

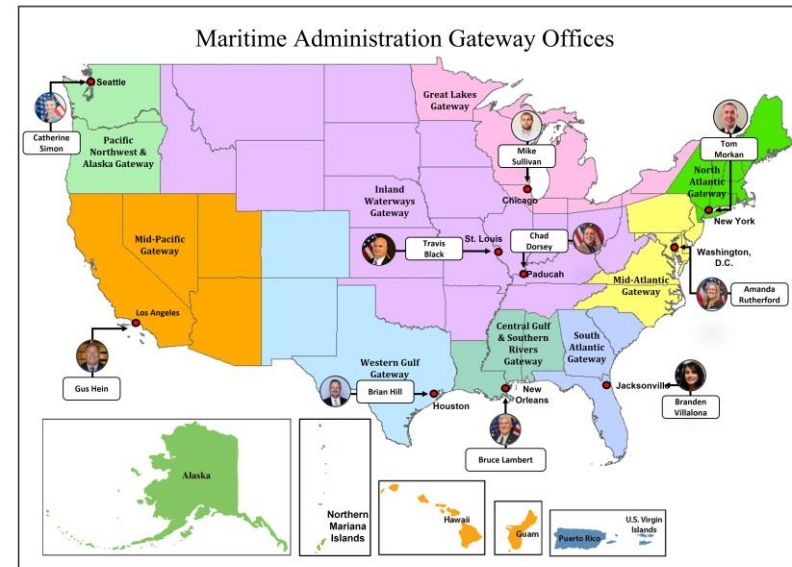
Bruce Lambert
OAS-CIP
4th Hemispheric Conference on Port
Security
September 21, 2022

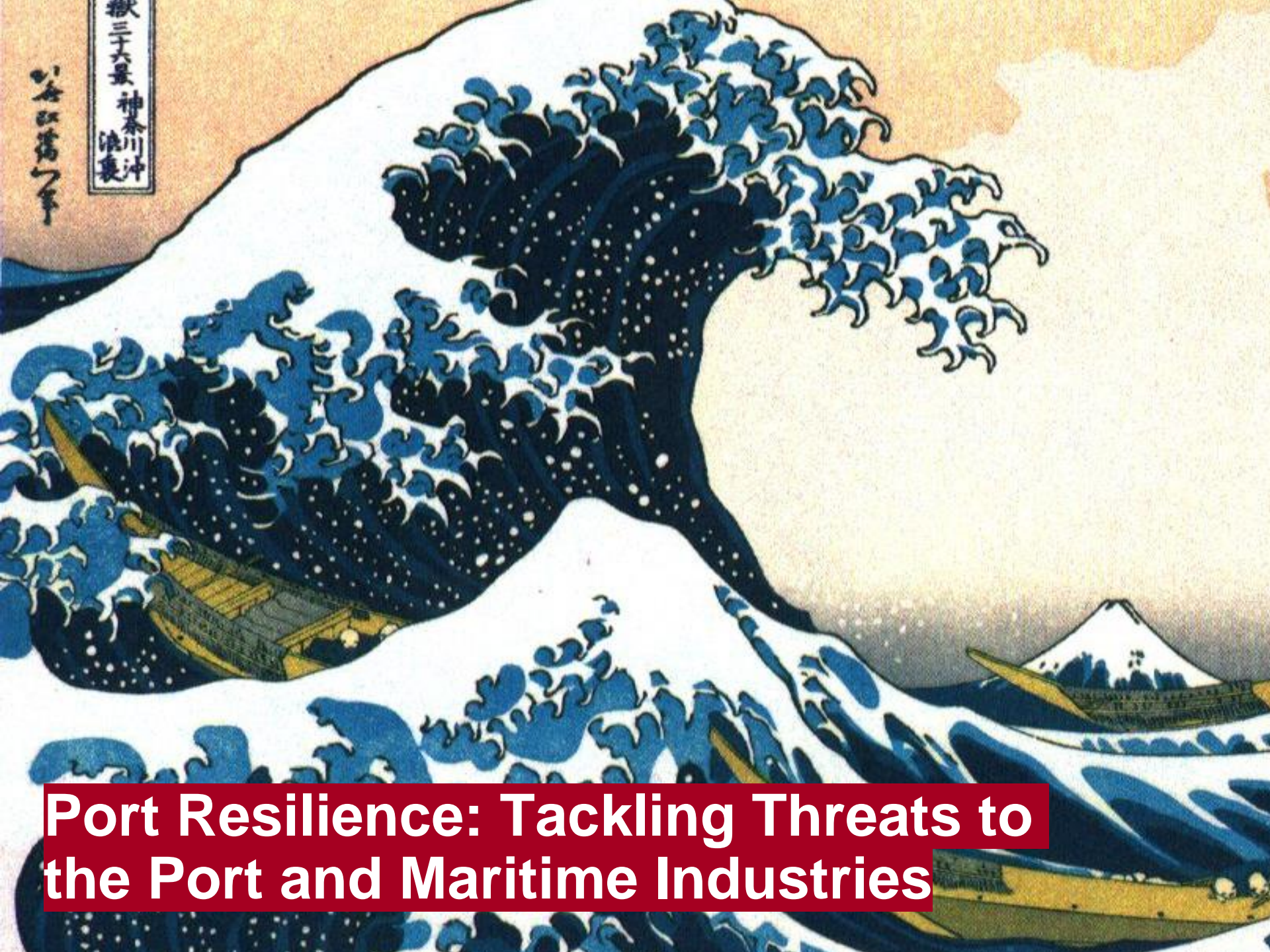


To foster, promote, and develop the maritime industry of the United States in order to meet the economic, environmental, and security needs of the United States of America.

Advocacy, not regulatory, agency

- Outreach and engagement with domestic Port Authorities, Terminal Operators, Carriers, Rail, Private Sector, local, state and federal partners, etc. for grant opportunities
- Participate in Area Maritime Security Committee and Port Readiness Committee meetings held by USCG
- Assess the readiness of domestic Strategic Commercial Seaports
- Report supply chain impacts and port closures in times of emergency
- Review State Freight Plans – work with MPOs on regional freight mobility

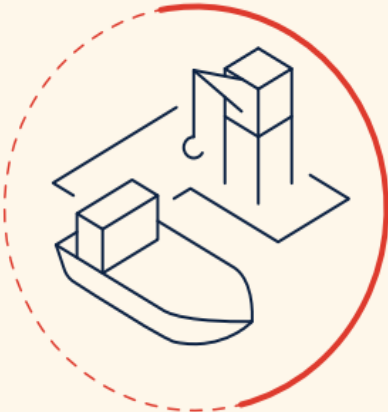




Port Resilience: Tackling Threats to the Port and Maritime Industries



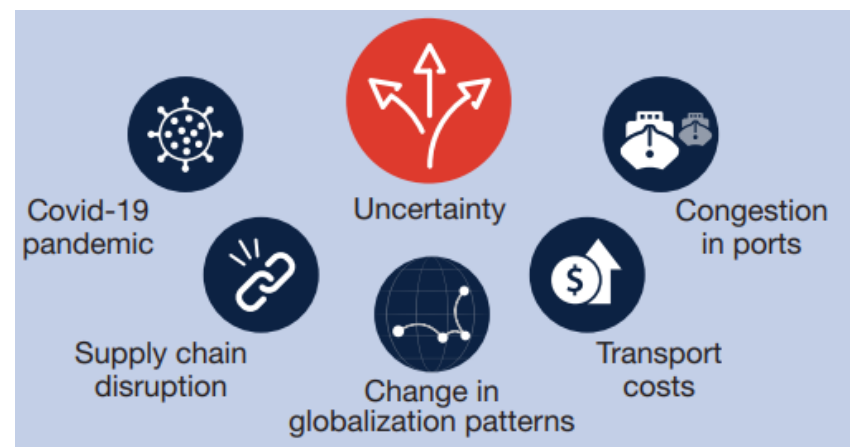
Maritime Infrastructure



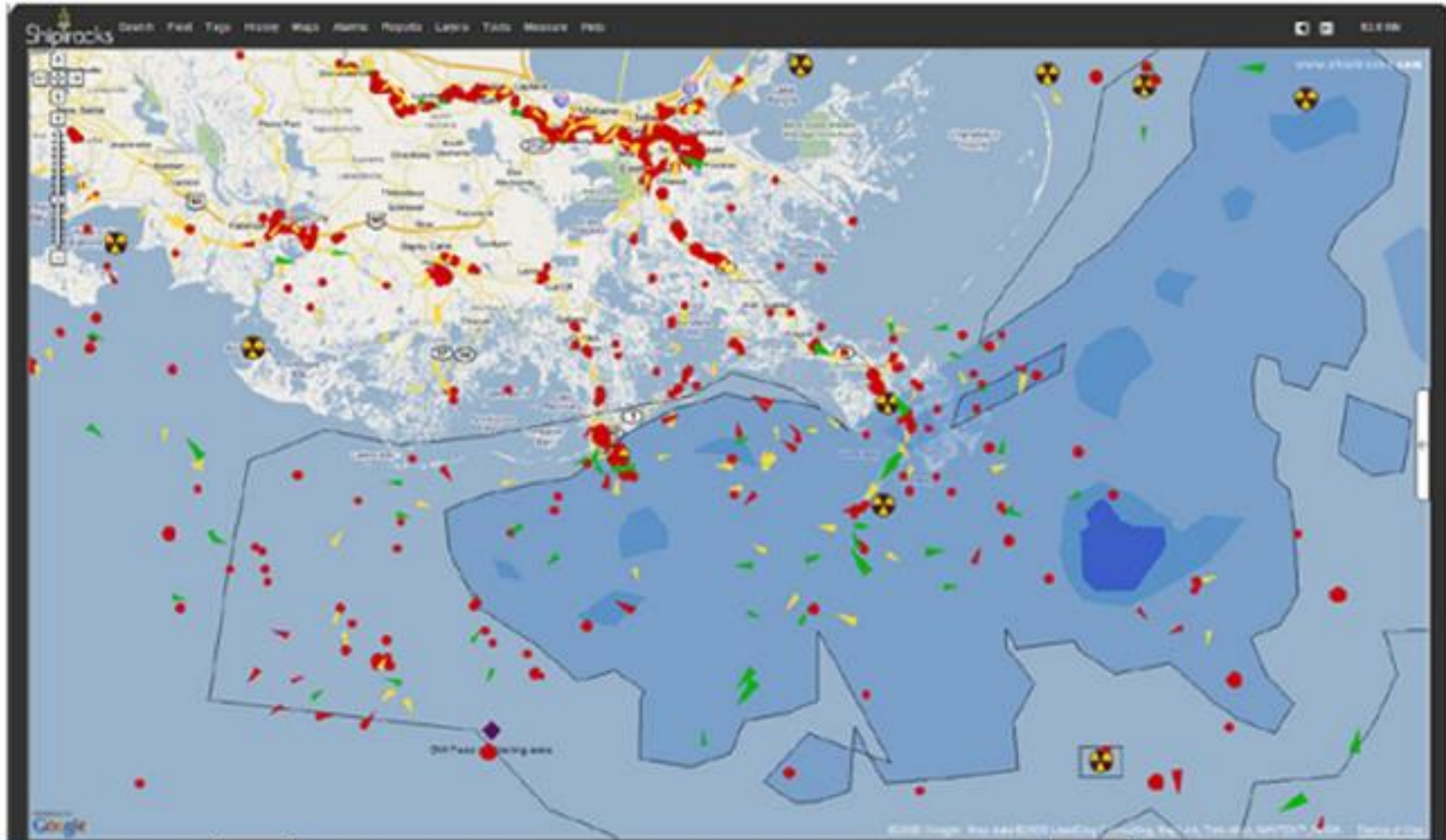
Since 2020, ports resilience and adaptive capacity have been tested:

- Financial performance
- Congestion
- Equipment shortages
- Supply chain disruption

Trade Patterns

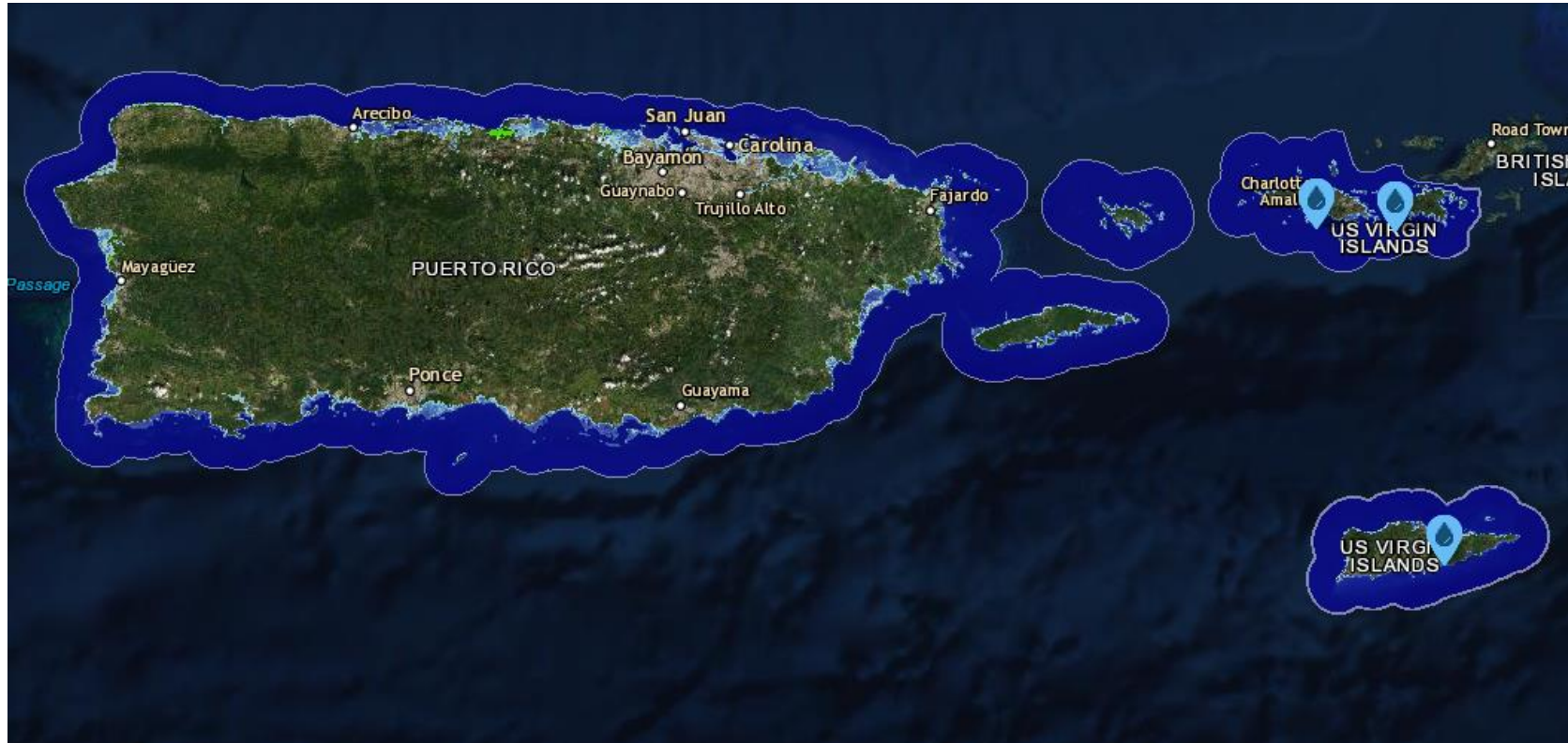


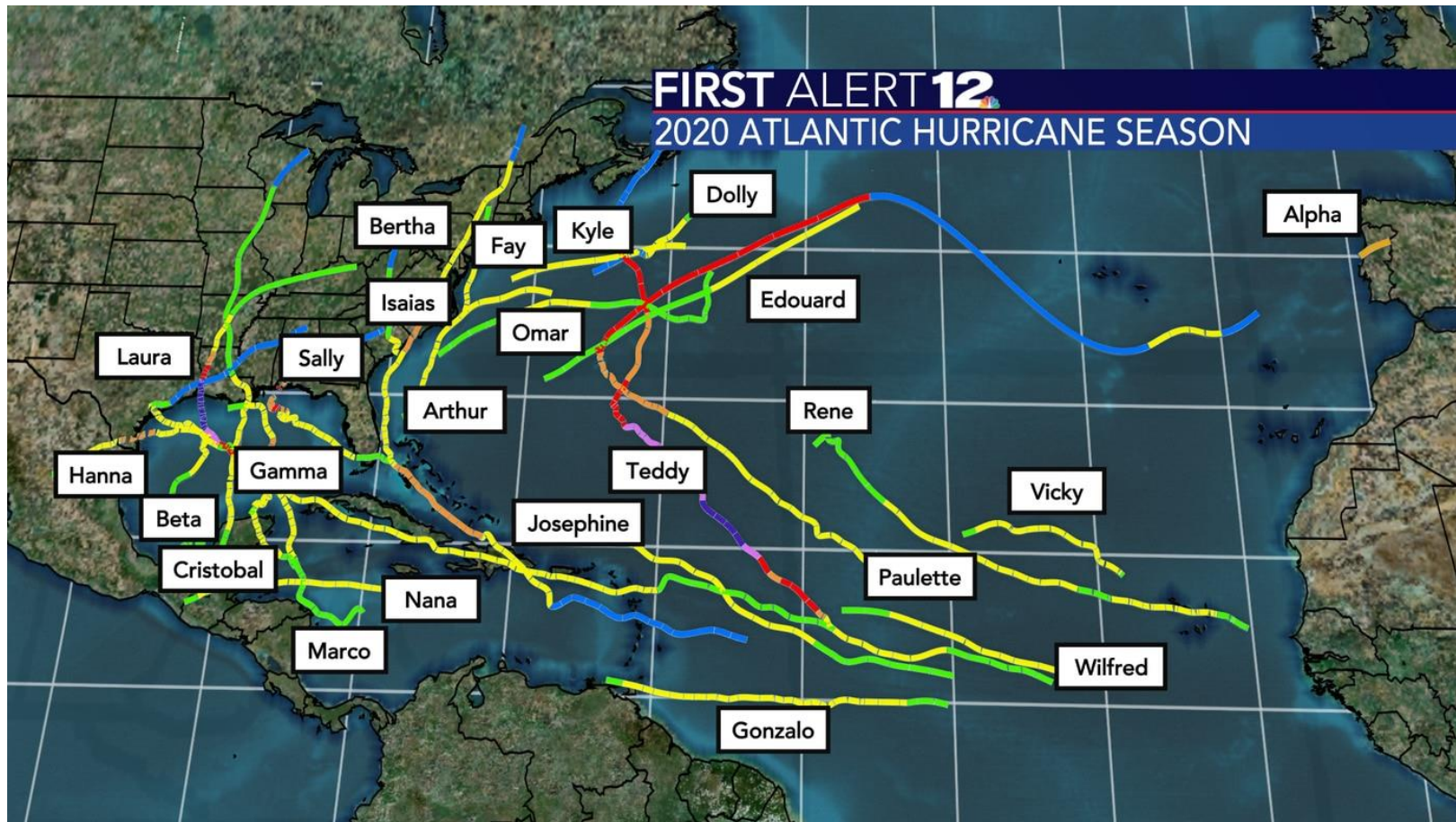
BP Oil Spill And AIS Ship Location



Estimated 5 Feet of Sea-level Rise in Puerto Rico and U.S. Virgin Islands (NOAA Sea Level Rise Viewer)

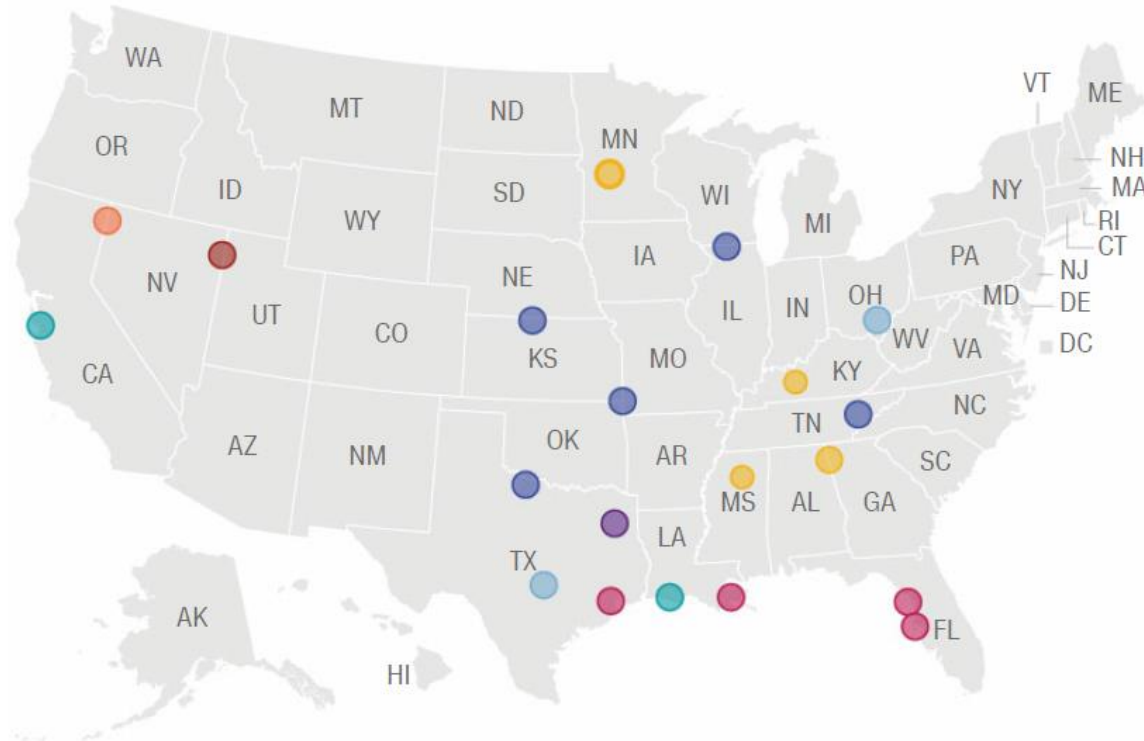
MARAD



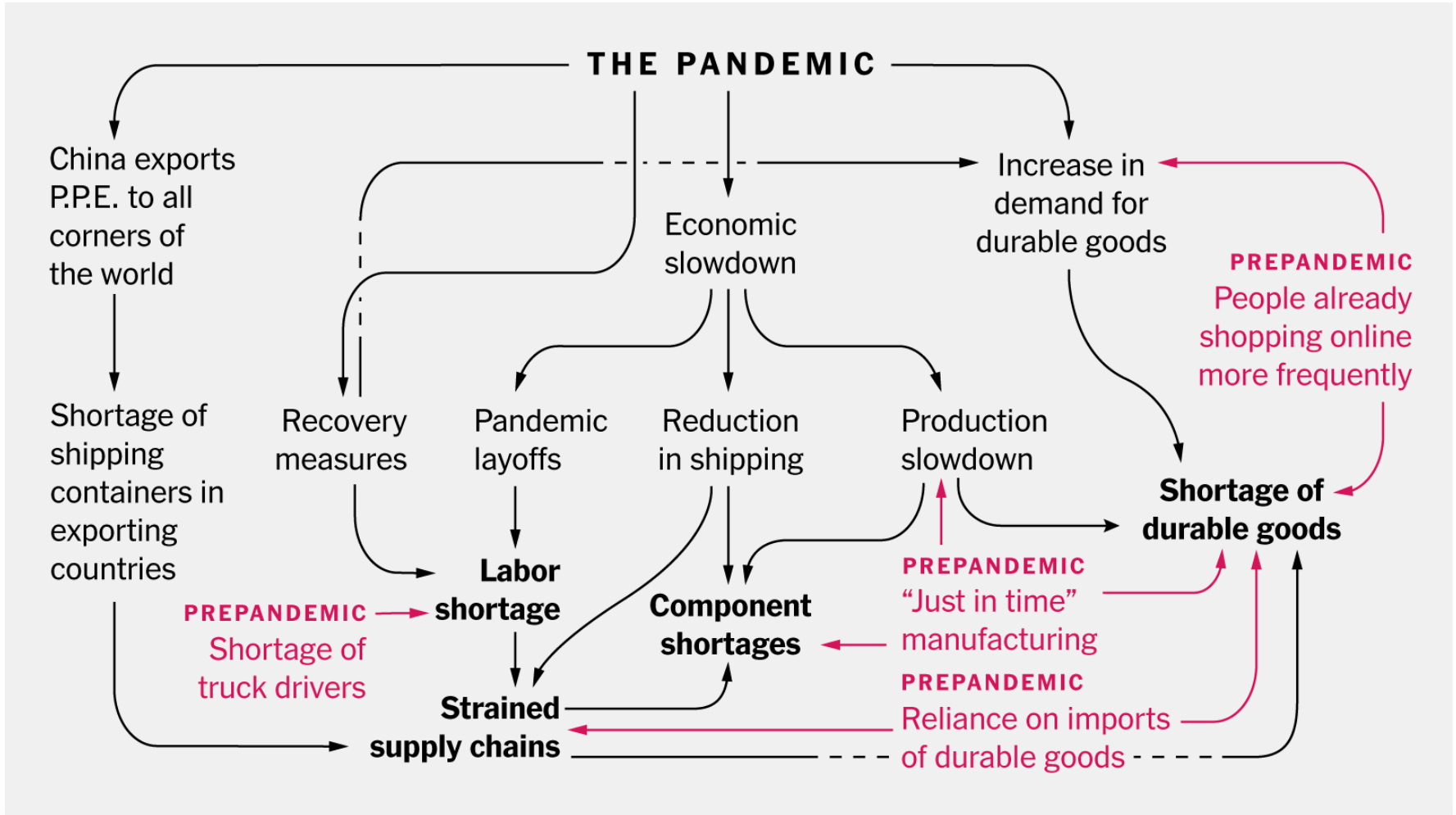


Approximate location of billion-dollar weather and climate disasters in 2021

- Severe storms
- Hail storms
- Winter storms
- Drought
- Hurricanes/ tropical storms
- Tornadoes
- Flooding
- Wildfires



Recipe for Supply Chain Disruption

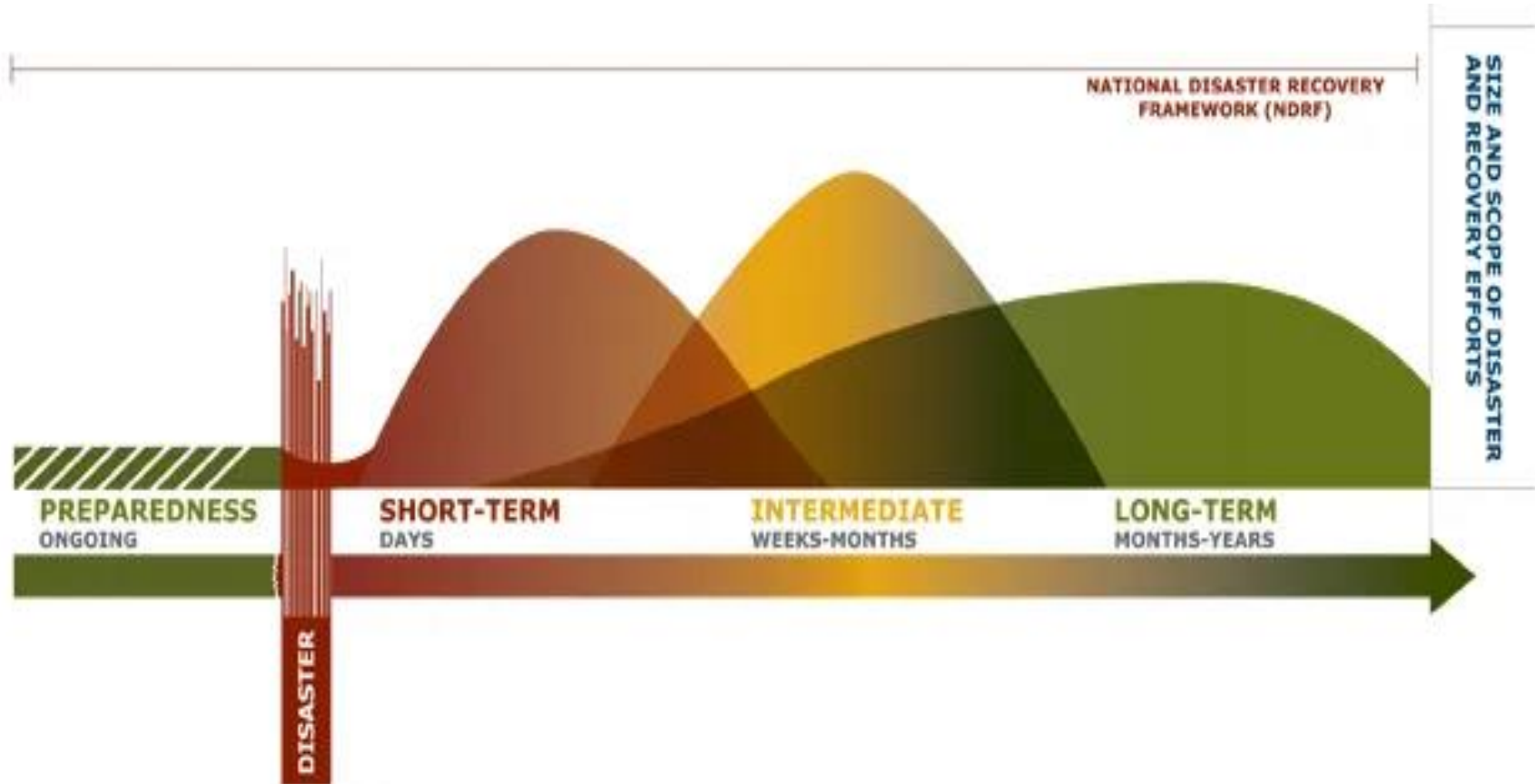


Source: Lazaro Gamino and Peter Goodman, *How the Supply Chain Crisis Unfolded*, NEW YORK TIMES (Dec. 5, 2021), <https://www.nytimes.com/interactive/2021/12/05/business/economy/supply-chain.html>

- Hardscape
- Sea Level Rise
- More Asymmetric weather patterns
- “Pop Up” Hurricanes
- Softscape
- Fuel types
- Vessel configurations
- Mariner Training

In addition to other things...

Preparing for Resiliency



- **UNCTAD – State of Commodity Dependence**
 - More countries depend on commodity trade, exposing them to market risks
- **US ASCE Report Card**
 - The nation's more than 300 coastal and inland ports are significant drivers of the U.S. economy, supporting 30.8 million jobs in 2018 and 26% of the total GDP

SAFETY RISK ASSESSMENT MATRIX				
Severity \ Likelihood	(1) Catastrophic	(2) Critical	(3) Marginal	(4) Negligible
(A) Frequent	High	High	High	Medium
(B) Probable	High	High	Medium	Medium
(C) Occasional	High	Medium	Medium	Low
(D) Remote	Medium	Medium	Low	Low
(E) Improbable	Medium	Low	Low	Low

■ More Collaborative Planning Tools

- Cybersecurity
- Planning for Resiliency
- Stakeholder Feedback

■ More focus on engagement

- US CG Maritime Domain Awareness
- UNCTAD Resiliency Report
- Transportation Research Board

■ Not all risks have same outcome, effect, cost to avoid, etc.

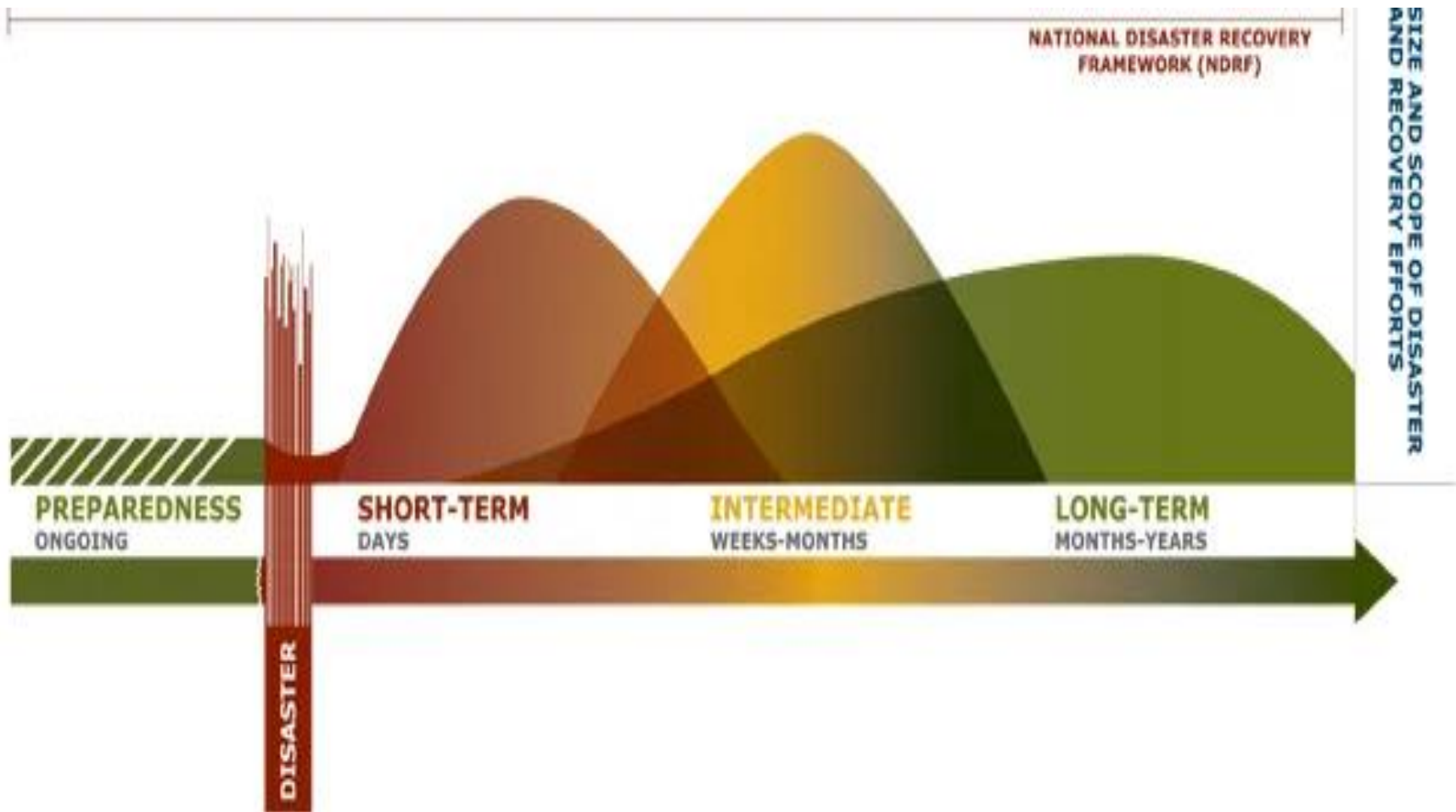
- **Area Maritime Security Meetings**
- **Hurricane Preparation Events**
- **Incident Management Training**
- **More structure on communication at State Federal Level**
- **Industry Pre-Event Contract Support**
- **Table-Top Exercises**



- **Planning & Coordination support**
 - Regional and/or industry
 - Port Planning & Investment Toolkit
- **Committee Engagement:**
 - Area Maritime Security
 - Harbor Safety Committees
 - Port Readiness / Coordination Team
- **Training platforms**
- **Enhancing port security and mitigation via grants**

Something Always Goes Wrong





Terminal Closure



Who is directly affected –Longshoremen, Stevedores, drayage, CHB/FF

Example -Landside operations, crane, strike, terrorism, fire, etc.

Waterway Closure



Who is directly affected –Mariners, Agents, Vessel Owners, linesmen

Example -Vessel operations, Oil spill, grounding, anchorages, terrorism, water levels



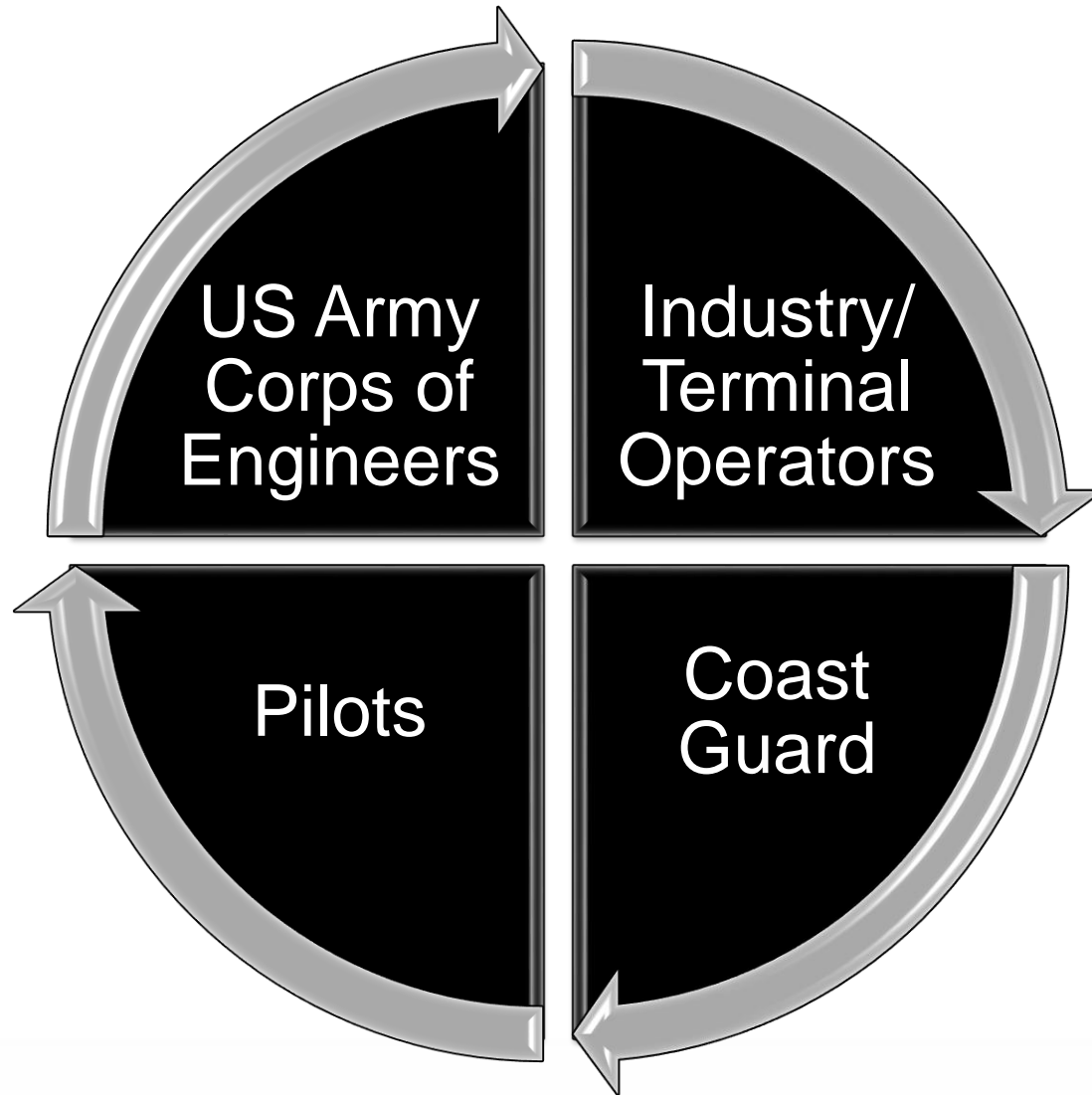
Regulatory/Safety Closure (not locational specific)

Who is Directory Effected – General, Everyone

Example - Human event

Who Is The First Person You Will Call Or Will Call You?





The Top Commodities Needed

- Fuel
- Food
- Blood
- Water
- Medical/Health Items

Personnel Matters

- Shelter
- Family/Property Secured
- Dispersion of Staff
(Location/
Communication)

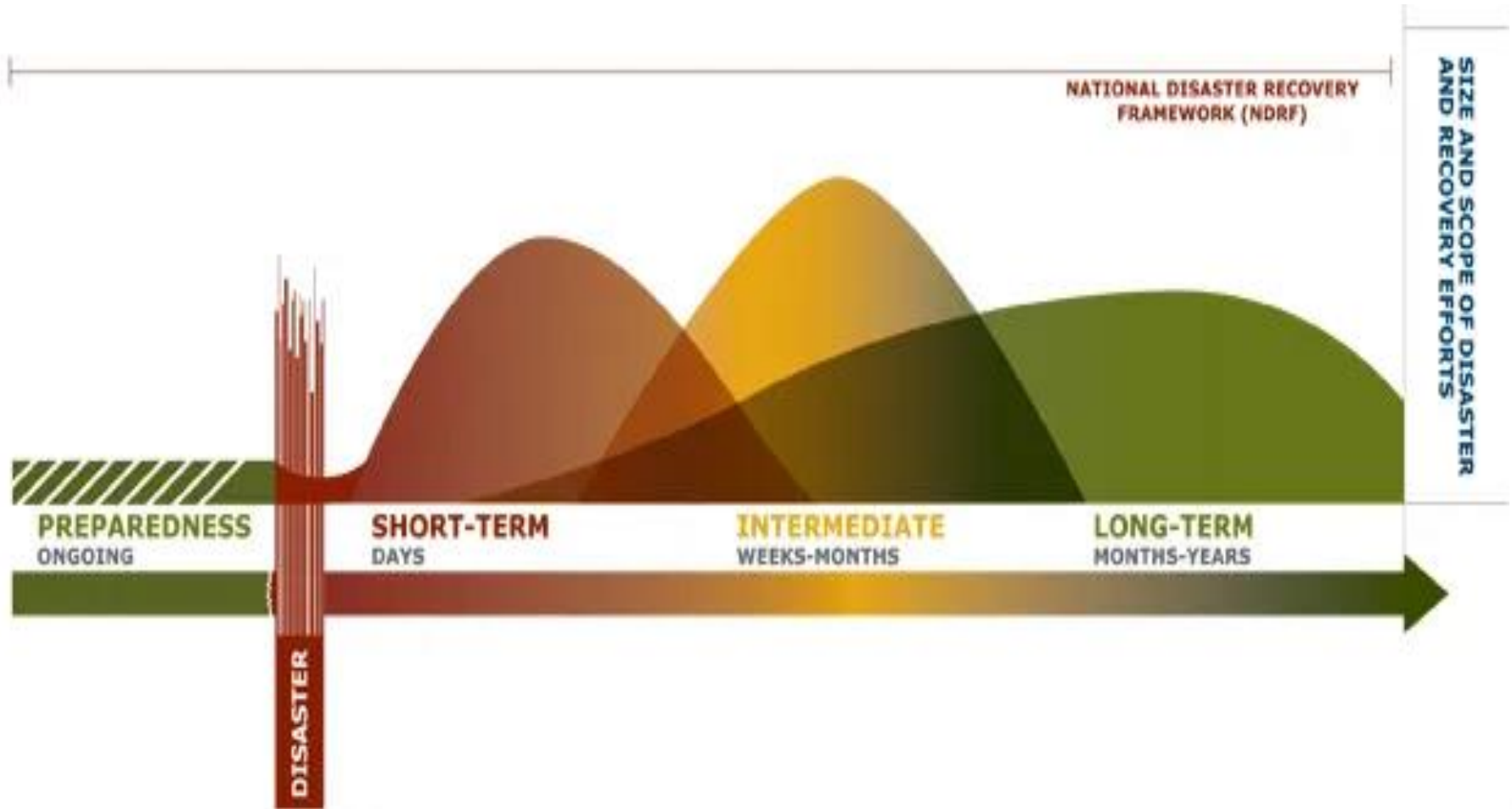
- Know process and specialized
- Maybe unfamiliar with your port/region
- No time for training
- What can be provided to integrate with local recovery teams
- Housing/feed supplies for first responders

- **Pre-Scripted Mission Assignments:**
 - Responder Lodging & Support
 - Cargo Storage & Delivery
- **SafePort**
- **Marine Transportation System Recovery Unit Member**



Okay, Starting to Catch Your Breath





- Port is operating at some capacity (reduced draft, daylight only, etc.)
- Able to house, feed workers
- Able to move vessels to terminals
- Able to move cargo to\from terminals
- Able to track\prioritize shipments

- **Location of Specialized Equipment (dredges, cranes, etc.)**
- **Mobilization of this equipment (who pays?)**
- **Who needs to order the equipment?**
- **Under what legal authority may/will something happen?**
- **Consult Stakeholders to manage expectations**



National Economy & Domestic Relief

- Promote and facilitate the necessary ships, crews and industrial base to support our economy
- National preparedness and response efforts to man-made and natural disasters to transport:
 - First responders
 - Shelter
 - Delivery of supplies
 - Medical field units

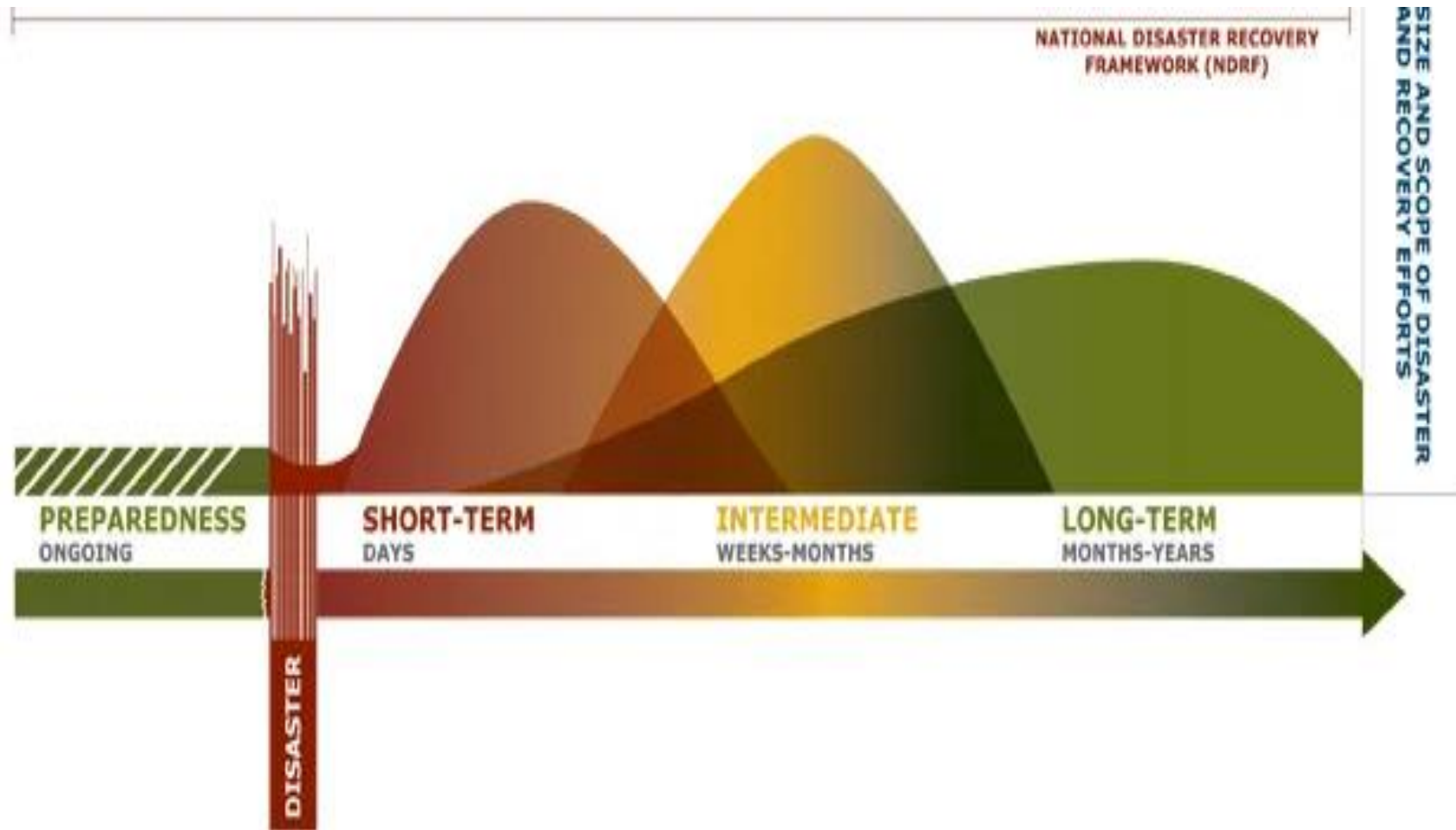
Commercial Market Assessments



National Security Multi-Mission Vessel


MARAD
X K H K Y





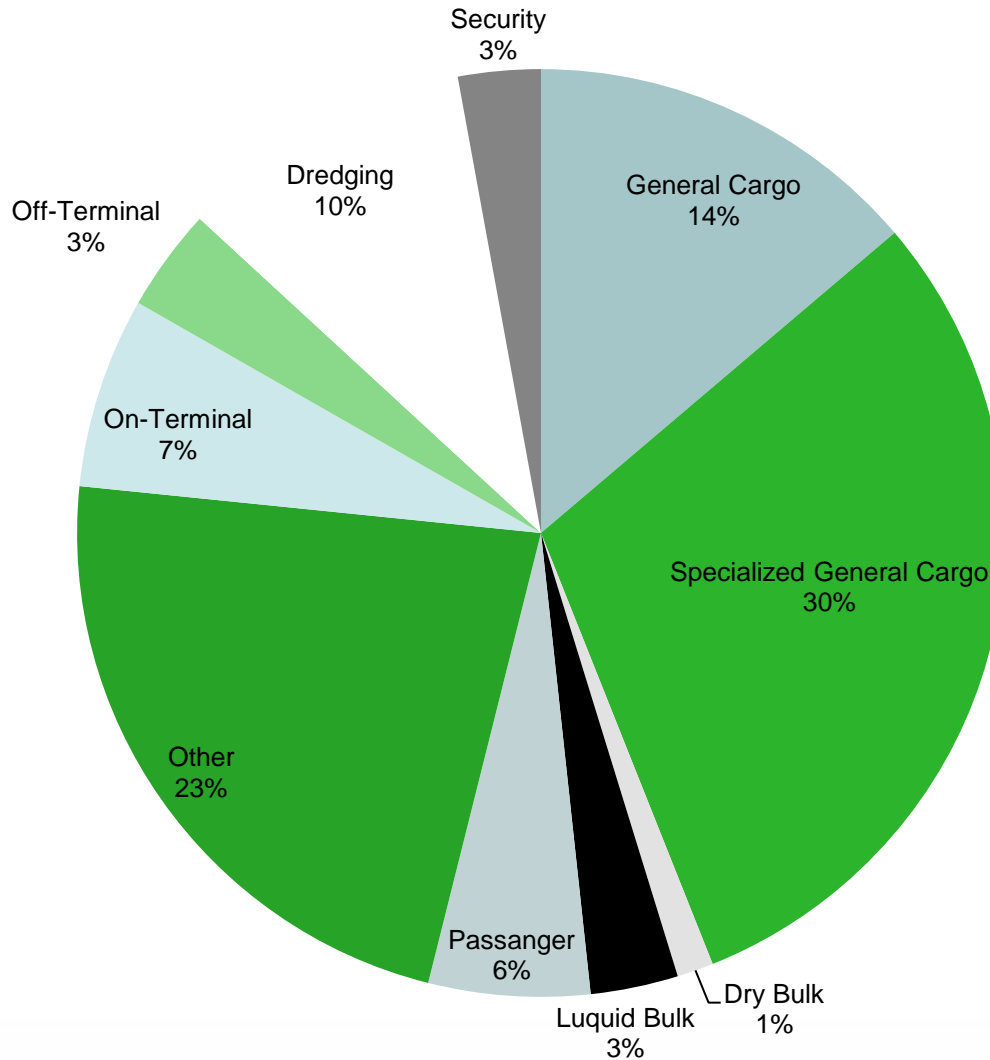
- **Document During Event**
- **Document After Event**
- **Review Material**
- **Assess Success**
- **Do Not Assign Blame**
- **What are your next steps...**
 - Hard Infrastructure: Terminal Resiliency, Waterway Response, Port Terminal
 - How do you finance improvements as related to other needs

What are our next steps?



Where should we prioritize our investment portfolio to mitigate against future losses

U.S. Public Port Projected Capital Expenditures by Expenditure Category for 2007-2011



Eligible projects shall be located within the boundary of the port, or outside the boundary of the port and directly related to port operations or to an intermodal connection to a port. Eligible projects are those that improve the safety, efficiency, or reliability of:

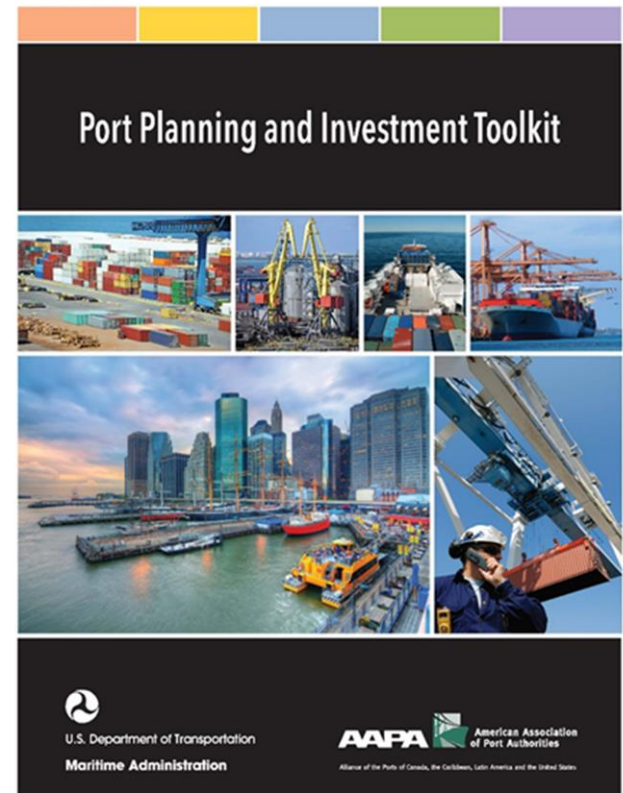
- The loading and unloading of goods at the port, such as for marine terminal equipment;
- The movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems;
- ***Operational improvements, including projects to improve port resilience; or***
- **Environmental and emissions mitigation measures, including projects for—**
 - (a) port electrification or electrification master planning;
 - (b) harbor craft or equipment replacements or retrofits;
 - (c) development of port or terminal microgrids;
 - (d) provision of idling reduction infrastructure;
 - (e) purchase of cargo handling equipment and related infrastructure;
 - (f) worker training to support electrification technology;
 - (g) installation of port bunkering facilities from ocean-going vessels for fuels;
 - (h) electric vehicle charging or hydrogen refueling infrastructure for drayage and medium or heavy-duty trucks and locomotives that service the port and related grid upgrades; or
 - (i) other related port activities, including charging infrastructure, electric rubber-tired gantry cranes, and anti-idling technologies.

■ The toolkit can help ports:

- Identify opportunities
- Evaluate solutions
- Prepare plans
- Communicate needs
- Engage partners
- Access funding
- Complete projects

■ Modules include:

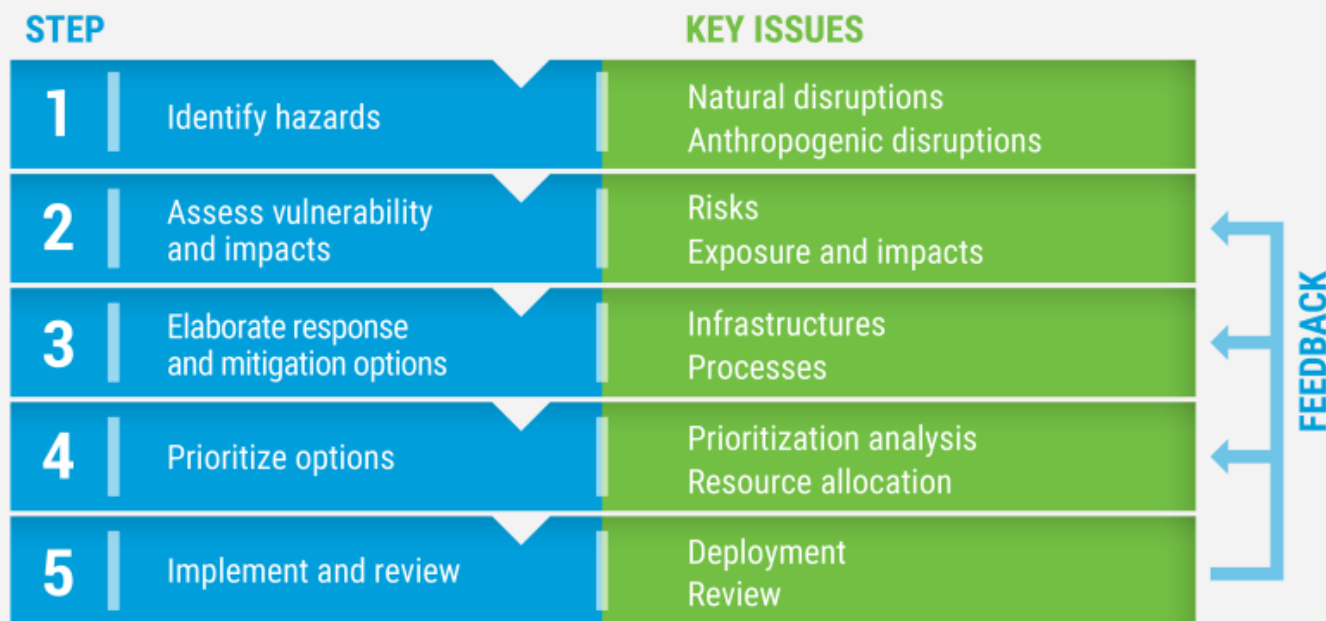
- Planning
- Feasibility
- Financing
- ITS



<https://www.maritime.dot.gov/ports/office-port-infrastructure-development/office-port-infrastructure-development>



Port resilience-building process: A stepwise approach



Source: UNCTAD (2022). Building capacity to manage risks and enhance resilience: A Guidebook for Ports.

■ Communicate before the event

- Does everyone know what is expected?
- Have we prepared our hard and soft infrastructure?
- What gaps exist now?

■ Communicate during the event

- Do we know where everyone is and are they safe?
- Do we know status of system, equipment, etc.?
- What gaps may exist?

■ Communicate after the event

- What did we do well? What could we do better?
- How will this change our infrastructure needs?
- What gaps did exist?

Thank You For Your Attention

Bruce Lambert
Gateway Director Central Gulf and Southern
Region
206-200-5744
Bruce.Lambert@dot.gov

