Maritime Administration

Marine Terminal management Training

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Roger Bohnert – Deputy Associate Administrator
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

- FTA - NEPA
- MARAD
- FRA - RRIF
- MARAD - NEPA
- MARAD GATEWAYS
- OST - PERMITTING
- OST - COUNSEL
- FHWA - NEPA
- FHWA OIPD
- USACOE-PERMITTING
- FRA - NEPA
- FHWA Field Offices
Desired State

- TIFIA
- FHWA NEPA
- OIPD
- MARAD
- OST PERMITS
- FRA RRIF
- MARAD NEPA
- FRA NEPA
- FHWA Field Offices
- USACOE PERMITTING
- OST COUNSEL

Project Sponsor

Private Partner
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.
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)
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)

The population is projected to increase from 314 million in 2012 to 420 million in 2060, reaching 400 million in 2051.

29% Increase

1990  2000  2010  2020  2030  2040  2050  2060

Red columns represent population estimates for 1990-2011.

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

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

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

## Category II: Financing

### Limited No. of Ports
- Moderate Federal Oversight
- Minimal Market Interference

### Projects Support:
- Increased Federal project assistance where unique Federal interest exists

### 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

## Category III: Project Support

### Very Few Ports
- High Federal Oversight
- Minimal Market Interference

### Activities Include:
- Sector advocate through analysis & showcasing opportunities/consequences regarding port role/investment

### Guidelines & Data:

### Assistance:

### Direct support to individual ports (upon request)
- Dedicated Staff With MPO Experience
- PortTalk Initiative
- Delivery of Federal Services (Gateway Offices & HQ)

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* Denotes activities conducted THROUGH BATIC

Authority: 46 USC, Section 50302
Questions

Roger Bohnert, Deputy Associate Administrator

Roger.Bohnert@dot.gov