

MARINE TRANSPORTATION SYSTEM REGIONAL DIALOG SESSION

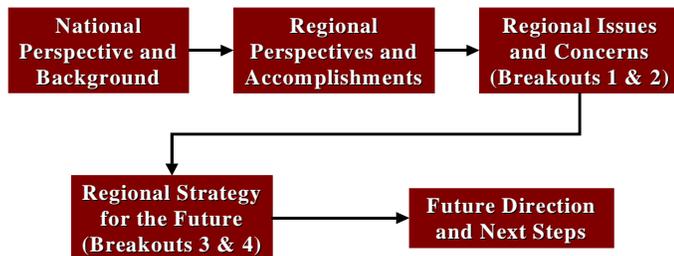
Philadelphia, PA

June 12, 2000



MTS Session Held in Northeast Region

Over 70 public and private sector participants from throughout the Northeast Region convened at EPA Region III Headquarters for the third of seven Marine Transportation System (MTS) Regional Dialog Sessions. These sessions are designed to help regional groups develop strategies for addressing regional maritime transportation issues. Port directors, terminal operators, cargo and passenger vessel operators, shippers, pilots, and representatives from federal, state and local agencies identified, discussed, and proposed strategies about wide-ranging issues affecting marine transportation in the Northeast Region. Participants heard reports from national and regional leadership and broke into small groups to identify and clarify regional issues and recommend mechanisms for addressing issues from the regional perspective.



The MTS Dialog Session structure gives participants opportunities to listen and to speak.

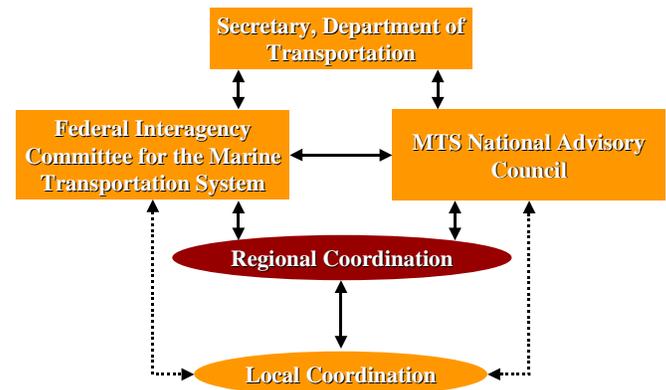
Federal Leadership Sets Context for Regional Discussion

Dennis Rochford, President of the Maritime Exchange for the Delaware River and Bay, welcomed the attendees and noted that the priorities for his organization probably reflected the priorities throughout the Northeast. Those priorities were: dredging; navigational safety; and public/private partnerships.

The MTS Vision: "The U.S. Marine Transportation System will be the world's most technologically advanced, safe, secure, efficient, effective, accessible, globally competitive, dynamic and environmentally responsible system for moving goods and people."

Captain Ted Lillestolen, Deputy Assistant Administrator, National Ocean Services, NOAA, gave attendees the MTS vision and told them how important the MTS initiative is to the Administration and Transportation Secretary Rodney Slater. Capt. Lillestolen encouraged the attendees to work together with their federal partners on issues that transcend traditional geographic, functional, and organizational boundaries. He noted another key point from the original listening session (held in New York about two years earlier) was that there is no one, single agency that can address all of these issues. Moreover, there is considerable overlap among federal, state, and local agencies.

Captain Mark Johnson, Chief, Waterways Management Policy and Planning, USCG, gave the audience an update on what the federal government and its industry partners are doing at the national level to promote marine transportation system initiatives. Capt. Johnson noted that it is uncommon for agencies to come together in an unmandated and unfunded manner to work toward a common goal with the private sector. What are now needed are mechanisms that provide communication and coordination at the regional level.



Regional coordination is essential to successful implementation of MTS initiatives

CAPT Johnson discussed seven areas addressed in the MTS Report to Congress where action is needed to achieve the MTS vision. These areas were:

- Coordination
- Funding
- Competitiveness & Mobility
- Improving Awareness
- Information Management & Infrastructure
- Security
- Safety & Environmental Protection

Capt. Johnson also directed the participants to visit a new website that is being developed for use by the various Harbor Safety Committees (HSC) to keep people informed of their activities and to post the minutes of their various meetings. That site is: www.cga.edu/harborsafetyweb. Be sure to check it out the next time you are on the Internet.

Mr. Charles Kurz, Vice President of Keystone Shipping, concluded the opening discussions. Mr. Kurz also serves on the MTS National Advisory Council. He emphasized the need for everyone in the room to view themselves as stakeholders in the MTS and “to get the word out about MTS.” He challenged the attendees to get involved in MTS, become more aware of the programs, tell the story, and make the Philadelphia region the model for the rest of the country to follow. MTS awareness will not happen overnight and it begins with the efforts of everyone in the room.



Charles Kurz, Vice President of Keystone Shipping and member of the MTS National Advisory Council, challenges participants to become involved in developing and promoting the MTS.

Speakers Provide Context for Examining Regional Issues

To help set the context for the breakout groups in identifying potential regional issues, **Mr. Frank McKeon**, Director, North Atlantic Region, U.S. Maritime Administration (MARAD), reviewed some of the history leading up to this Regional Dialogue Session. Two years ago, listening sessions were conducted in seven regions across the nation. These listening sessions identified a wide variety of issues that are probably still relevant today, such as: the need to double port capacity by the year 2010; the need to understand that national interests are best viewed as a collection of local interests defined by international competition; the need for up-to-date and accurate hydrographic data and charts; the need for increased funding to support the MTS; and the need to educate the general public, as well as government and key industry groups. Mr. McKeon updated the participants with a discussion of the positive outcomes resulting from those sessions:

- A conference with Secretary Slater in Warrenton, VA
- TEA-21, with intermodalism as a cornerstone
- Formation of the USDOT MTS Management Council
- Formation of a National Council, and
- An MTS conference at the Coast Guard Academy

Mr. Frank Hamons, from the Port of Baltimore, provided a port perspective for consideration by the participants. He stressed that ports are “international, regional, and local.” They have problems that must be dealt with in all those contexts and in a highly competitive environment. Mr. Hamons stressed that the private sector is hard to mobilize unless they can see the issue in a profit/loss context. The Port of Baltimore has advanced meetings/committees and interactions with the private sector in an effort to determine and uncover problem areas. Some of the problem areas, delineated in Baltimore but which should be common to most large ports, include the following:

- Providing real-time current, tidal, weather prediction information
- Staying technologically competitive
- Researching ballast water treatment systems
- Managing and using dredged materials

Ports need a solid information base to make decisions in order not to be swayed by politics and operate in a reactionary mode.

Rounding out the morning session, **Mr. Bradley Campbell**, the EPA Region III Administrator, welcomed the participants and reflected on the issues that he felt the MTS faced. Issues of concern from the EPA perspective included dredging and the disposal of the dredged materials, the problem of ballast water, and better coordination and communication among the multiple government and private agencies and the general public. Modernizing and improving MTS can only be accomplished by giving proper attention and consideration to the environment

Panelists Describe Successful Regional Coordination Efforts

CDR Steve Barnum, OCS/NOAA, discussed the USCG and Penobscot Bay and River Pilots project work in early 1998 for identifying and charting a deep draft route in Penobscot Bay. While this work technically took place prior to the listening sessions, CDR Barnum viewed this joint agency and private partnership as an example of outstanding regional coordination and cooperation. This work involved working with three different sets of constituents: fishermen; deep draft ships; and recreational boaters. The process allowed the USCG and NOAA to obtain the authority needed to chart the deep draft route without going through the conventional rulemaking process. The process took less than one year and created a route that 99% of the pilots now follow, making the bay safer for all concerned. The local maritime communities, especially the Penobscot Bay and River Pilots, worked hard on an outreach and education program, using professionally created brochures to reach the public in new and engaging ways.

Ms. Susan Howland, from the Delaware River Marine enterprise Committee (DRMEC), reported on the Philadelphia Agile Port Process. The focus of this effort is to address inland ship management procedures in order to allow for full capabilities of high-speed ships. The agile port concept calls for leveraging private shipping assets by the government during times of war or limited deployment. DRMEC is working in partnership with educational institutes and government agencies to create partnerships with the commercial industry. While looking for technology solutions to the deployment problem, it is important to be aware of environmental sensitivities and improve intermodal coordination. A website available that describes the agile port program: www.transystems.com.

Breakout Groups Consider Regional Issues

Informed by presentations on the national MTS initiatives and successful regional coordination efforts, participants divided into four groups to review, clarify, augment, and expand issues of regional significance. Each breakout group was composed of a diverse representation of industry and government sectors so that multiple perspectives were present. After reviewing issues from previous regional listening sessions and reflecting on the comments from the regional speakers and panelists, each breakout group prepared a list of issues they felt needed to be addressed through regional coordination and cooperation. Session facilitators organized the individual list of issues into categories for report-out.



Breakout groups discussed regional coordination needs and identified issues requiring regional coordination and cooperation

Two of the four groups devoted a substantial portion of the breakout discussion to the issue associated with defining the “region” and the need for regional coordination. Several points were made, including:

- A regional should not be always defined geographically, but more likely functionally, economically, or as the

issue is defined. Consequently, it may involve federal, state, and/or local partners.

- While competition among ports and operators keep them from initially collaborating, there are some long-term issues worth coordinating, e.g., dredging, navigational aids, etc.
- Of greater importance is the securing of predictable funding and formulas for allocating existing resources among service providers.

Other groups focused on the following priority regional issues:

- Coordination
- Safety
- Competitiveness
- Environment
- National Security
- Infrastructure
- Outreach/Awareness
- MTS value to economy and community

Breakout Groups Recommend Regional Coordination Strategies

Working again in their four breakout groups, participants identified mechanisms that would help advance regional coordination and cooperation. Each group focused on the triggering question “*What are regional coordination mechanisms or strategies which can address the important issues?*” The breakout groups reported their ideas to a panel of federal and local agencies as well as private industry and port representatives. The major discussion points are:

Safety:

- Expand HSC to include response planners and responders; environmental groups/agencies; local major municipalities
- Include maritime issues in Waterways Management Division programs

Coordination:

- Develop regional MTS task forces of appropriate stakeholders
- Establish routines for regional group communication
- Establish method to identify stakeholders - marketing/advertising/”sales”
- Early involvement of stakeholders at local level – build consensus (e.g., dredge material coordination)

Infrastructure:

- Establish regional port authority that represents entire community
- Develop planning strategies to ensure current and future needs met
- Develop info system to control cargo moves (military and commercial)
- Ensure Metropolitan Planning Organizations adopt MTS in their planning strategies

Environmental:

- Develop forecasts to year 2060 and attempt to ensure balance between environmental and port developers
- Critical needs vs. critical habitats

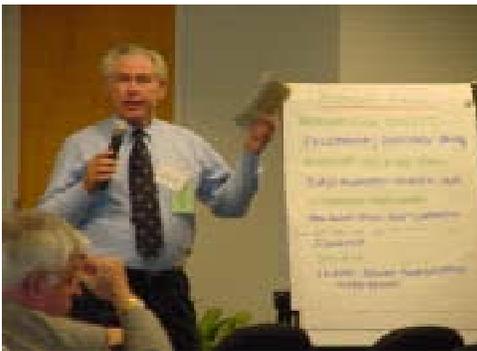
- Comprehensive assessment of impacts and necessary mitigation to proceed

Funding:

- Put federal money behind initiatives (start with Harbor Maintenance Team)
- Private industry/commercial investment should match
- Develop regional strategy to secure funding
- Engage local/regional users to help define needs
- Analyze and publicize how ports affect employment, tax base (current and trends), e.g., MARAD's Port Economic Impact Kit (to be released in Fall 2000) and AAPA
- Identify appropriate congressional MTS committees

Outreach/Awareness:

- Regional MTS website on outreach, education, etc.
- Clearinghouse function for web site (volume and accuracy)
- Mass media – awareness campaign
- Industry champion – lead MTS -- have port authorities create framework for showing MTS value
- Intelligence public officials – develop standard briefing charts and messages
- Develop a regional project identification/coordination (e.g., GIS as a pilot project)
- Multi-agency fed MTS initiative - FCMTS
- Regional contributions to the national MTS vision
- Benchmarking of best practices
- State incentives to drive intermodal coordination
- Develop an MTS strategic plan
- Get information to traffic clubs, industry, GRPS, C&G, e.g., by public/private sector
- Have regional representatives, with the private sector, create outreach function to schools, children's groups about MTS (lawmakers, museums, etc)
- Develop write-up on all NE ports (or in a region) giving facts and advantages to region at a layman's level (like MTS format)
- Create template of talking points and fact sheets (led by the American Association of Port Authorities - AAPA)



Breakout group participant reports on group findings

Listening Panel Responded to Reports

The listening panel representatives responded to the breakout groups' ideas and recommendations by acknowledging the need for a regional vision, a master plan, and a study of infrastructure needs. They recognized the opportunity for pursuing a "systems approach" in the region and pledged their support to the region's effort. They characterized the session as "extremely productive" and reinforced their support for the entire series of regional dialog sessions. Individual comments are summarized below:

Capt Mark Johnson:

- Items identified as regional are very helpful for the overall national prioritization of issues
- Regional vision is important
- Currently studying innovative financing mechanisms
- Looking for collaboration/cooperation/collectivism even under the extreme competition

Kathy Metcalf:

- Vision is federal – answers are local
- Plan can change during implementation
- We need to keep thinking outside the box

Frank Hamons:

- Long term plans need to be revised
- Not always regional – approach is more issue specific
- Primary need is to get local involvement in MTS plan and system; needs to be a bottom-up driven system
- Need to look at the agencies involved in port operations and their missions – try to better integrate processes
- A lot of commonalities in what needs to be done from all the groups
- Everyone needs to be involved – need to get the word out to those players who weren't here today

CDR Steve Barnum:

- Develop concept of marketing "greenports" that shipping is a safe and economic means for transporting and that dredging can sometimes be good for the environment
- Developing speakers pool to get the word out to the public about the importance of the MTS
- Use education to build political clout for MTS
- Local need driven by the local community

Lisa Himber:

- Happy to see all of the major players in the room together
- Take what you learned and go back and report to your constituents/organizations

Mr. John Gazzoda, of Moran Towing Company, made a final remark. He indicated there is a need to attract a broader range of active stakeholders. We need to make MTS a regular part of our business environment and practices. He would commit to working through the National Association of Maritime Organizations (NAMO) to continue the initiative started today and get greater regional and national attention of the MTS.