Panama Canal Expansion

U.S. Department of Transportation

MARITIME ADMINISTRATION

Visiting Voices Luncheon
RAND Corporation
September 11, 2012
Purpose

- Evaluate and assess anticipated economic and infrastructure impacts on U.S. ports and freight transportation infrastructure.

Objectives

- Provide a foundation for a realistic understanding of the impacts of Canal expansion on U.S. ports and the national transportation system.
- Identify the range of needs for both private/public investment.
- Recommend pragmatic policy options for the Federal government to maximize investment value.
- Identify Port and infrastructure policy opportunities for consideration by Federal government leadership.
Panama Canal Expansion Study: Phases I-IV

Phase I (Commenced Late 2010 – Completed August 2012)
- General Listening Sessions
- Peer Review Phase I Report & Methodology
- Release Phase I Report to the public

Phase II/III (Will Commence Late Fall 2012)
- One-on-One Interviews with U.S. Maritime Communities
- On-Line Survey of 5,000 Shippers
- Peer Review of Remaining Phases
- Listening Session in Washington, DC

Phase IV (November 2012 – January 2013)
- Develop Policy and Investment Recommendations
- Produce draft final report
- Release the approved report to the public
Public Engagement/Peer Review Process

• Listening Sessions
  • San Francisco, CA (September 2011)
  • New York, NY (September 2011)
  • Washington, DC (Early 2013)

• Stakeholder Engagement
  • Shipper Survey to 5000 International Shippers and Service Providers
  • One-on-One Stakeholder Interviews with Port Officials

• Federal Agency Engagement
  • DOT Chain Gang
  • USACE
  • USCG

• Formal Peer Review Process
  • Transportation Research Board
## Federal Inter-Agency Coordination Panama Canal Expansion Study

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<tr>
<th>U.S. DOT</th>
<th>Army Corps</th>
<th>Technical Coordination</th>
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<tr>
<td><strong>Panama Canal Expansion Study (PCES)</strong></td>
<td><strong>U.S. Port and Inland Waterways Modernization Study</strong></td>
<td><strong>Institute for Water Resources (IWR) Centers of Expertise</strong></td>
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<td>PCES will provide a comprehensive examination of how the Panama Canal expansion will affect the entire transportation system (U.S. ports, waterways, rail and other landside infrastructure).</td>
<td>The purpose of the Modernization Study is to address the critical need for additional port and inland waterway modernization to accommodate post-Panamax vessels.</td>
<td><strong>Deep Draft Center of Expertise</strong></td>
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<td>PCES will involve a robust outreach effort – stakeholder interviews, listening sessions and outreach initiatives designed to assist MARAD in prioritizing future investments in the U.S. port infrastructure system.</td>
<td>The US Port and Inland Waterways Modernization Strategy will develop a vision for meeting the needs for US port and inland waterway modernization and propose a high-level strategy to implement that vision.</td>
<td><strong>Inland Center of Expertise</strong></td>
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<td><strong>US Army Corps of Engineers Special Teams:</strong></td>
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Next Steps: Implementation of Phases II/III/IV

• One-on-one interviews with key stakeholders (i.e. ports, railroads and shippers)

• Verification of markets and costs through shipper surveys

• Assessment of operational responses to expansion-driven scenarios

• Continue listening sessions, peer reviews and other public outreach program initiatives

• Coordinate with other on-going studies
Potential for Marine Highways Services
Establishes a National Freight Policy focused on improving the condition and performance of the freight network to provide foundation for the U.S. to compete in the global economy (Sec. 1115)

Requires DOT to:
- establish a national freight network
- Create a national freight strategic plan
- Create a freight conditions and performance report
- Create new or refine existing transportation investment and data planning tools to evaluate freight-related and non-freight related projects
- Encourage States to create freight plans and state freight advisory committees

DOT has created the Freight Policy Council in order to coordinate cross-modal implementation of MAP–21