



ASSOCIATION OF PACIFIC PORTS

# 2020 Winter Conference

January 22 to 24, 2020 — Kapolei, Oahu, Hawaii



**Summary**

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## Association of Pacific Ports Winter Conference highlights

As the half-way meeting point for Association of Pacific Ports members on both sides of the Pacific Ocean, Oahu, Hawaii, provided the perfect location to bring colleagues and key industry stakeholders together to conduct association business, hear updates from port representatives and partners in port management, and network with peers, colleagues and old friends.

Highlights from the three-day conference (January 22 to 24, 2020) included welcoming Jane McIvor, incoming Executive Director, and extending a warm thanks to outgoing Executive Director Lisa Pomas; the establishment on an Associate Member Sub-Committee; an informative tour of the Matson Inc. Terminal in Honolulu; and a preview of the upcoming Annual Conference in Nanaimo, B.C.

Looking first at association business, a significant development for the APP was the establishment of the Associate Member Sub-Committee. To be co-chaired by Jeannie Beckett, The Beckett Group, and Joe Carrillo, SSA Marine, the committee will identify ways to create and add more value to those members who support the goals of the association. The Executive Committee was in agreement that Associate Members are an important part of the APP and must be given a bigger voice to be able to contribute meaningfully as well as benefit from the strong connections that can be made at APP events. Beckett and Carrillo will work over the coming months to develop recommendations that can be considered by the Executive Committee.

The Executive is also working with McIvor to develop additional member benefits for

both port and associate members, including greater communications, increased representation and exposure within the international maritime industry, and more opportunities for collaboration on joint initiatives, both with members and with other trade organizations and events.

Another highlight for the APP was the induction of our latest Life Member. Support was unanimous to bestow the honor on Jack Chong-Gum, who recently retired from RMI Ports Authority. Mr. Chong-Gum's contributions to the association have been very much appreciated.

Before ending the conference, guests were treated to video presentations from the Port of Nanaimo (host port for the 107<sup>th</sup> Annual Conference in August 2020), as well as the Commonwealth Ports Authority (host port for the 2021 Winter Conference).



# SAVE THE DATE!

## ASSOCIATION OF PACIFIC PORTS 107<sup>TH</sup> ANNUAL CONFERENCE

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August 9 to 12, 2020

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# Winter Conference highlights Port updates

As with each meeting of the APP, port representatives were given the opportunity to provide an update on developments within their jurisdictions:

## American Samoa Department of Port Administration

Chris King, Deputy Director, reported that great progress had been made on the installation of their container tracking system as keeping up with technology remains a priority for the port. Challenges noted by King over the past year included the recent measles outbreak in neighboring countries which prompted a port closure to vessels coming from those countries affected, including one cruise ship visit; and the Category 2 tropical storm system that hit the Fijian Islands also impacted on American Samoa operations. King further reported that the Department of Port Administration had submitted a funding application to DOT MARAD as part of the Marine Highway Designation program to address issues such as security.

## Port of Benton

Commissioner Roy Keck provided a recap of activities in 2019, including key investments that supported the economic development of the port district. Investments have resulted in new infrastructure for broadband, roads and utilities. Keck further noted that the port was currently going through a leadership transition as well as a strategic planning process.

## Port of Columbia County

Executive Director Doug Hayes was pleased to report that the port's efforts to rezone 837 acres of land have almost paid off (eight of the nine questions have been answered and upheld in Oregon courts with a remaining question on compatibility to be dealt with this March). He further noted growth of the airport property as well as an increase from 24 to 30 companies over the past year in the nearby Oregon Manufacturing Innovation Center. In addition, Commissioners approved a long-term ground lease with NEXT Renewable Fuels,

a 90-acre industrial site at Port Westward, Oregon, for an advance green diesel production facility. The \$1 billion biofuel plant will generate more than 200 full-time jobs in addition to 800 workers required for construction.

## Commonwealth Ports Authority

Peter Reyes, Director, reported that work continues on restoring infrastructure following the Super Typhoon Yutu that hit in October 2018. With major damage to the Saipan airport, ferries were being used to facilitate travel between islands. Properties under the Ports Authority jurisdiction are undergoing rehabilitation and, in some cases, expansion. Challenges that have arisen include difficulty in accommodating cruise ships and limited access in some areas.

## Port of Guam

Rory Respicio, new General Manager, described changes occurring at the port due to impending military build-up plans.



About \$50 million has been allocated for expansion projects aimed at increasing efficiencies and digitalizing information. Respicio presented a video which provided an excellent overview of operations as well as initiatives underway (<https://www.youtube.com/watch?v=ZDGi7OsGnsc>).

### Port of Long Beach

Commissioner Lou Anne Bynum reported on projects being undertaken by the port that aim to improve throughput: the final phase of the Long Beach Container Terminal is almost complete and will allow for a doubling of capacity; the replacement of the Gerald Desmond Bridge is nearing completion and should be open to traffic later in 2020; the port is also investing \$1 billion in rail improvements that will speed the flow of goods while reducing local road traffic.

### Port of Nanaimo

Donna Hais, Chair of the Board of Directors for the Port of Nanaimo, reported on capital programs, such as the Vehicle Processing Centre as well as an expansion of Nanaimo's container terminal. She also noted that the port's strategic planning process is in its first phase with future plans to include being a logistics hub that would service the one million people living on Vancouver Island. As the port and the Nanaimo area experience continued growth, they are looking for ways to increase capacity through a number of initiatives.

### Port of Newport

New to the role of General Manager, Paula Miranda reported that she has been given a mandate to improve communications, increase revenues and work on obtaining funding for infrastructure improvements, including capital improvement projects identified in the port's 2019 Strategic Business Plan, such as the reconstruction of Port Dock 7 and improvements to the South Beach fishing pier.

### Pohnpei Port Authority

Baron Mendiola, Seaport Manager, reported that a lot was happening in Pohnpei, including two projects: 1) the FSM Maritime Investment Project (funded by the World Bank) to upgrade their commercial dock; 2) the Dock Extension Project (funded by JICA) to extend dock space to accommodate both fishing and passenger vessels (the port is still in the planning phase of usage of the new dock). Issues

that Pohnpei continues to address include: passenger ships loading at the commercial dock; no back-up generator, dedicated parking lot or sufficient plugs for reefer containers; and outdated navigational charts. Mendiola also reported on threats such as little outbound cargo (with lots of empty containers taking up dock space); no dedicated place to detain people who have been arrested; aging infrastructure with no structural assessments having been done; unreliable power; and climate change. Before closing, Mendiola also touched on Aids to Navigation, specifically, the Navigational Beacon for the Channel was sunk during high tides and strong winds last year — he requested assistance from anyone who knew of funding for a new beacon marker.

### Port of Redwood City

Chair of the Commissioners Board, Ralph Garcia, reported that the port had recently welcomed a new Executive Director. Now in their second year of record tonnage, the port has embarked on a number of new initiatives, including a public art installation; a \$1.85 million security grant; \$2 million allocated to a new fishing pier; and waterfront improvements. A new strategic plan — the first for the port — was recently approved which will serve to guide development in the future.

### Republic of the Marshall Islands Port Authority

Robert Pinho, Board Member, reported on issues such as port security as well as hydrographic surveys being undertaken.

### Port of San Diego

Dan Malcolm, Commissioner, reported that the port is in the process of updating their master plan, noting that it will cover the 34 miles of port tidelands encompassing the port's five member cities. On the maritime side of operations, Malcolm noted that, as a designated Strategic Port and the home port of the Pacific Fleet of the United States Navy, the Navy currently has a fleet of 51 homeported vessels which is expected to grow to 72 vessels. With that expansion, there is a need for additional maritime related infrastructure and services on port tidelands and the port is challenged with finding available property to accommodate the additional need. On the real estate side of operations, there is approximately \$4 billion worth of planned or active development, including a

new Gaylord Marriott Hotel and an associated convention center slated to start construction later this year. Another issue facing the port was looking for ways to reduce copper being washed into the water — Malcolm would welcome assistance from other ports who may have experience in this area.

### Port of Skagit

Commissioner Kevin Ware reported on a diverse range of activities currently being undertaken by the port. These included a broad base of development in both the marine and land jurisdictions of the port, such as the installation of fiber optics, a new processing plant that turns sewage into drinking water, and new agricultural opportunities. Ware spoke to success being seen by companies within the business park before commenting on developments within the airport.

### Port of Stockton

Katie Miller, Human Resources Manager, reported that the port was in the process of updating bridge and road infrastructure as well as on the technological side with upgrades being made to the port's IT infrastructure. Miller also described a multi-stakeholder partnership that was working to improve Union Pacific's western US 32,000-mile rail network. The innovative project involves distributing ¼-mile lengths of "long rail" railroad track throughout the 32,000-mile rail network. Noting the port's priority of environmental sustainability, Miller was pleased to report that they were now certified members of Green Marine, a voluntary environmental certification program for the North American marine industry.

### Port of Umatilla

Kim B. Puzey, General Manager, provided an update on the process to get the former Umatilla Chemical Depot properly transferred to the Columbia Development Authority, of which the Port of Umatilla is a member. Data Center construction continues to be a significant activity for the region; increasing the tax base and providing many family wage jobs. Transfer of the property will significantly increase Industrial Land inventory at the Port of Umatilla. Of additional note, Puzey recognized the efforts and contributions of Commissioner Kurt C. Bendixsen, who will be leaving the port to pursue overseas mission work in Cote d' Ivoire, Africa.



## Winter Conference highlights Presentations

In addition to the Port Update Session, additional presentations from government, port and supplier representatives provided attendees with constructive, relevant and enlightening information. Moderators of the three sessions — Maria Taitano, Port of

Guam; Chris King, American Samoa Department of Port Administration; and Randa Coniglio, Port of San Diego — did an excellent job of keeping speakers on track and facilitating a robust discussion afterward.

### Security Update for the Pacific

Looking at priorities, Captain Mullins noted that future mission success relies on continued recapitalization of Coast Guard boats, cutters, aircraft, systems, and infrastructure. He also highlighted five priority areas that required the USCG's focus:

- The rise of Transnational Organized Crime (TOC) networks which required collaboration amongst the many USCG partners, both nationally and internationally.
- The imperative for southern maritime border security which posed a persistent threat from the illicit flow of people and goods, such as drug and human trafficking as well as illegal migration.
- Increasing maritime commerce and the need to ensure safe and efficient maritime transportation systems.
- Emerging cyber risks.
- And future challenges in the Polar Regions where forecasted increases in activity are predicted as the ice melts.

Mullins outlined initiatives that included collaboration with international organizations and other countries through bi-lateral agreements; intelligence-gathering; and enforced compliance with laws and regulations to promote a safe, efficient and resilient maritime transportation system.

### NOAA's Role in Supporting Pacific Ports

Crescent Moegling, Navigation Manager for the National Oceanic and Atmospheric Administration, provided an update on NOAA activities. Following a review of NOAA services, Moegling focused on the 2017 National Charting Plan which outlined a strategy for improving nautical charts. The plan aims to improve nautical charts by reducing unwarranted alarms, converting from imperial to metric measurements, providing timelier data, improving chart coverage and information, and increasing efficiencies to allow for ease of access to more precise, higher-resolution charts that deliver the most up-to-date navigation information possible.

Of particular note, Moegling reported that the National Charting Plan identified a five-year process to end all traditional paper nautical chart production. This will include cancelling (by January 2025) print-on-demand paper nautical charts, Raster Navigational Charts, RNC Tile Service, Full-size chart PDFs,

Booklet Chart PDFs and the Online RNC Viewer. NOAA is still seeking feedback from chart users and Moegling welcomed comments from conference attendees. It was noted that paper back-ups are still required under both U.S. Coast Guard and International Maritime Organization regulations and that NOAA is working to identify private partners to supply these. The move will allow NOAA to have a greater focus on electric charting.

Other improvements and changes include:

- ENC Re-scheming to reduce the number of scales, standardize size and scope, show boundaries along lines of longitude and latitude and interlock boundaries through the scales.
- Precision Navigation (the ability of a vessel to safely and efficiently navigate and operate in close proximity to the seafloor, bridges, narrow channels, or other marine hazards) to provide real time data on tides and currents to provide greater assistance to ships, especially important given the trend toward larger ships. NOAA has initiated three pilot projects (Long Beach, the Lower Mississippi, and New York/New Jersey) and is seeing very successful results. Coverage will be expanded in the future based on a variety of factors.



Captain Ulysses Mullins, Chief of Prevention, 14<sup>th</sup> District, U.S. Coast Guard.



Maria Taitano (Port of Guam) thanks Crescent Moegling, Navigation Manager for the National Oceanic Atmospheric Administration for her presentation.

- Changes to Coast Pilot publications include breaking Coast Pilot #7 (currently including California, Oregon, Washington, Hawaii and Pacific Islands) into two books with one covering Washington, Oregon and Hawaii and the other covering California. The new products will be coming this spring. (Visit <https://nauticalcharts.noaa.gov> for more information.)
- The hydrographic survey vessel NOAA Ship Rainier conducted hydrographic surveys in the commercial ports of Oahu, Molokai, and Maui in 2019. The ship will also return in 2020 to survey Guam, Rota, Saipan and several other parts of the Mariana Islands.

Other initiatives planned for NOAA include sourcing as much external data as possible as well as “Seabed 2030,” an initiative to map the entire world’s ocean; and a new ASSIST Tool as a way to provide feedback on charting issues to NOAA. Before ending her presentation, Moegling advised that there is a Federal Advisory Committee planned for this April in Honolulu — attendees were invited to attend for more information. (Visit: <https://nauticalcharts.noaa.gov/hsrp/meeting-oahu-2020.html> for event information.)

## Zero-Emissions Technology and the Stevedore/Terminal Operator

Joe Carrillo, Regional Vice President of SSA Marine — experts in marine terminal and rail yard operations with more than 250 strategic locations around the world — outlined an eight-step pathway to zero emissions for terminals through the use of “zero/near-zero” cargo-handling equipment.

1. Ideation — Carrillo noted there must be an initial commitment to developing sustainability objectives, followed by the creation of a task force to support those objectives.
2. Assets Evaluation — gathering information, listing inventories, tools and resources, as well as strategic partners.
3. Goal Setting — creating measurable and achievable targets that can be used as benchmarks throughout the span of the project.
4. Formation — developing specific projects and defining parameters.
5. Phasing — defining the multiple phases that will be required to reach the overall goal.

6. Preparation — developing partnerships (including funding), communication streams and a project team.
7. Development — once the project has been defined and all of the phases have been identified, this step includes design, engineering and permits, and financing and funding.
8. Execution — finalizing the project and ensuring high levels of integrity are maintained as well as building in evaluations of success and sharing the knowledge with other marine industry stakeholders.

Using the example of SSA Marine Terminals in California, Carrillo noted that, by 2021, SSA Marine will have deployed 76 pieces of zero/near zero cargo handling equipment, including yard tractors, top handlers, yard cranes converted to electric grid power and others converted to near-zero diesel hybrids as well as forklifts. He estimated that these efforts would save about 800,000 gallons of diesel fuel consumption annually.

## Climate Change

### *The Positive Impacts to Funding Mechanisms and Regulatory Requirements Relative to Implementing In-Water Projects*

Sam Whitin, Coastal Resilience Manager with EA Engineering, Science, and Technology, Inc. PBC, began his presentation by noting the basic premise that sea level rise is leading to more frequent flooding and loss of shallow water and wetland habitat. With this, regulatory agencies have re-interpreted some regulations and funding agencies are able to support a wider variety of projects.

In looking at regulatory and policy considerations, Whitin noted that coastal management agencies used to focus on the reduction of impacts to water quality and habitats but now, the primary focus of these agencies is the rise in sea level and impacts from climate change. He provided examples such as the recent FEMA policy that requires funded reconstruction to be more resilient as well as requirements in certain jurisdictions to push real estate developers to take sea level rise into account.



Joe Carrillo, Regional Vice President, SSA Marine.

## PRESENTATIONS

In addition to FEMA, other federal agencies were also changing the way they responded to the current environment. For example, the US Army Corps of Engineers have been leading the way in researching and understanding how water resource projects can bring economic, social, and environmental benefits through their Engineering with Nature Program. The US Marine Corps, NOAA and the U.S. Fish and Wildlife Service have also been active in their efforts to mitigate the impact of sea level rise.

In concluding his presentation, Whitin recommended that, where possible, project proponents needed to incorporate flood protection and resiliency into their strategies; and to partner with non-government organizations and federal agencies to ensure access to information, research and resources.

### Funding Opportunities and Tools for Port Development

Jeannie Beckett, Principal of the Beckett Group, provided ideas for attendees on how to find funding for Port projects. In setting the stage for her presentation, she noted that there was an expected increase in US tonnage throughput of 40 per cent by 2045. Such a significant increase would add pressure to ports to increase their own capacity.

Beckett outlined a process for funding that, in general, could be used by ports, including clarifying the outcomes to be achieved; selecting broad strategies to achieve those outcomes; and identifying ways to measure success. She warned attendees that there was steep competition for US federal dollars and that it was important to clearly define the program and identify the revenues that would be able to meet the objectives stated. Close attention should be paid to mapping out a process that will identify project information; the needs and who benefits; expected outcomes; and a detailed action plan to guide project development.

When in the planning stages of the project and considering funding options, key questions need to be asked and answered, including what steps need to be taken to get to a project readiness stage; does the project require environmental approvals or right-of-way procurements; is the final design completed? Beckett encouraged

funding applicants to be as prepared as possible before seeking funding. She also recommended that layering multiple sources of funding was usually the best approach.

Additional recommendations included identifying all stakeholders and customers, as well as funding partners, project supporters and if needed, political support. Timing and developing a critical path was also important – ensuring adequate time is given for construction, environmental approvals, and legislative approvals. She also noted that it was important to identify performance metrics to measure success.

To assist ports through the development of a project and pursuit of financing, Beckett recommended the use of the Port Planning and Investment Toolkit (PPIT) available through the American Association of Port Authorities. The PPIT can assist in evaluating port conditions, defining problems, navigating the pre-planning process, engaging private partners, presenting actionable needs to administrators, accessing funding and, ultimately, completing the project.

### Automation and Effects on the Workforce

Lou Anne Bynum, Harbor Commission Secretary for the Port of Long Beach, spoke to the changing landscape and the future demands of education and training, taking into consideration an increasingly technical and automated workplace. In considering the future, key issues that need to be addressed include identifying skills that will be in high demand in the future; industry collaboration with academia; and ways to introduce a younger generation to the transportation industry.

Using the Port of Long Beach as an example of how this industry is important to the country's economy, Bynum noted that one in five jobs in Long Beach were connected to the port; 575,000 in the five-county region; over 700,000 in California and about 2.6 million across the entire United States. As a whole, U.S. seaports generated 30.8 million jobs, \$5.4 trillion in economic value and \$378 billion in tax revenues.

While noting that jobs are changing due to globalization, technology, political change and demographic shifts, Bynum stressed that the workforce is changing. With more diversity, greater choice and a focus on more technology-driven skills, today's millennials differ greatly from the boomer generation. She recommended that attendees review the book, "Empowering the New Mobility Workforce," edited by Tyler Reeb, Ph.D., which contains results from a survey conducted by Kristin Decas, CEO and Director of Port of Hueneme. The survey measured responses to questions that covered issues such as training programs, skills gaps, and important workforce skill-sets as well as potential growth areas for the future.

To address workforce issues, the Port of Long Beach has developed a strategy which aims to develop educational outreach and workforce development programs that offer training to prepare the next generation for occupations at every level of the goods movement industry. The programs engage the Long Beach Unified School District, Long Beach City College, Cal State Long Beach and other institutions as partners who share the same goals.

By offering internships, apprenticeships and scholarships, POLB is helping to align the needs of employers with those of prospective employees. Indeed, POLB has entered a total of 210 participants in their six-week high school internship program (now in its



Sam Whitin, Coastal Resilience Manager with EA Engineering, Science, and Technology, Inc. PBC,

ninth year); awarded \$875,000 in scholarships to 541 local students pursuing careers in international trade; and has operated a college internship program that has placed students in every port division on an as-needed basis. Other initiatives undertaken by the POLB include working with Long Beach City College to institute a Maritime Center of Excellence and partnering with Cabrillo High School to develop the Academy of Global Logistics.

Recognizing that the industry is changing, Bynum identified the skills that would be important in ensuring a vibrant and robust industry:

- Specializations in artificial intelligence, blockchain, Internet of Things and cyber-security.
- Computer and technology skills and familiarity with automated devices.
- Vessel transportation logistics, grant writing and project management.

## Port of Stockton Internship Program

Following on with the theme of attracting employees, Katie Miller, Director of Human Resources and Administration Services with the Port of Stockton, used her own experience with the port's Internship Program to further emphasize the importance of engaging students and potential employees. After defining terms, including paid versus unpaid internships (and ensuring local employment laws were followed), she encouraged attendees to develop a policy that would guide programs — for example, what positions would be filled and for how long; the intent of the program and aligning roles and duties as well as ensuring a vehicle for feedback. Most importantly, Miller noted that support from management was crucial. Identifying a solid return on investment would encourage that support.

In implementing an internship program, Miller identified the following goals:

- Make the tasks challenging and meaningful.
- Give broad exposure to operations within the company.
- Provide supervision.
- Monitor progress.
- Develop a meaningful orientation.
- Enable networking opportunities for interns.

Miller also discussed the recruitment process, including outreach through initiatives such as career fairs, websites/social media

and through school contacts. Potential interns should go through a rigorous process similar to paid positions to provide them with valuable lessons in the future — the job application, testing, interviews, background and reference checks, job offers and orientation. Once the internship is completed, feedback and evaluation were important features to further develop the effectiveness of the program. Program managers should also ensure feedback and results are shared with management.

## FSM Maritime Investment Project

Baron Mendiola, Seaport Manager for Pohnpei Port Authority, described two port improvement projects underway at the port — the Dock Extension Project, funded by the Japanese International Cooperation Agency; and the FSM Maritime Investment Project, funding by the World Bank.

Starting with the Dock Extension Project, Mendiola provided an overview of steps taken on construction of a wharf, reclamation of a container yard, and dredging of the turning basin. The objectives of the program were to alleviate traffic congestion and to improve the maritime network by expanding Pohnpei Port.

Regarding the Federal States of Micronesia Maritime Investment Project, Mendiola noted there were four components:

1. Maritime Infrastructure — to improve safety, efficiency and climate resiliency of maritime infrastructure.
2. Maritime Safety and Security — to strengthen safety and security of the maritime transportation system and to support better climate resilience for maritime facilities as well as to improve the reliability of connections between FSM states and outer islands.
3. Technical Assistance for Port Planning and Project Management — to enhance the capacity of government maritime assets through technical assistance designed to strengthen the planning and management of climate resilient port facilities, improve coordination of emergency response systems, elevate awareness of ISPS and SAR requirements, and implement project activities.
4. Contingent Emergency Response Component — to provide a swift response in the event of an emergency by enabling uncommitted funds to be quickly reallocated to address immediate post-crisis and emergency financing needs. The CERC may be used following natural disasters or other crises and emergencies, and following, allow funds to be reallocated from other components of the project.



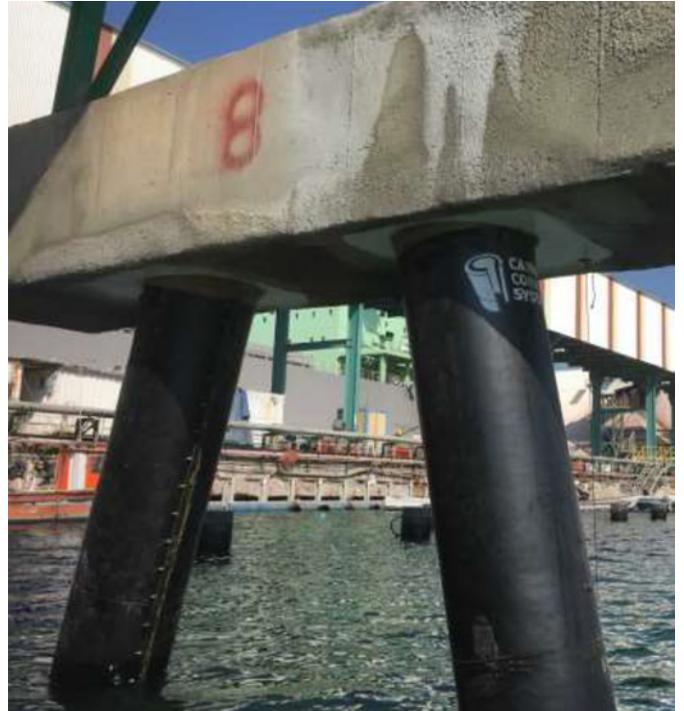
## PRESENTATIONS

### Corrosion Protection for Steel and Concrete Piling

Tom Spear, a partner of Schrader Co. Sales, LLC and representative for Carmel Corrosion Systems, outlined the benefits of the CCS Wrap — a heavy-duty, four-ply wrap that protects pilings from corrosion. With easy, one-piece installation and minimal surface preparation, the CCS Wrap is environmentally safe, UV and temperature-variation resistant, and easy to install. Additional benefits to the user include corrosion tracking, low cost testing, short installation time and, most importantly, significant cost and time savings for port and terminal operators.

The CCS Wrap is constructed with an outer polyurethane layer that is highly abrasion-resistant and UV-stable that provides a long-term environmental outer barrier. Layers beneath include a memory-enhanced polyamide reinforcing scrim, an inner polyurethane layer and finally, a polyester felt inner layer with active corrosion inhibitors that are pre-blended into a range of hydrophobic and thixotropic gels which are factory-applied, providing product longevity.

Custom-made to ensure shape and size conforming, the wrap ensures no oxygen or water can seep in — indeed, re-inspections that are conducted to ensure the system is working properly consistently show negligible loss of material. Backing up their work, CCS also provides a 10-year warranty.



An example of the CCS Wrap.

## | TERMINAL TOUR |

### Matson Terminal tour

Undoubtedly one of the highlights of the conference was the tour to Matson's Honolulu Terminal. Lek Friel, Manager of Vessel Planning for Matson guided attendees through the terminal and provided key information about operations.

With 90 acres for container handling, and another 50 for parking and buildings, the terminal put through 450,000 TEUs in 2019 along with 80,000 automobiles. Friel pointed to the neighboring land, currently occupied by Pasha Stevedoring and Terminals, and noted that, in 2023, they will be moving across the waterway to a new terminal, allowing Matson to assume another 35 acres.

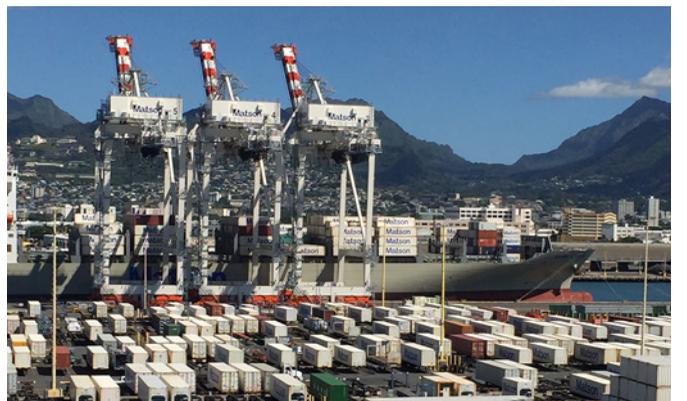
He additionally noted that Matson was going through a modernization project and had just acquired three cranes and would be retrofitting and upgrading existing cranes to accommodate Post-Panamax-sized vessels.

Additional features of the Matson Terminal included over 2,200 feet of berth space (with an anticipated additional 2,000 feet on the Pasha lands). Current water depth was between 35 and 38 feet, with a dredging project being scheduled for September 2020.

During the tour, Friel pointed out the Daniel K. Inouye container ship which was being loaded. With a capacity of 3,500 TEUs, the vessel is the largest container ship built in the U.S. and meets Jones Act criteria to be able to run a U.S.-exclusive route.



Lek Friel, Manager of Vessel Planning, Matson.





## Winter Conference highlights Networking and upcoming events

**W**ith the Four Seasons pulling out all the stops to ensure scrumptious meals and excellent service, attendees had ample opportunities to enjoy time with old friends and colleagues and develop new relationships. Starting with the welcome dinner, where the Kalenas Polynesian Ohana band and dancers entertained guests — and even got a few up dancing!, to the breakfasts, lunches and networking breaks, conference goers were kept busy in between sessions, ensure plenty

of quality time to discuss presentations and provide updates on activities within their own businesses.

At the closing dinner, Ian Marr, APP's President (and CEO of the Port of Nanaimo) provided a tribute to outgoing Executive Director Lisa Pomasl and her colleague, Kersten Green, thanking them for the many years of service and dedication.

Also at the closing dinner, guests were treated to previews of upcoming conferences. The Port of Nanaimo — who will host

the 2020 Annual Conference in August — was showcased in a three-minute video that illustrated a working harbor along with many tourist attractions and activities. The Port of Saipan — hosting the 2021 Winter Conference next January — also presented a video that featured beautiful oceans with scuba diving and snorkeling adventures, popular tourist activities and, of course, an active port presence.

Stay tuned for more news as work begins on both conferences!





# ASSOCIATION OF PACIFIC PORTS 107<sup>TH</sup> ANNUAL CONFERENCE

Hosted & Sponsored by

**PORT OF NANAIMO**

Vancouver Island, British Columbia, Canada — August 9 to 12, 2020

## Striving for Balance

*The Conflict Between Economic and Environmental Complexities Facing Today's Ports*

### THE AGENDA

For today's ports, the pressures of achieving a balance between economic development and environmental sustainability can be daunting. Add to that task increased risks on safety, security, asset and infrastructure management, and marine industrial land use policies and it's no secret that port governance and management is a minefield of complex decisions.

The APP's 107<sup>th</sup> Annual Conference shines a spotlight not only on the pressures facing ports but on the opportunities that are created by these very same issues.

### THE LOCATION

Taking place in Nanaimo, British Columbia, one of Canada's most vibrant and diverse cities, the APP's 107<sup>th</sup> Annual Conference provides numerous opportunities to explore and experience a classic West Coast lifestyle.

With port operations tours, excursions that showcase the many activities locals and tourists alike enjoy, and local food, fare and entertainment, host Port of Nanaimo is pulling out all the stops to ensure attendees are treated to a true Canadian adventure. And yes, this is the home of the original Nanaimo Bar!

