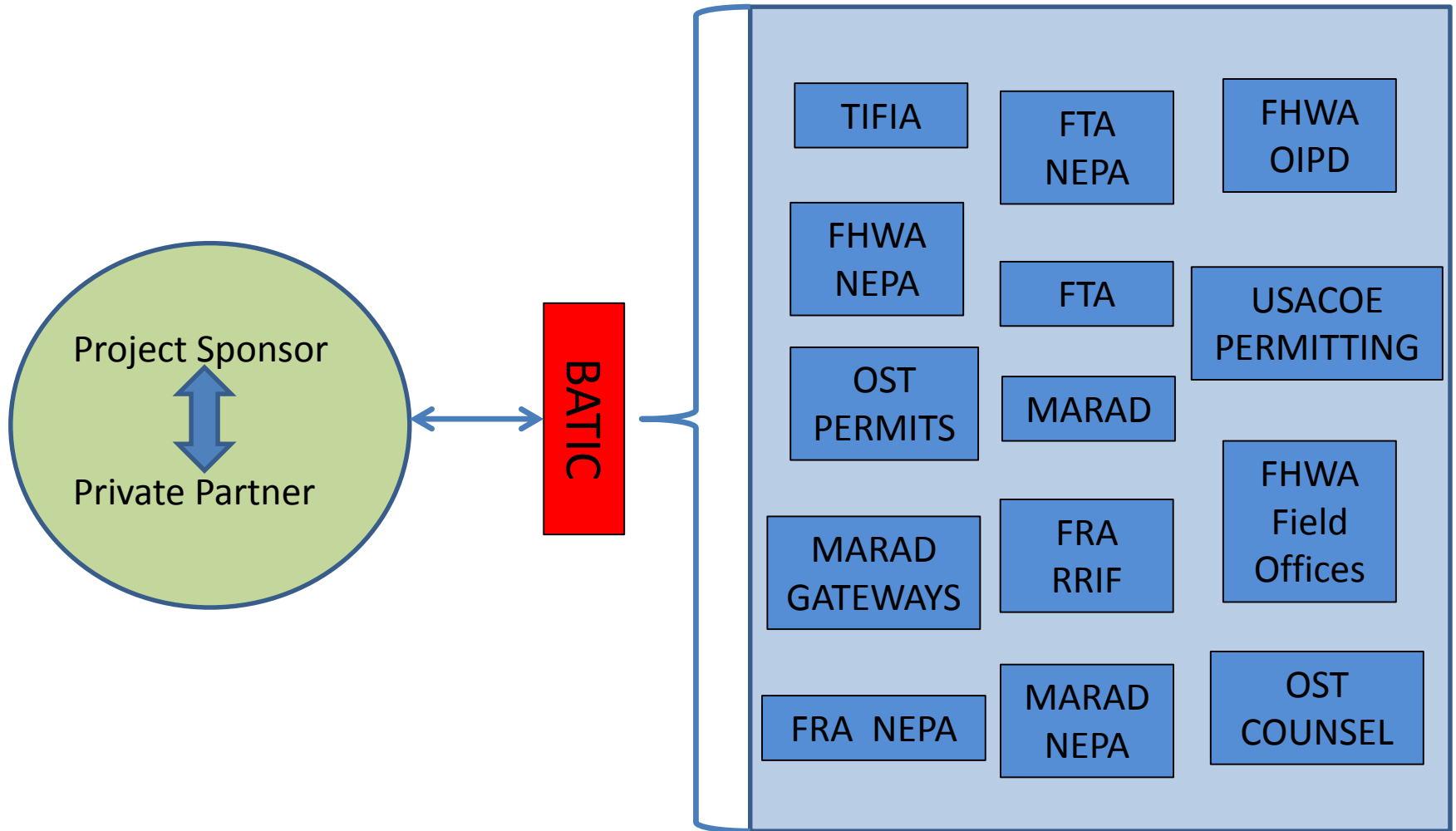


Single point of contact and coordination for states, municipalities and project sponsors seeking federal transportation expertise, federal transportation credit programs and ways to access private capital in public private partnerships.

Current State



Desired State



How BATIC Helps Projects

BATIC addresses the procedural, permitting and financial barriers to increased infrastructure investment and development by:

- Intervening earlier in project lifecycles,
- Actively helping sponsors navigate and accelerate the often complex federal permitting and procedural requirements,
- Centralizing project coordination and
- Cultivating public private partnerships
- BATIC drives efficiencies and creates further financing optionality for projects in a shorter timeframe helping to accelerate the repair and development of critical US transportation infrastructure.



StrongPorts

SM

Intermodal System Development

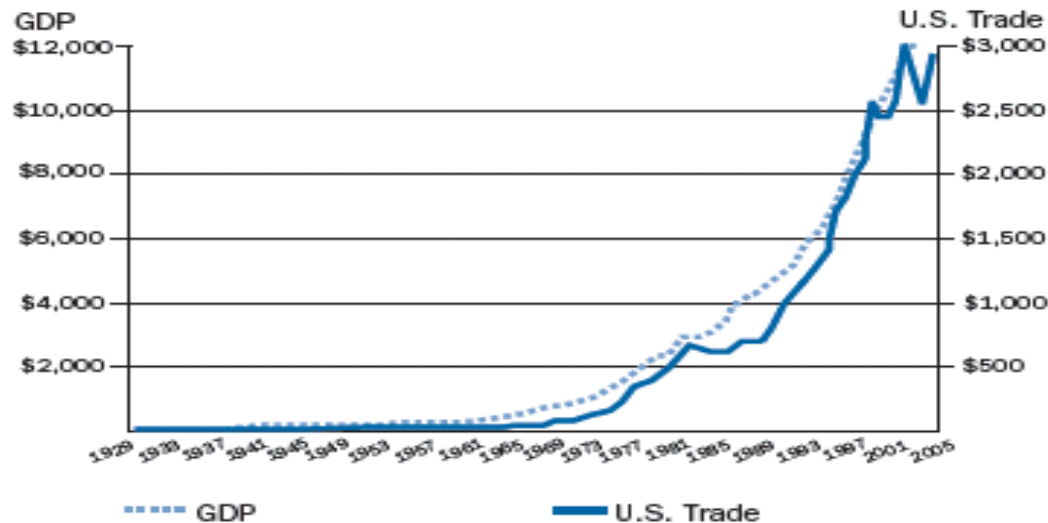
- **Vision:** *A capable, connected system – water, road and rail - to benefit every American.*
- **Mission:** *Improve the Maritime Transportation System, including Ports, Connectors and Marine Highways through Investment, Integration and Innovation to meet the current and future needs of the Nation.*

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)

**U.S. Trade and Gross Domestic Product
(in millions)**



Source: U.S. Department of Transportation based on Department of Commerce data

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.**

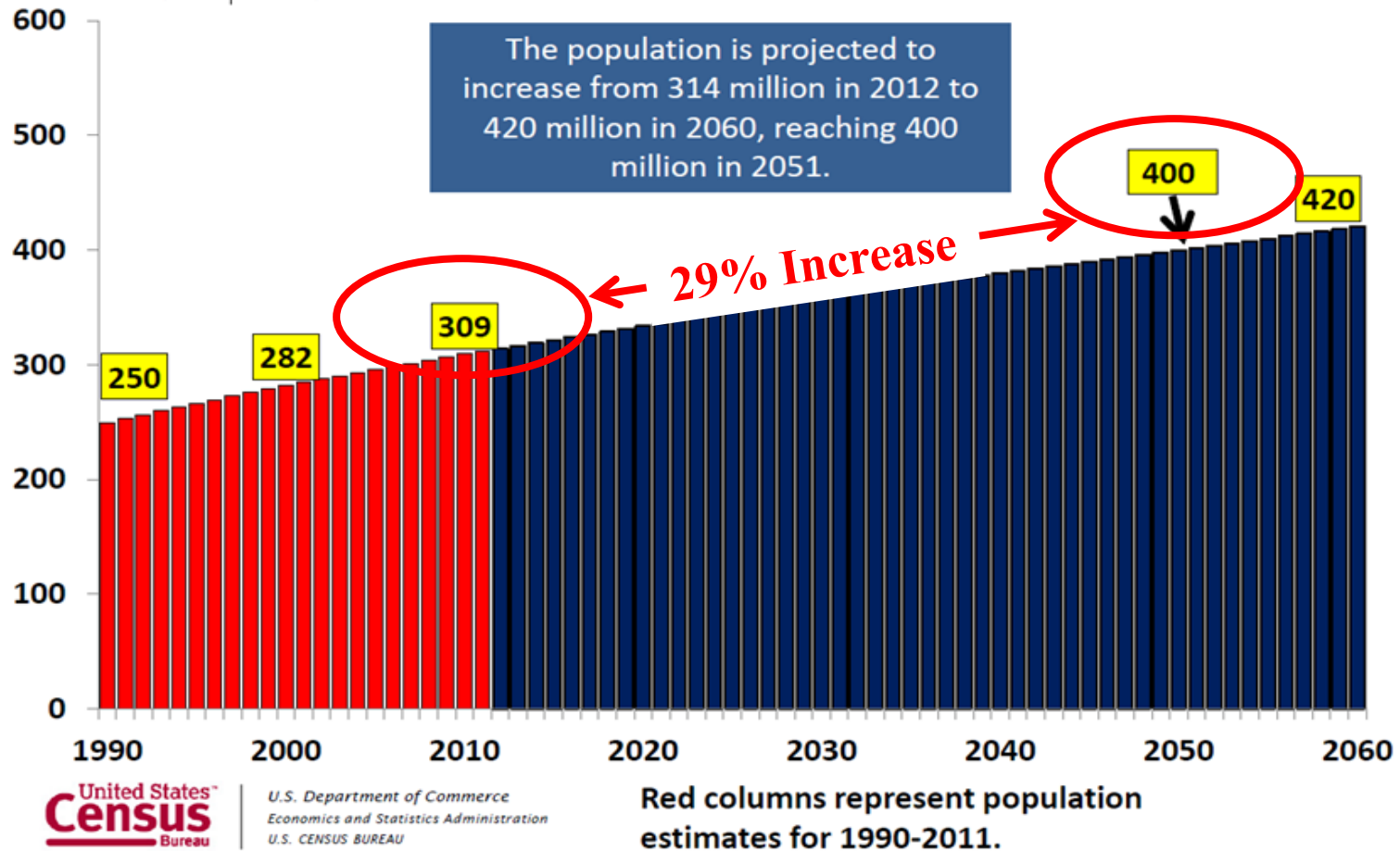
(Second National Port Summit, April 21, 2011, Chicago, IL.)



Port Challenges: A Growing Population Will Stress Capacity

United States Population: 1990 to 2060

Numbers (in millions)



Source: Jennifer Ortman. A Look at the U.S. Population in 2060. U.S. Census Bureau, Population Division. December 14, 2012. http://www.census.gov/newsroom/cspan/pop_proj/20121214_cspan_popproj.pdf

Port Challenges: A Growing Population Will Stress Capacity

How does a 29% Population Increase Impact U.S. Ports?

It Requires the Movement of 14 Billion More Tons of Freight:

- 10 Billion Tons Domestically
- 4 Billion Tons Internationally

DOT Proposed Port Infrastructure Development Program Framework

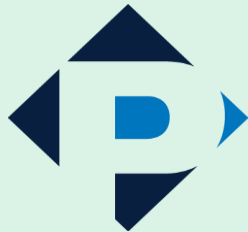
Legislation: Authorizes Port Infrastructure Development Program
(2010 National Defense Authorization Act (PL 111-84))

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.

StrongPorts Video #3

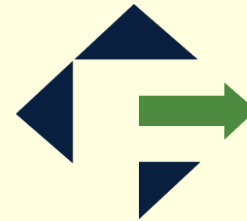
PHASE I Implementation



Category I Planning & Engagement

All Ports

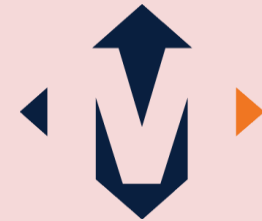
Low Federal Oversight
No Market Interference



Category II Financing

Limited No. of Ports

Moderate Federal Oversight
Minimal Market Interference



Category III Project Support

Very Few Ports

High Federal Oversight
Minimal Market Interference

A. Guidelines & Data:

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

Activities Include:

- Planning & Investment Toolkit (With AAPA/Stakeholders)
- National/Regional Studies and Maritime Impact Analysis
- Panama Canal Study

B. Assistance:

Direct support to individual ports (upon request)

- Dedicated Staff With MPO Experience
- PortTalk Initiative
- Delivery of Federal Services (Gateway Offices & HQ)

Financing:

Direct funding/financing support via existing/future programs

- New Port Finance Agent
- TIGER I-VII Grants (\$500M+)
- TIFIA Loans*
- RRIF Loans*
- Public-Private Partnerships*
- Eligible for Port Infra Devel. Fund
- Port Conveyance Program

Project Support:

Increased Federal project assistance where unique Federal interest exists

- TIGER Grant Oversight
- MARAD Co-Manages Project w/Port
- ✓ Strict Sel. Criteria
- ✓ Eligible For PID Fund
- ✓ Eligible for Lead Fed. Agency Supp.

* Denotes activities conducted THROUGH BATIC

Authority: 46 USC, Section 50302

MARITIME ADMINISTRATION PROJECTS



- TIGER FY 2009
- TIGER FY 2010
- TIGER FY 2011
- TIGER FY 2012
- TIGER FY 2013
- TIGER FY 2014
- Marine Highway
- Port Conveyance
- Deepwater Ports

Questions



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