

2009 Waterways Symposium
***“The Importance of the Transportation
Equity Act Reauthorization to Navigation”***

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Alliance of the Ports of Canada, the Caribbean, Latin America and the United States

Seaports
Deliver
Prosperity

American Association of Port Authorities
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AAPA Overview



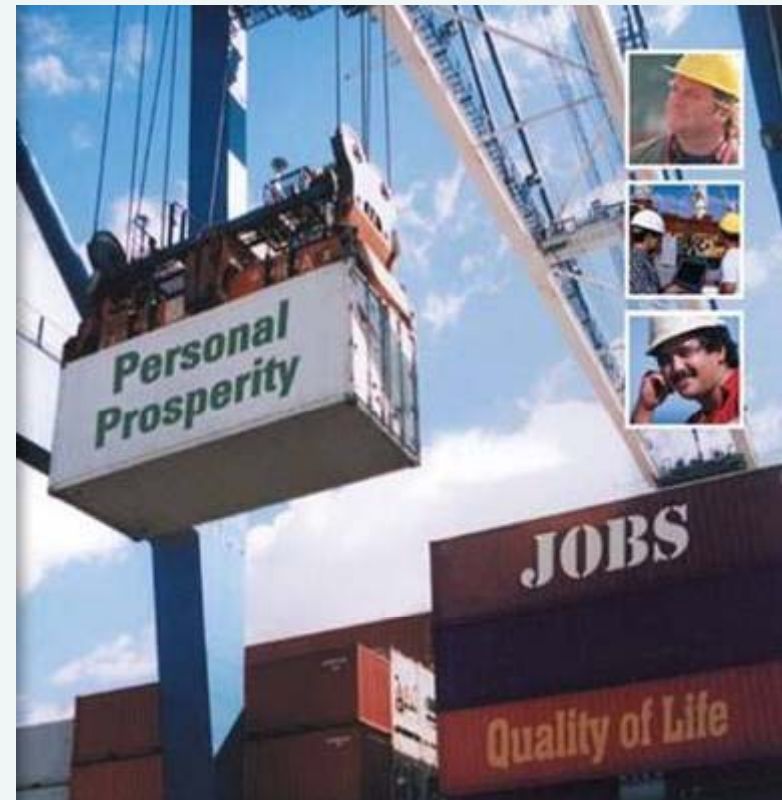
***Committed to keeping seaports
navigable/secure/sustainable***

- ***AAPA a hemispheric alliance of 160 port authorities; 86 in U.S.***
- ***Members include 300 related organizations***
- ***Association promotes info sharing/education & training***

Seaports Deliver Prosperity

For centuries, seaports have served as a vital economic lifeline

- ***In 2007, U.S. seaports generated \$3.2 trillion of business activity and supported 13.3 million high-paying jobs***
- ***99.6% of U.S. overseas imports & exports moves through seaports***
- ***International trade now generates more than 1/4 of U.S. GDP***
- ***Seaports spend >\$2 billion/year on infrastructure, but investment needed in connections on land- and waterside***



Seaports are a Vital Freight Moving Asset

Modern, safe, navigable shipping channels crucial to international trade & national economic prosperity

- *Larger vessels need deeper, wider channels*
- *Harbor Maintenance Tax not fully utilized*
- *HMT a disincentive for using America's marine highways*
- *More federal investment needed to help keep U.S. competitive globally*



Navigation Dredging Policy Reform Needed For Coastal and Inland Waterways

Among the key issues on the dredging front are...

- ***Make full use of HMT to maintain federal channels at required depths & widths***
- ***Increase federal appropriations for channel deepening, widening & studies***
- ***Consolidate dredge permitting activities into one comprehensive permit for federal & local projects***
- ***Expedite stand-alone permits for dredging & infrastructure improvements***



Making Freight Transportation A Priority

Modern goods movement infrastructure is vital to international trade, America's economic prosperity

- ***Investing in freight transportation infrastructure imperative for meeting nation's economic demands***
- ***For the industry, AAPA supports a national freight policy & funding for projects/corridors of national/regional significance***
- ***AAPA also supports funding for marine highways***
- ***IRPT now considering similar positions on surface transportation reauthorization***



AAPA's Surface Transportation Reauthorization Guiding Principles

Create a National Freight Program that . . .

- *Funds projects & corridors of national/regional significance*
- *Funds intermodal freight corridors*
- *Allows ports to apply directly for project funds*
- *Requires state/MPO level expertise on freight transportation & marine highway alternatives*

AAPA's Surface Transportation Reauthorization Guiding Principles

Program Reform should . . .

- *Consolidate existing 108 programs, including one focused on freight transportation*
- *Establish multi-modal freight office in U.S. DOT*

Project Delivery should . . .

- *Address environmental review inefficiencies*
- *Address NEPA redundancies*
- *Delegate NEPA responsibilities to state agencies*

AAPA's Surface Transportation Reauthorization Guiding Principles

Develop marine highways that alleviate highway congestion & improve environmental sustainability through . . .

- *HMT exemptions for port-to-port cargoes, including container-on-barge*
- *Federal funding support for short-sea shipping services*
- *Incentives for shippers (e.g., green tax credit)*
- *Development of expertise at state/MPO level on marine highway alternatives/benefits*

AAPA's Surface Transportation Reauthorization Guiding Principles

Funding freight infrastructure investments will be challenging, but not impossible

- *Combination of funding mechanisms likely required*
- *If freight trust fund created, must be fully spent on freight mobility*
- *Shouldn't disadvantage U.S. exports or U.S. ports' competitiveness*

Inland Ports Connect With Seaports

Example: Big Pasco Industrial Center, Pasco, Wash.

- ***Multimodal rail/barge port links to Port of Portland***
- ***BNSF intermodal rail hub links to ports of Seattle & Tacoma***
- ***600-acre industrial center features manufacturing, packing, assembly & distribution plants***
- ***To add BNSF east spur & second multi-use track to meet increased demand for rail-served property, port seeking \$1.8M in federal funds.***
- ***Federal funding would supplement \$5.4M in state funds from 2005.***



Inland Ports Connect With Seaports

Example: International Port of Memphis

- ***2nd largest shallow-draft port on Mississippi River; 4th largest in U.S.***
- ***“Last mile” improvements needed for congested I-22 corridor connecting to Birmingham, Ala.***
- ***A third Mississippi River bridge needed to handle glut of freight***
- ***Port also wants to build container-on-barge terminal for cotton exports***
- ***Navigation channel maintenance dredging “never quite adequate”***



Inland Ports Connect With Seaports

Example: Port of Pittsburgh

- *Encompasses nearly all 200 miles of commercially navigable waterways in SW Pennsylvania*
- *Supports >200 river facilities and barge industry service suppliers*
- *Cargoes include petroleum products, coal, chemicals, fertilizers, forest products & manufactured goods*
- *“Last mile” connection improvements, such as increasing bridge clearances for trucks, needed at most port-owned terminals*
- *Port requesting \$35M TIGER grant for Waterway-Intelligent Transportation System (W-ITS) nationwide network*



Seaports Deliver Prosperity

- *Ports are our economic lifeline with the world*
- *They provide jobs, goods, choices, security, environmental stewardship & more*
- *Port infrastructure investment will aid in our economic recovery and long-term prosperity*

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