



MARITIME ADMINISTRATION

BENEFITS OF BARGE TRANSPORT: CAPACITY, SAFETY, INCENTIVES &
CLEAN AIR!

Office of Ports & Waterways Planning

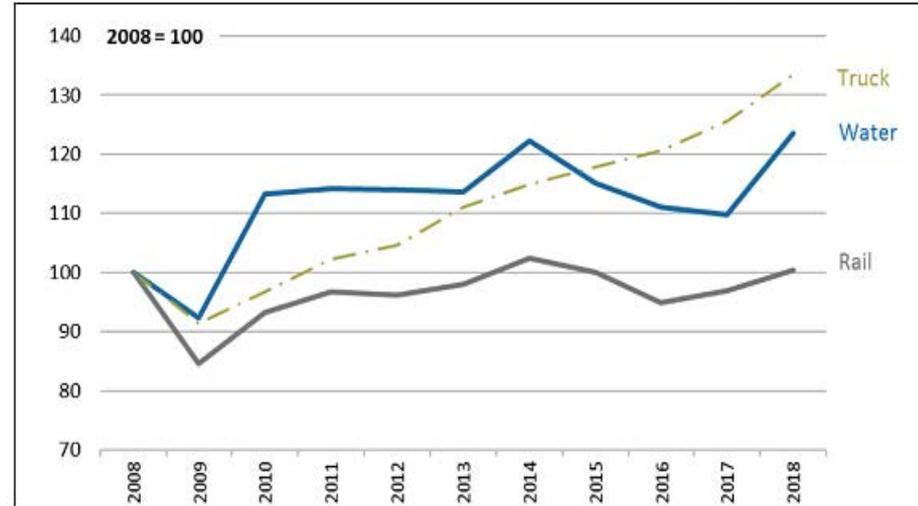


**America's
Marine Highways**

U.S. Department of Transportation

The Need for Domestic Marine Transportation

- Surges in international cargo concentrated at fewer ports
- High cost of increased landside congestion
- Truck driver shortages and regulations
- Disruptive events effects on landside infrastructure
- Improved environmental sustainability



Source: Bureau of Transportation Statistics Seasonally Adjusted Transportation Data, <https://www.transtats.bts.gov/osea/seasonaladjustment/>.

Notes: "Truck" and "Water" are tonnage indices. "Rail" is the sum of carloads and intermodal units as reported to BTS by the Association of American Railroads (AAR).

What are Marine Highways?

- Logistic solution to a logistical problem
- Another supply chain alternative
- Require relatively little maintenance or repair
- Provides environmental and economic benefits to the public
- Touches 38 out of 50 states, as well as the District of Columbia and all U.S. Territories



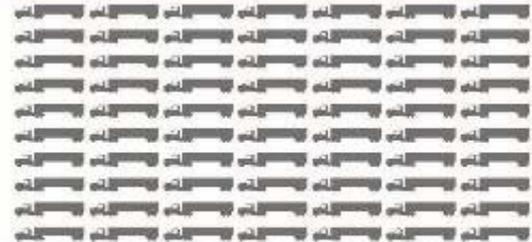
Why Marine Highways

EQUIVALENT UNITS

ONE BARGE



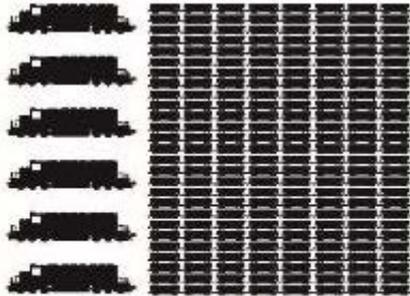
16 RAIL CARS



70 LARGE SEMIS/TRACTOR TRAILERS



ONE 15-BARGE TOW
 AND TOW BOAT



6 LOCOMOTIVES & 216 RAIL CARS



1,050 LARGE SEMIS/TRACTOR TRAILERS

Environmentally Friendly

Barges have the smallest carbon footprint among other transportation modes.

Moving an identical amount of cargo by barge:

- Rail generates **30%** more carbon dioxide
- Truck **1,000%** carbon dioxide

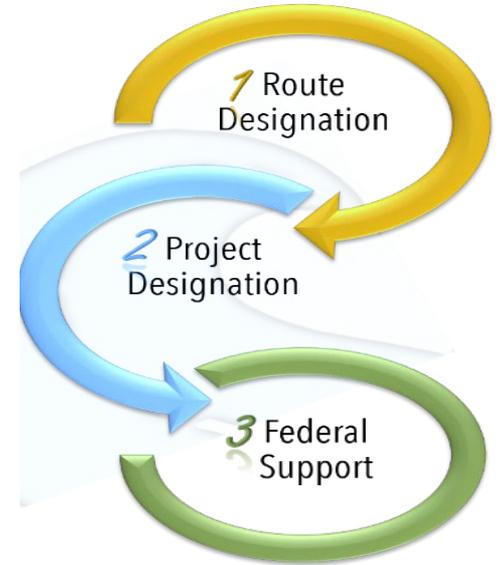


Tons of Co2 per Million Ton-miles

America's Marine Highway (AMH) Program

The Marine Highway System consists of most U.S. navigable waterways including our coastlines, inland waterways, and the Great Lakes St. Lawrence Seaway System.

- The Marine Highway Program has three steps –
 - **Route Designation**: A commercially navigable waterway in the U.S. and territories that is capable of moving freight.
 - **Project Designation**: New or expanded marine highway service
 - **Federal Support**: Marine Highway Grant funding



Step 1 Route Designation

27
AMH
Routes



Step 2 Project Designation

Eligible applicants (Public Entities) include:

- State governments or State DOT
- Metropolitan or Regional Planning Organization (MPO)
- Local governments, Port Authorities, Tribal governments

Public/private partnerships are encouraged

Purpose of the Project Designation:

- Create a new or expand an existing service
- Realize public benefits (e.g. reduced congestion, reduced road maintenance)
- Ensure regular scheduled and reliable service
- Receive recognition from the USDOT Secretary

Application must describe the freight transportation service

45

Designated
Projects



Step 2 Project Designation

Eligible Freight

- U.S. documented vessels that transport cargo:
 - Contained in intermodal containers and loaded by crane on the vessel
 - Loaded on the vessel by means of wheeled technology
 - Shipped in discrete units or packages that are handled individually, palletized, or unitized
 - In freight vehicles carried aboard commuter ferry boats



Step 2 Project Designation

Why Project Designation?

- Identify areas of opportunities
- Measure public & private benefits
- Identify & quantify infrastructure gaps
- Capital costs

OPEN SEASON PROJECT DESIGNATION SUBMISSION AND REVIEW TIMELINE

Project application due date (11:59 p.m. Pacific)	Project review period
July 31, 2021.....	August 1, 2021–November 30, 2021.
January 31, 2022	February 1, 2022–May 31, 2022.

[Marine Highway Project Designation Open Season General Information Announcement](#) - link

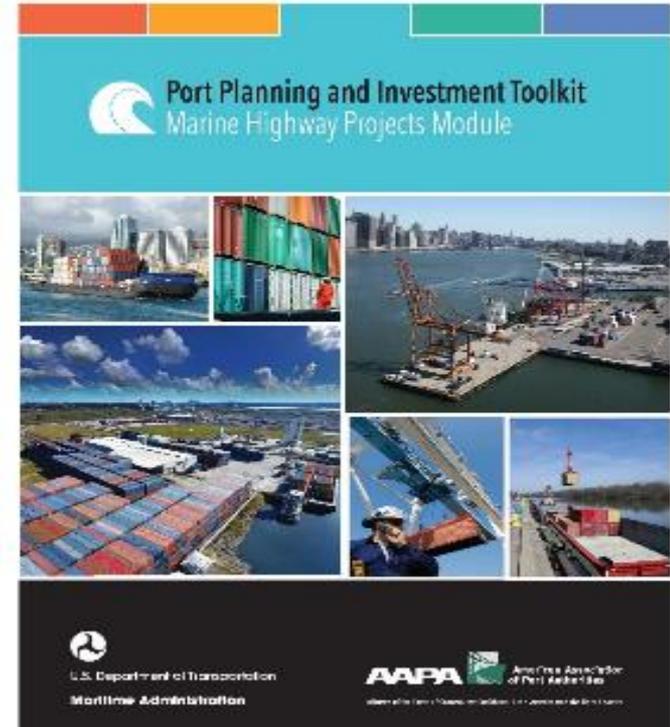
Port Planning & Investment Toolkit

Marine Highway Project Module

- Introduction and User's Guide
- Marine Highway Projects
 - Provides an overview of America's Marine Highway (AMH) Program and educates readers on how marine highway services can become designated projects by USDOT
 - Maritime industry experts contributed to this module

PP&IT module is available at:

<https://www.maritime.dot.gov/grants-finances/marine-highways/port-planning-and-investment-toolkit-marine-highway-projects-module>



Step 3 Federal Support

- Credibility of concept
- U.S. Department of Transportation support
- Clearinghouse of lessons learned
- Promoting and developing partnerships
- Linking coastwise services to international services
- Eligibility for America's Marine Highway grant funding



Step 3 Federal Support – Marine Highway

Grants

- **Eligible applicants include:**
 - Applicants of Designated Projects, or
 - Private entities with the approval of the Designated Project applicant
- **What can Marine Highway Grant funds be used for?**
 - The development and expansion of port and landside infrastructure
 - Typically cargo handling equipment
 - The development and expansion of documented vessels
 - Purchase, lease, or modification of vessels or barges
 - Planning, preparation and design efforts in support of marine highway projects
 - Funding cannot be used for market related studies
 - Required minimum 20% cost share



AMH Grants can be used to alleviate the upfront capital risk associated with starting new services

Step 3 Federal Support

Since 2016, MARAD has provided \$33.8 million in AMH Grants to 18 eligible AMH Projects

FY 2016 – Six recipients

• Baton Rouge–New Orleans Shuttle on the M-55	\$1,758,595
• Illinois Intrastate Shuttle on the M-55	\$ 713,000
• James River Expansion Project on the M-64	\$ 476,748
• New York Harbor and Container and Trailer on Barge	\$1,632,296
• M-55/M-35 Container on Barge Project	\$ 96,000
• Potomac River Commuter Ferry Project	\$ 173,361

\$5 Million

FY 2017 – Six recipients

• Baton Rouge–New Orleans Shuttle on the M-55	\$2,507,200
• Port of Davisville/Brooklyn/Newark Container on Barge Service	\$ 855,200
• James River Expansion Project on the M-64	\$ 456,000
• New York Harbor and Container and Trailer on Barge	\$ 298,423
• Cross Sound Enhancements	\$ 503,927
• Paducah-McCracken Riverport Container on Barge Service	\$ 251,927

\$5 Million

FY 2018 – Three recipients

• SEACOR AMH - Baton Rouge–New Orleans Shuttle on the M-55	\$3,155,622
• JRBL - James River Expansion Project on the M-64	\$1,822,093
• Harbor Harvest Long Island Sound Service	\$1,812,285

\$7 Million

FY 2019 – Nine recipients

• Fernandina Express Container on Barge M-95 Florida to SC	\$1,291,800
• McCracken Container on Barge – Paducah, KY	\$ 480,000
• New Orleans Shuttle of the M-55 - Baton Rouge, LA	\$1,040,000
• Lake Erie Shuttle – Michigan	\$1,101,735
• M-84 Barge Service Expansion - Port of Morrow, Oregon	\$1,623,200
• Gateway and Gulf Container on Barge Central Node – Houston, TX	\$ 180,000
• James River Expansion Project M-64 - Port of Virginia	\$ 189,840
• M-95 Intermodal Barge Service - Wallops Island, Virginia	\$ 96,425
• Bainbridge Island Ferry Service – Seattle, WA	\$1,500,000

\$7.5 Million

FY 2020 – Eight recipients

• Port Landside Infrastructure Improvements - Pago Pago, American Samoa	\$ 943,000
• America’s Central Port Container Handling & Securing Project – Granite City, Illinois	\$1,268,000
• Tidewater M-84 Expansion Project – Morrow, Oregon	\$3,200,000
• Nucor Steel Brandenburg Marine Terminal – Brandenburg, Kentucky	\$2,363,800
• Jeffersonville Nucor Barge Shuttle Storage Facility - Indiana	\$ 545,136
• Capacity & Efficiency Container Barge Service – SEACOR AMH	\$ 778,350
• NY Harbor Container & Barge Cargo Handling Efficiency – M-95	\$ 148,664
• USCS Kearny Point - Newtown Creek Barge Service M-95, New York, NY	\$ 308,000

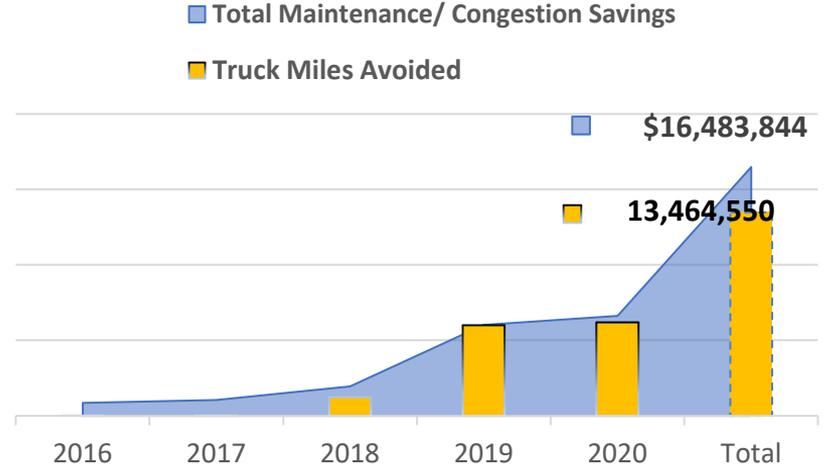
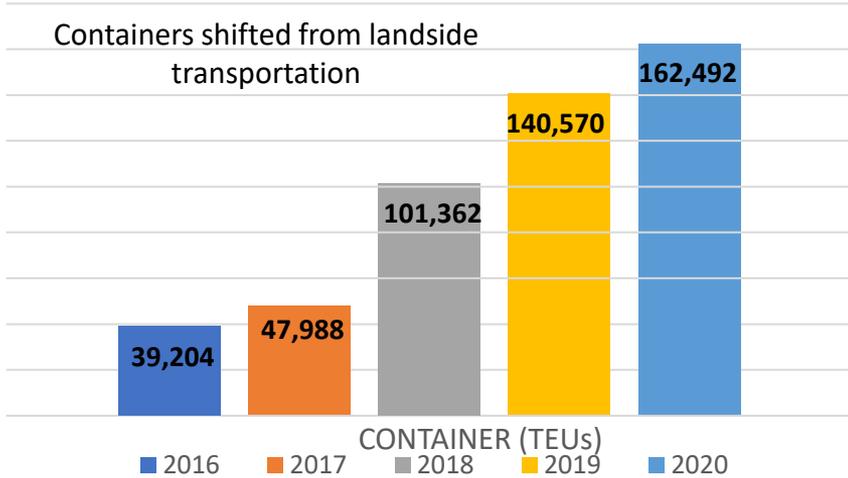
\$9.775 Million

Step 3 Federal Support

- **Texas - Houston Gateway and Gulf Container on Barge Central Node**
Operational Plan Development for a business case to support shipping container movements
- **Michigan - Lake Erie Shuttle**
Purchase and installation of a crawler crane and train operators
- **New York Harbor and Container and Trailer on Barge Service**
Infrastructure to improve barge operations and the creation of a crane operator training center to boost safety and container throughput
- **M-70 Barge Service - Ports of Cincinnati, Northern Kentucky and Beyond**
Ohio-Kentucky-Indiana Regional Council of Governments sponsored Nucor Steel Corp for a grant to retrofit two casino barges to move containers along the M-70 route



Benefits of AMH Funding



Success Stories

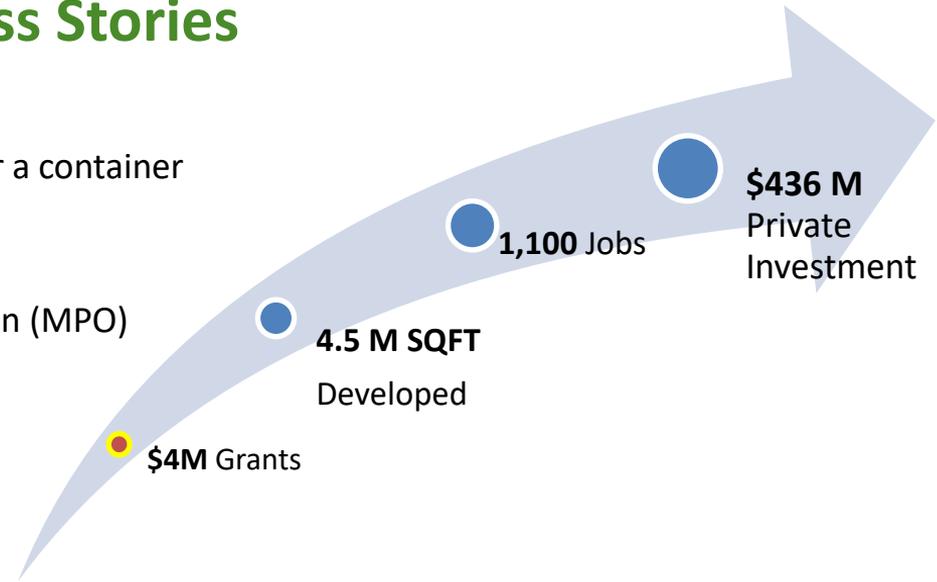
The Port of Richmond, VA

2010

- Virginia Port Authority (VPA) received a \$1.1M Grant for a container barge for a one-day/week service.

2016 – 2018

- Richmond Regional Transportation Planning Organization (MPO) secured area near the port for intermodal services
- VPA received grants
 - Top loader
 - 26K lb forklift
 - Barge Generator to handle unitized and refrigerated cargo
- VPA sponsored James River Barge Lines, private operator, for a \$1.8M grant for a purpose built barge to start a *daily service*



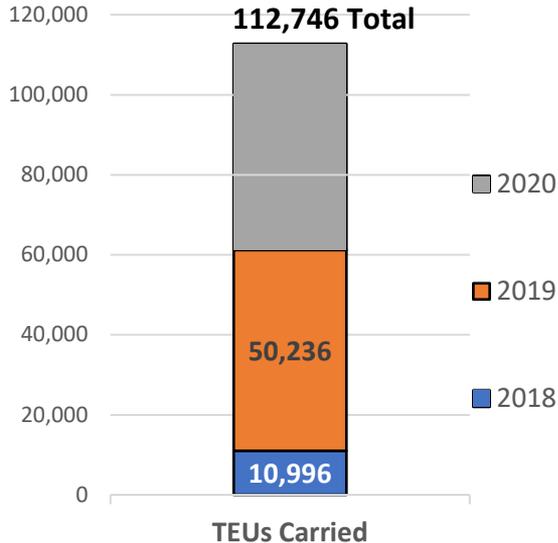
Another Success Story

Memphis – Baton Rouge – New Orleans Marine Highway Project

Reposition empty containers from Memphis to Baton Rouge for loading export plastic resins from local shippers

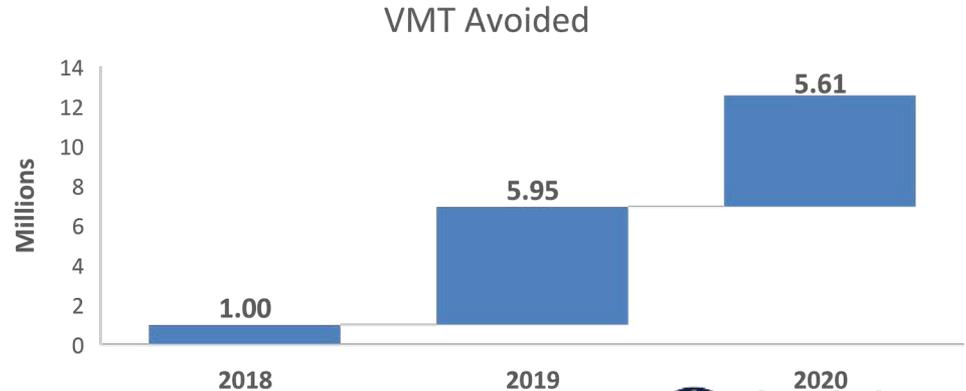
Grants to Ports

- Barges for a new service
- Material Handling equipment



Grants to SEACOR AMH

- Port of New Orleans sponsored purpose-built vessels, permanent dunnage fabrication and installation in barges
- Port of Greater Baton Rouge sponsored six purpose-built barges and leased one towboat



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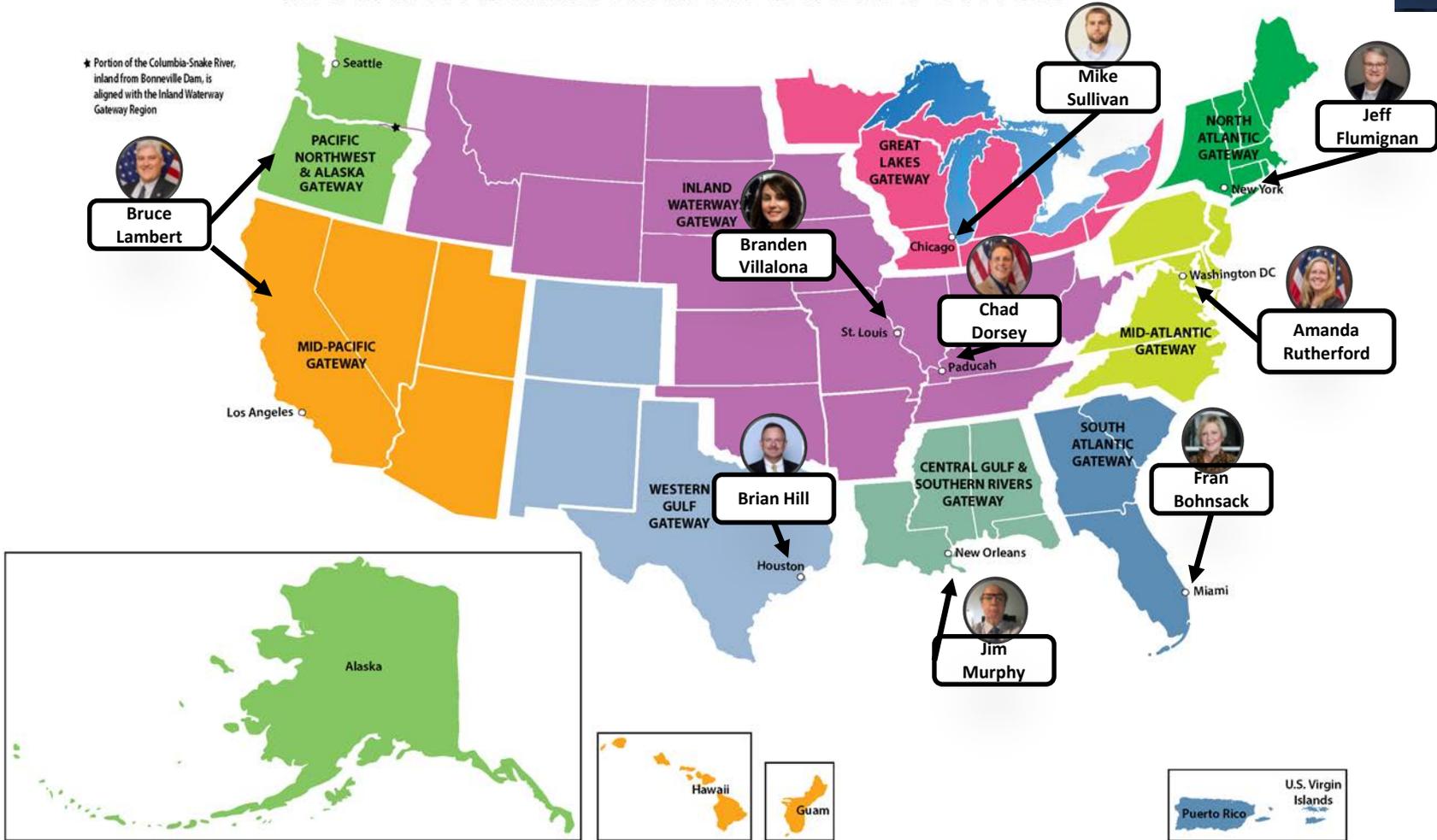


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Thank you

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