



Building America's Seaport Infrastructure

For job creation, economic growth and secure borders

Seaports serve a vital role in U.S. job creation, America's international competitiveness and economic prosperity – responsible for more than 31 million U.S. jobs, \$378 billion in federal, state and local tax revenue, and \$5.4 trillion in economic activity. Seaports are economic engines and vital gateways to the global marketplace for American farmers, manufacturers, energy producers and consumers, and serve as critical infrastructure for the U.S. military.

To ensure efficient freight movement, ongoing job creation and sustained environmental protection, Congress and the administration must make investments today to build back America's seaport infrastructure.

As the unified voice of a sector that drives 26% of the nation's economy, the American Association of Port Authorities will continue to advocate for policies that enhance the way Americans across the country live, work travel and do business.

PRIORITIES FOR THE 117TH CONGRESS:

Expand America's Economic Gateways

America needs to Build Back Better. To ensure U.S. global competitiveness, effective maritime transportation programs must be resourced and strengthened. The federal government should increase investments in programs that target seaport and multi-modal infrastructure.

Invest in Sustainability

Ports spend millions of dollars every year on environmental protection and sustainability. Congress must continue to support programs that help U.S. ports develop wetlands, restore coastal habitats, monitor water quality and engage in recycling, alternative fuel and sustainability practices.

Safeguard Our Borders

Effective border protection must allow the secure and efficient movement of freight through U.S. seaports. Adequate federal funding is required for the Department of Homeland Security and for staffing, equipment and facilities for American ports.

Support Free & Fair Trade

Seaports connect American small business owners, farmers and manufacturers to the global marketplace. The efficient flow of goods and freight keeps our products abundant and affordable – creating jobs, supporting our quality of life and enhancing Americans' standard of living.

Drive Innovation

With 80 percent of ports dependent on manual operations and outdated technologies, the U.S. must make ambitious and ongoing investments in programs that create access to advanced technologies – and secure America's position in the 21st century digital supply chain.



Federal Departments & U.S. Ports:

A GUIDE TO VITAL AGENCIES, PROGRAMS AND COMMITTEES

DEPARTMENT OF COMMERCE (DOC)

- Oversees the International Trade Administration
- EDA grants help ports

RECOMMENDATION:

- Continue to be a voice for maritime trade

NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION (NOAA)

- Administers navigation charts and real-time data to ensure safe vessel passage
- Lead for Ocean & Marine Spatial Planning
- National Weather Service helpful for ports during storms

RECOMMENDATIONS:

- Ensure sufficient funding to maintain and expand the PORTS navigation support program

U.S. ARMY CORPS OF ENGINEERS (USACE)

- Studies, constructs and maintains federal navigational channels
- Collects waterborne commerce statistics

RECOMMENDATIONS:

- Fully use HMT revenues for intended purpose of channel maintenance and donor equity
- Increase federal investments for deepening channels for globally competitive ports
- Pursue streamlining opportunities

FEDERAL MARITIME COMMISSION (FMC)

- Regulates ocean commerce including regulating ports as marine terminal operators under the Shipping Act
- Promotes forums and discussions on maritime issues, such as its Supply Chain Innovation Initiative

DEPARTMENT OF TRANSPORTATION (DOT)

- Provides guidance and distributes highway funds at the federal and state level
- Awards INFRA, BUILD and PIDP grants
- Develops multimodal and freight strategic plans

RECOMMENDATIONS:

- Increase funding for multimodal projects
- Establish an Office of Multimodal Freight Transportation in the Office of the Secretary
- Identify a sustainable freight funding source
- Lift the multimodal cap on DOT freight programs
- Ensure Ports are Part of State and National Freight Planning

MARITIME ADMINISTRATION (MARAD)

- Administers the Marine Highway Program
- Manages administration of BUILD and INFRA grant programs for maritime-related projects
- Administers Strategic Port Readiness Program for DOD
- Administers Port Intermodal Development Program (PIDP)

RECOMMENDATIONS:

- Increase funding for these programs
- Use PIDP to Increase Port Sustainability, Resilience, Capacity, and Readiness

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

- Administers highway and freight-focused programs

RECOMMENDATIONS:

- Continue CMAQ program with priority for port projects
- Oversee State Freight Plans
- Continue port eligibility for TIFIA including larger crane purchases
- Integrate ITS into port planning and freight management

FEDERAL RAILROAD ADMINISTRATION (FRA)

- Administers Railroad Rehabilitation & Improvement Financing (RRIF)
- Promulgates and enforces rail safety regulations and administers railroad assistance programs
- Funds Railway-Highway Crossing Hazard Elimination projects

RECOMMENDATIONS:

- Better access to RRIF program for on-dock rail and port rail projects
- Provide port funding from the Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program

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DEPARTMENT OF HOMELAND SECURITY (DHS)

- Protects our homeland by regulating and inspecting safe passage of cargo and people through ports

CUSTOMS & BORDER PROTECTION (CBP)

- Inspects cargo and passengers crossing the international border at seaports

RECOMMENDATIONS:

- Identify dedicated funding source for CBP facilities and stop financial demands on ports
- Increase CBP staff at ports by at least 850
- Streamline CBP hiring from local labor pool, including hiring veterans
- Ensure equipment and facility needs are rightsized and properly vetted for cost-savings
- Adopt a staffing model that is flexible for the seaport environment and ensures timely processing of cargo

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

- Administers Port Security Grant Program
- Administers FEMA disaster recovery programs

RECOMMENDATIONS:

- Return Port Security Grant Program to \$400 million level
- Ensure grant program is meeting the needs of port authorities
- Allow grants to be used for energy sustainability at ports

U.S. COAST GUARD (USCG)/Transportation Security Administration (TSA)

- Regulates port security including TWIC and access issues (TSA issues the TWIC Cards)
- Provides oversight on maritime security
- Reviews port security grants at the local level
- Regulates ballast water

RECOMMENDATIONS:

- Consider port operations in any regulations

DOMESTIC NUCLEAR DETECTION OFFICE (DNDO)

- Responsible for providing radiation portal monitors (RPM) at seaports

RECOMMENDATION:

- Ensure proper budget planning for replacement of RPMs

ENVIRONMENTAL PROTECTION AGENCY (EPA)

- Regulates air emissions and water standards
- Administers EPA Ports Initiative
- Administers Diesel Emissions Reduction Act (DERA) grants

RECOMMENDATIONS

- Fund DERA at \$100 million

DEPARTMENT OF ENERGY (DOE)

- Administers cooperative agreements and grants through the Office of Energy Efficiency and Renewable Energy
- National labs work with ports on solutions to maritime problems

RECOMMENDATIONS:

- Focus programs on electric grid sustainability in the maritime environment
- Greater focus on partnering with seaports on energy efficiency improvements, alternative fuel equipment and transportation

ADVISORY BOARDS AND COMMITTEES

Bureau of Transportation Statistics (USDOT):
Port Performance Freight Statistics Working Group

Department of Commerce: Advisory
Committee on Supply Chain Competitiveness

Maritime Transportation Sector National
Advisory Commission (MTSNAC)

Maritime Administration (USDOT): Marine
Transportation System National Advisory
Committee (MTSNAC)

Committee on the Marine
Transportation System (CMTS)

National Maritime Security
Advisory Committee (NMSAC)



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AMERICAN SEAPORTS: Creating jobs and propelling the economy.

31 million
American jobs supported by
seaports each year.

\$5.4 trillion
Value of economic activity
related to U.S. seaports.

26%
Percentage of the U.S. economy
related to seaports.

1.4 billion
Metric tons of overseas cargo
handled by seaports in 2016.

\$1.57 trillion
Value of international cargo moved
through U.S. seaports in 2016.

\$6 billion+
Value of cargo handled by U.S.
seaports each weekday.

Freight tonnage in the U.S. is projected to grow 45% by 2045. By 2030, the U.S. will handle more than 23 million shipping containers through U.S. seaports each year, 69% more than in 2017. We must prepare the nation's infrastructure to meet a growing demand for the safe, efficient movement of freight .

WHAT'S AT RISK: Economic growth and critical connections.

\$3.4 trillion
Potential GDP loss by 2039
for failure to invest in U.S.
infrastructure.

\$496 billion
Cost to American businesses
and households by 2029.

\$1,700
Loss per household by 2029
without adequate infrastructure
funding.

\$264 billion
In U.S. global trade losses by 2029 due
to increased water transportation costs
from inadequate investments

436,000
Job losses by 2029 due to inadequate
maritime infrastructure.

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