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

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
Legislation: Authorizes Port Infrastructure Development Program 

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.
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**

---

Authority: 46 USC, Section 50302
### 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)

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

### Financing:

Direct funding support via existing/future programs

**Possibilities Include:**
- TIGER I-V Grants
- Marine Highway Grants
- Eligible for Port Infra Devel. Fund

### Project Mgt:

Increased Federal project assistance where unique Federal interest exists

**Possibilities Include:**
- MARAD Co-Manages Project w/Port
- Design Development
- Eligible For PID Fund
- Strict Sel. Criteria
- Investment Plan Req’d
- Project Clearly Defined
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)

  Possibilities Include:
  - 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

  Possibilities Include:
  - 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

  Possibilities Include:
  - MARAD Co-Manages Project w/Port
  - Design Development
  - Eligible For PID Fund
  - Strict Sel. Criteria
  - Investment Plan Req’d
  - Project Clearly Defined

Authority: 46 USC, Section 50302
Questions?

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