



 THE NATIONAL ASSOCIATION OF  
NAWE WATERFRONT EMPLOYERS

# *We Have Things in Common*

A presentation at WEDA Conference, October 14, 2021  
by Lauren Brand, President, NAWA

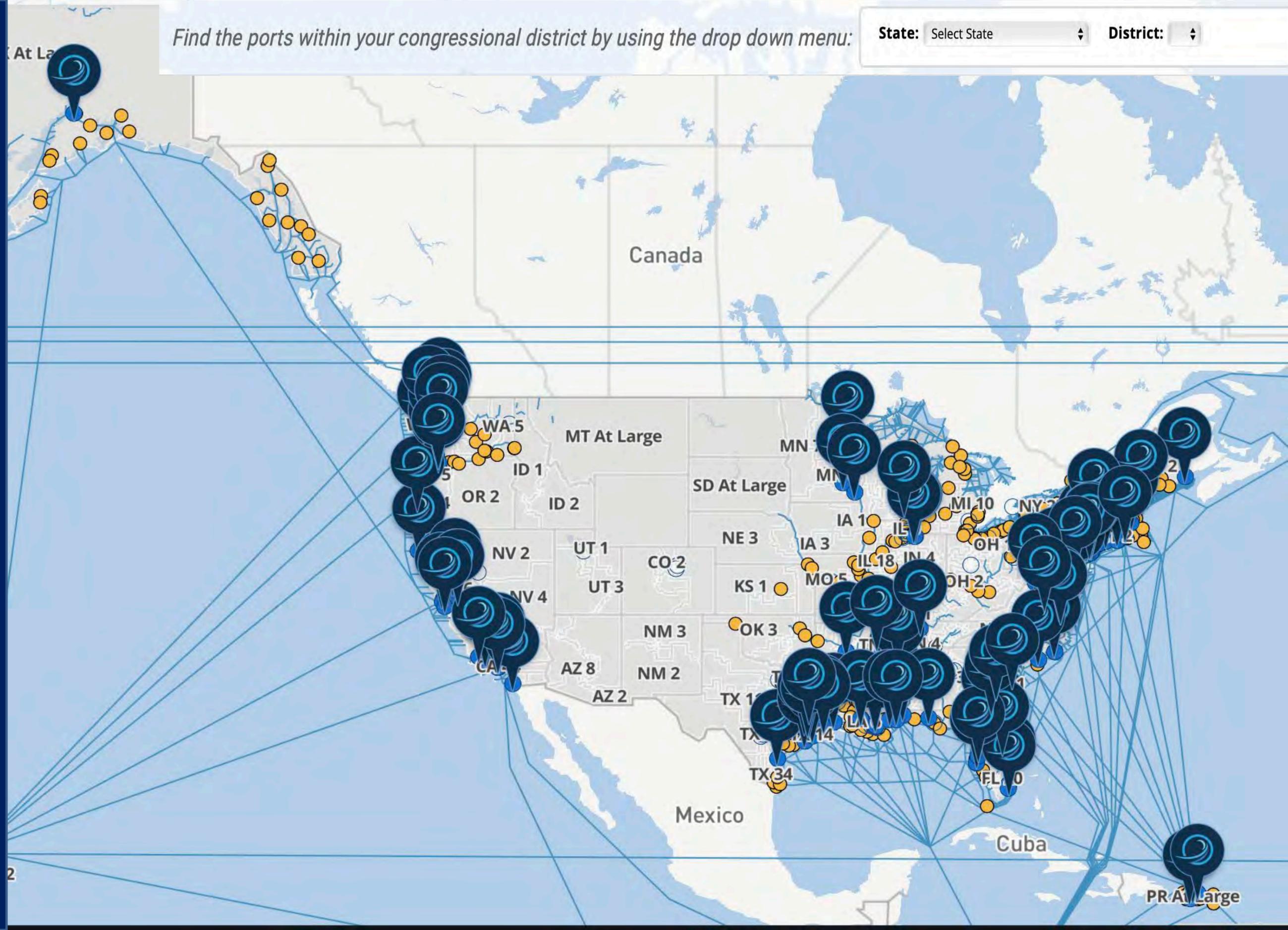
Find the ports within your congressional district by using the drop down menu:

State:

District:



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## Who is NAWWE?

An industry association that advocates and educates, addressing legislative and policy proposals as well as actions by the Executive Branch that impact marine terminal operations.

Members include privately owned marine terminal operators (MTO), stevedoring firms, public operating port authorities and Master Associations.





*Responsible for safe and secure transfer of passengers and freight between vessels, trucks and rail.*

Operate seven different types of terminals:

- Bulk
- Breakbulk
- RO/RO
- Containers
- Energy (liquid bulk)
- Space (supports launch/space)
- Cruise

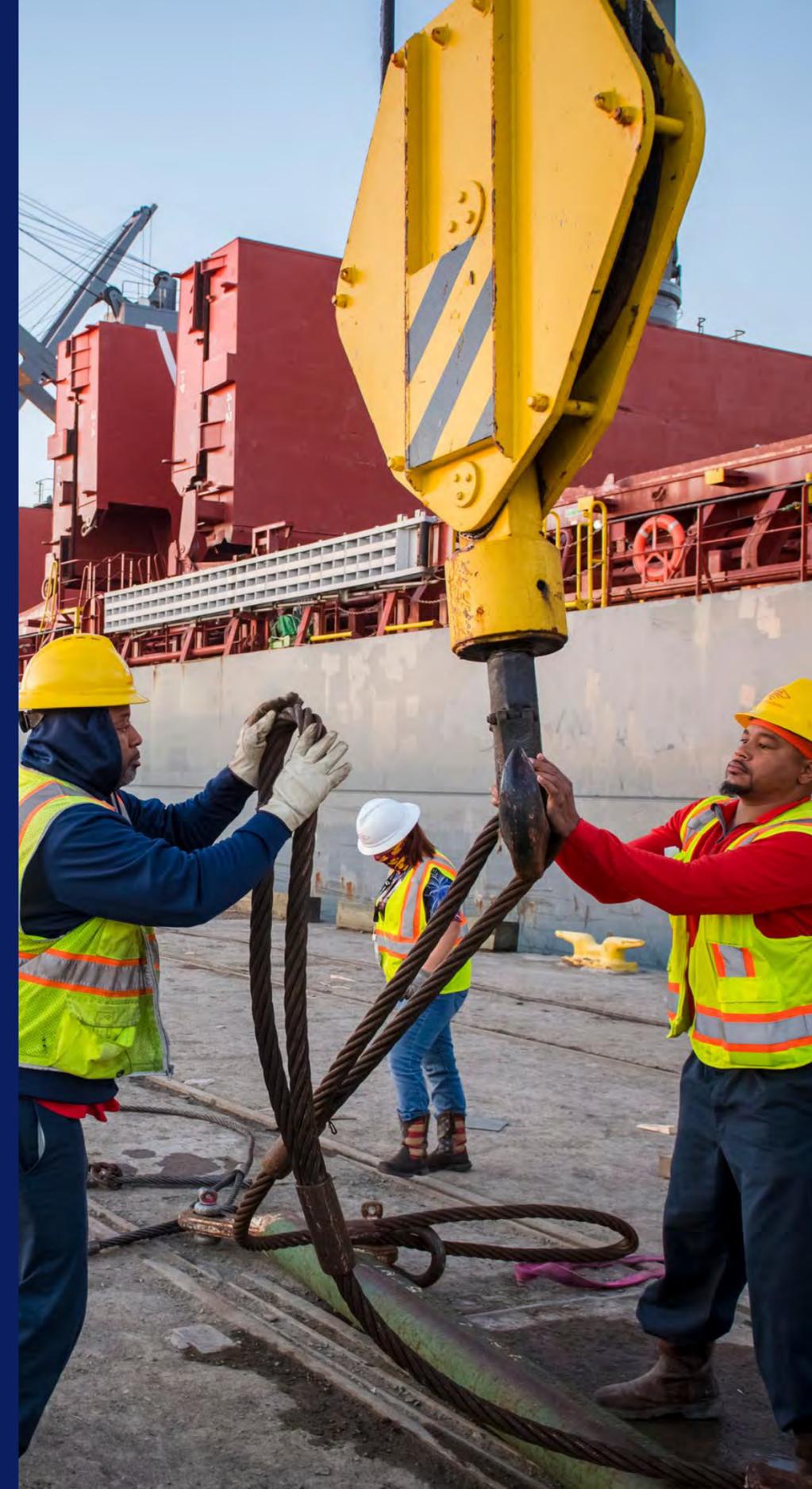
What is an MTO?

MTOs move well over \$5T of the economy, are governed by over 25 Federal Agencies, and are facing more issues now than in memorable history.

*We also have an aging workforce and need to attract the next generation.*

By 2025...

- Millennials will be 25% of the workforce,
- Gen Z will be 27% of the workforce,
- Gen X will be 30% of the workforce,
- The youngest Boomers will be turning 61 years old.



# INVESTMENT NEEDS

- Strengthen, lengthen & widen docks
- Deepen berths
- New larger cranes
- Raze old warehouses by the dock
- New terminal areas
- Broadband/WIFI
- Security improvements
- Larger repair sheds for equipment
- New, larger gates w/scanning, etc.
- Improved intermodal rail connectivity
- Improved road connectors
- Eco-friendly lighting
- Inc. capacity of stormwater systems
- Resilience features/climate change



# Investment Struggles

Significant types of equipment  
is not Buy American Act  
compliant.

China controls majority of STS  
crane manufacturing and *all*  
container manufacturing in  
the world.



# THE ENVIRONMENT



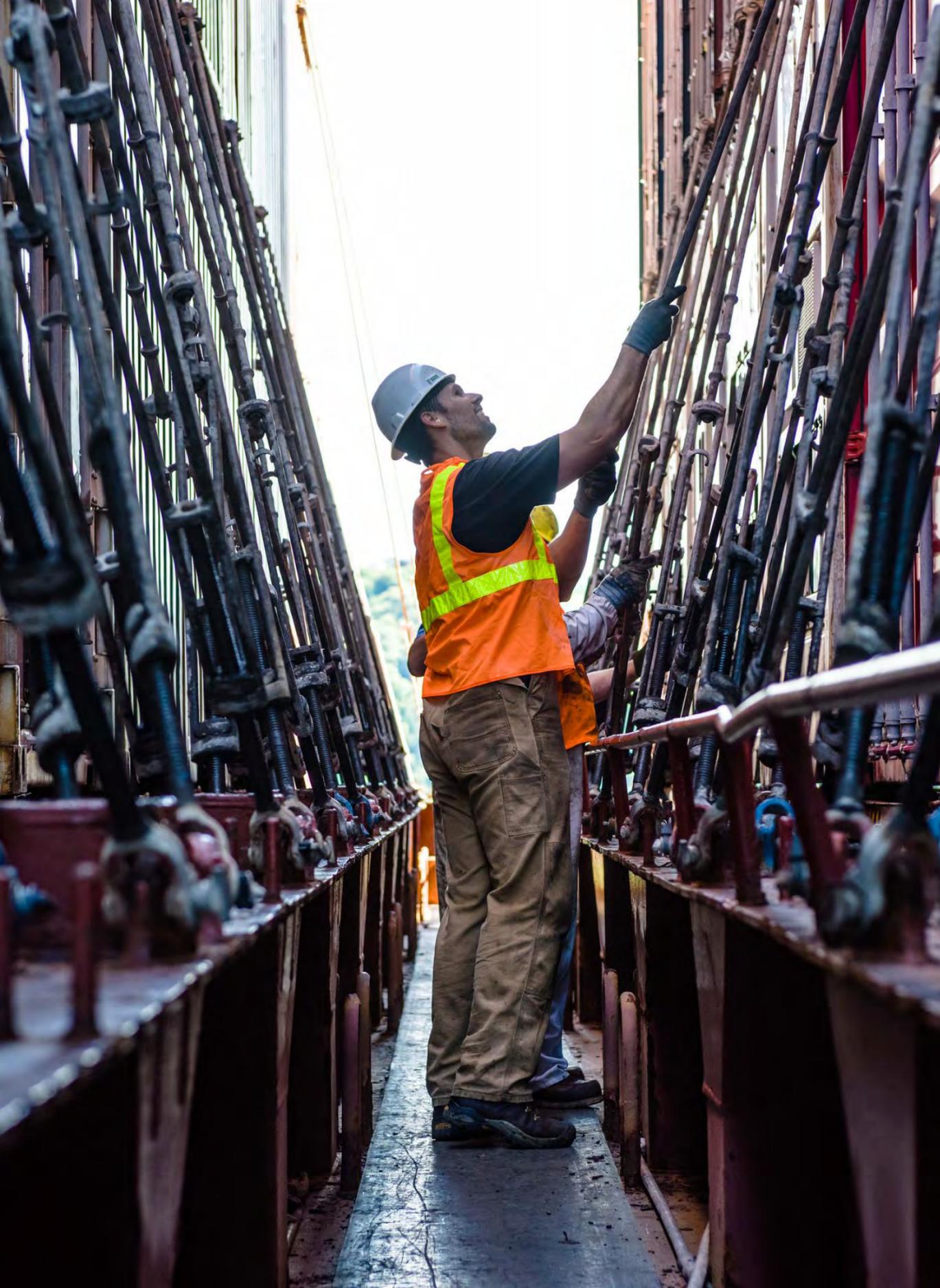
MTOs want to be part of the environmental solutions.

- \* Equipment is expensive.
- \* Federal assistance not been available due to policy constraints.



# Bipartisan Infrastructure Plan for Ports & Waterways

| Program                                                  | Total \$                                | Annual Total \$         | Section-by Section                                                                              |
|----------------------------------------------------------|-----------------------------------------|-------------------------|-------------------------------------------------------------------------------------------------|
| <b>USACE Construction</b>                                | \$5.15 billion to be spent over 3 years | \$1.7 billion per year  | For backlog of authorized projects that have yet to receive funding                             |
| <b>USACE Operations &amp; Maintenance</b>                | \$4 billion to be spent over 3 years    | \$1.33 billion per year | For dredging Fed navigation projects and repairs to USACE projects damaged by natural disasters |
| <b>DOT Port Infrastructure Development Grants (PIDP)</b> | \$2.25B for 5 years                     | \$450M per year         | Improvements to port facilities on US coasts, rivers, and Great Lakes                           |
| <b>DOT Marine Highways Program</b>                       | \$25M for 5 years                       | \$5M per year           | Expand use of US waters & waterways into US transportation system                               |
| <b>Reduction in Truck Emissions at Ports</b>             | \$400M for 5 years                      | \$80M per year          | DOT competitive grants to reduce port-related emissions from idling trucks                      |
| <b>Ferry Boat Terminal Construction</b>                  | \$912M for 5 years                      | \$182.4M per year       | Funds for construction of ferry terminals as well as ferry boats                                |
| <b>USCG Unfunded Priority Infrastructure</b>             | \$429M                                  | N/A                     | For housing, family support, & childcare facilities on USCG Unfunded Priorities List            |



# Inside the DC Beltway

- **Legislative Branch**
  - Ocean Shipping Act Reform
  - Long Shore and Harbor Workers Act
  - Approps for Marine Transportation System Emergency Relief Program and intermodal infrastructure improvements
- **Executive Branch**
  - Supply chain congestion and freight transport system capacities
  - Infrastructure grants w/evolving priorities



On site and regional  
operational issues

- **Need for more employees**
- **Federal training requirements**
- **Regional training needs**
- **COVID**
- **Supply chain congestion**
- **Climate challenges**
- **Need for new equipment**
- **Need for improved facilities**

# Thank you!



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