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
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
- 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
Off-Dock Terminals

- 210 Acre Private Terminals
- 15 Acres Port Owned
- Embedded in the Community
Our Customers Make Us Thrive

- BMW
- CERES
- CHIQUITA
- DCOR
- DELMONTE
- GAPS
- NYK
- PXP
- WWL
- NRC
- YARA
- MSRC
- 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
Historical Cargo Throughput
Economic Activity

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

Re-Spending & Local Consumption
Total $297.5 Million

- Direct Business Revenue (The Port's direct activity)
  $281.2 Million

- Related Business Output (Supermarkets, Auto Dealers, etc.)
  $442.6 Million

Related to Maritime Activity from the Port
Total $723 Million

The Port of Hueneme
Job Creation

Total Jobs Related to Port Activity = 9,448

Direct - 2,277 Jobs
(Jobs supported by local purchases of those directly employed by the Port)

Induced - 2,727 Jobs
(Local jobs supported by purchases for equipment, office supplies, etc.)

Indirect - 620 Jobs
(Jobs at places such as auto dealerships, markets that are specifically related to port cargo, but not necessarily at risk without the Port. These jobs and companies would feel adverse economic impact without the Port.)

Direct, Induced and Indirect Jobs
Total 5,624

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

Port of Hueneme
$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
December 19, 2007
Energy Policy Act Calls for SSS 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
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 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?
## PORT Survey

**Respondents**

<table>
<thead>
<tr>
<th>Region</th>
<th>Respondents</th>
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<tr>
<td>Gulf</td>
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<td>West Coast</td>
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### 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?

- **Yes**: 2%
- **No**: 98%

### Question 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%

### 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?

- **Yes**: 20%
- **No**: 5%
- **N/A**: 75%

### 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?

- **Yes**: 20%
- **No**: 5%
- **N/A**: 75%
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%
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%
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%
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%
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