

# Workshop: Economics of Domestic Short Sea Shipping

## The Barge Feeder Service for the Port of Bridgeport

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# Bridgeport Port Authority

1. Currently the only active Port Authority in Connecticut
2. The BPA is charged with the promotion of trade and commerce within the port district of Bridgeport
3. The BPA has very broad powers of:
  - Eminent Domain, Siting, Survey, Inspection
4. The BPA has three full time employees

# Bridgeport Port Authority

- BPA has the ability to finance economic development activities within the district, including recreational and residential
- BPA can operate and be the grantee of a foreign trade zone
- Revenue source is a tariff that is charged to the ferry customer which equals approximately one million dollars per year.

# Bridgeport Port Authority

- The current ferry operation removes 400,000 vehicles from I-95 and over 800,000 passengers.
- The current growth rate of the ferry system is 8%
- The ferry system is a roll on / roll off system using a shore based ramp, whereas the barge/container system will also be a roll on / roll off system, however the ramp would be mounted on the barge.

# Bridgeport Port Authority

- BPA acquired the Cartech property now known as the Bridgeport Regional Maritime Center - BRMC
- The BRMC is home to Derecktor Shipyard, a 23 acre – state of the art shipbuilding facility; the Tallmadge Oyster Company and 15 acres devoted to the proposed barge feeder service

# Why a Barge/Feeder Service in Bridgeport and What are the Benefits for the State

- Potential to remove, at the end of the second year, approximately 33,000 containers from I-95 in Fairfield county. Lower the potential risk of a major traffic incident. Reduce the utilization of I-95 for trucks and possible reduction in air pollution for the Fairfield county.

# Why a Barge/Feeder Service in Bridgeport and What are the Benefits for the State

- The potential to create new employment in the warehousing/distribution sector.
- By having the State provide the initial funding to implement the service - the State is developing a public-private partnership in helping to improve the transportation infrastructure that the private sector alone would not under take.
- State funding must be adequate for a reasonable period of time for the system to develop

# Why the Port of Bridgeport for the Barge RO/RO Feeder Service

- Good but Under Utilized Facilities
- Little Capital Investment required for the initial period
- Financial projections appear that the proposed service will be less costly than current trucking and Lift On/Lift Off service
- Potential reduction in air emissions and truck traffic for the I-95 corridor
- Bridgeport Port Authority has available land for future expansion



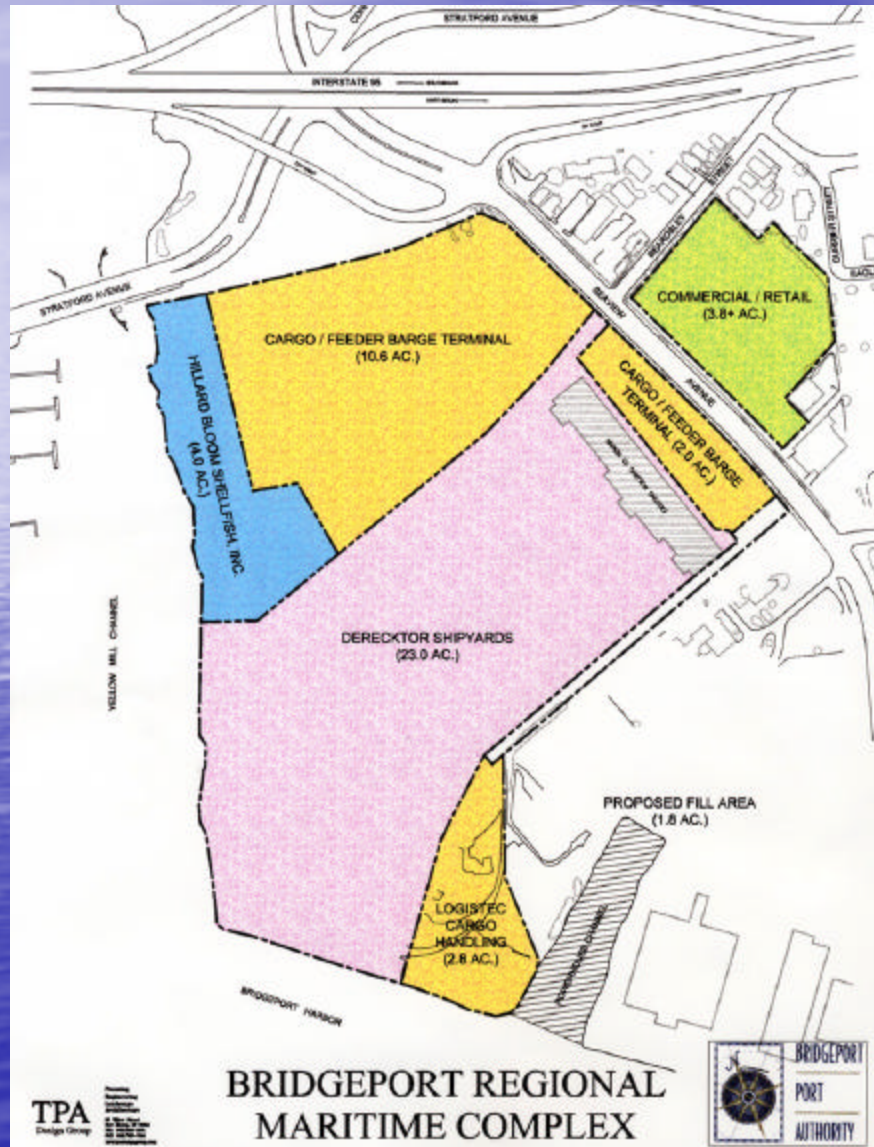
# Aerial view of the Bridgeport Regional Maritime Complex



10/19/2004

Seaworthy Systems, Inc. and the  
Bridgeport Port Authority

# Proposed Development of the BRMC



Cargo / Feeder Barge Terminal 2 parcels = Total 12.6 acres

Logistec Cargo Handling, 2 parcels = Total 4.6 acres

Total potential acres available for Barge Feeder Service = 17.2

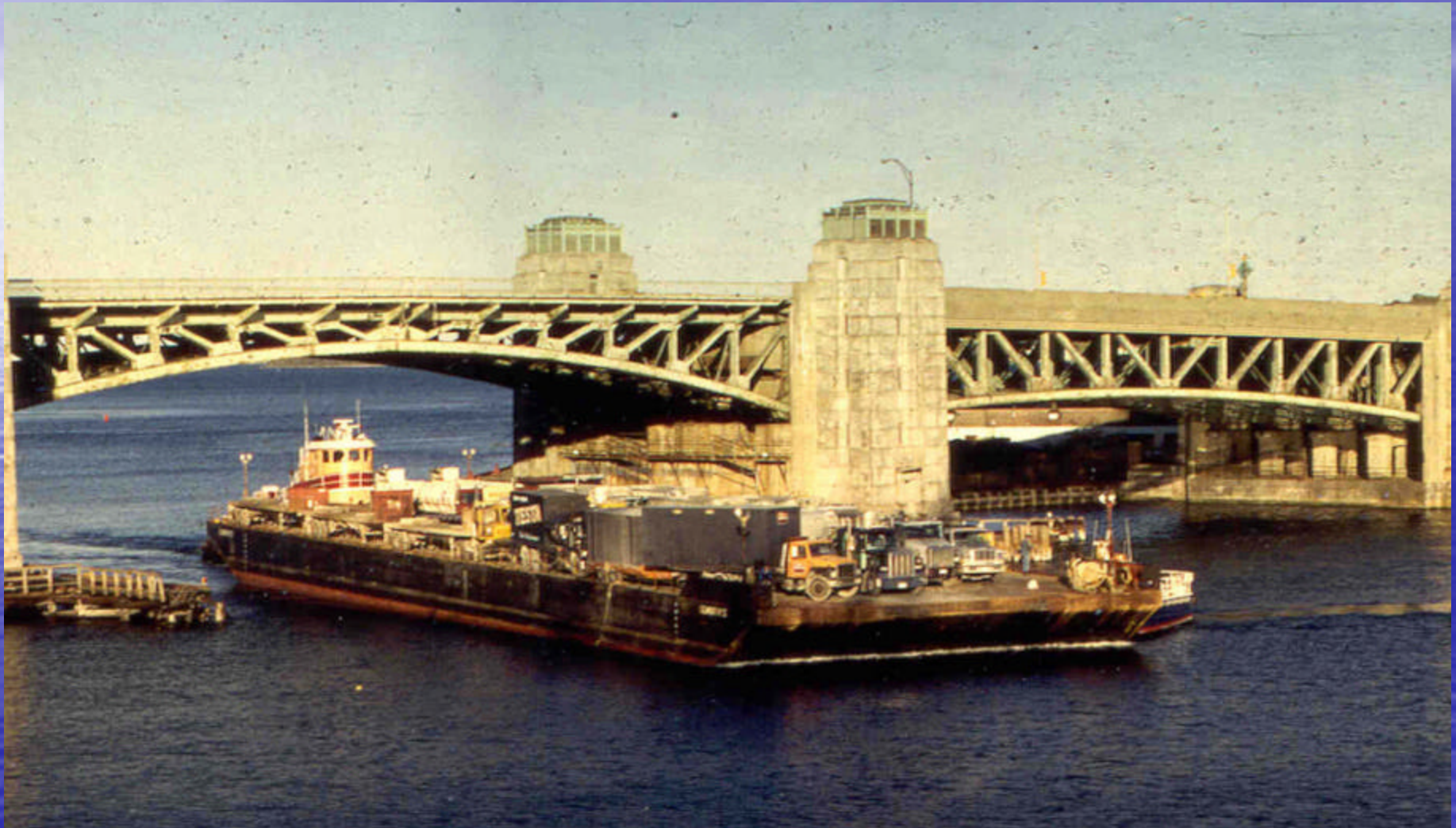
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# View Looking north, east side of the harbor

1. Warehouse and 6 acres
2. Current Cilco Terminal
3. BRMC land



# Typical Deck Barge loaded with Roll On / Roll Off Equipment



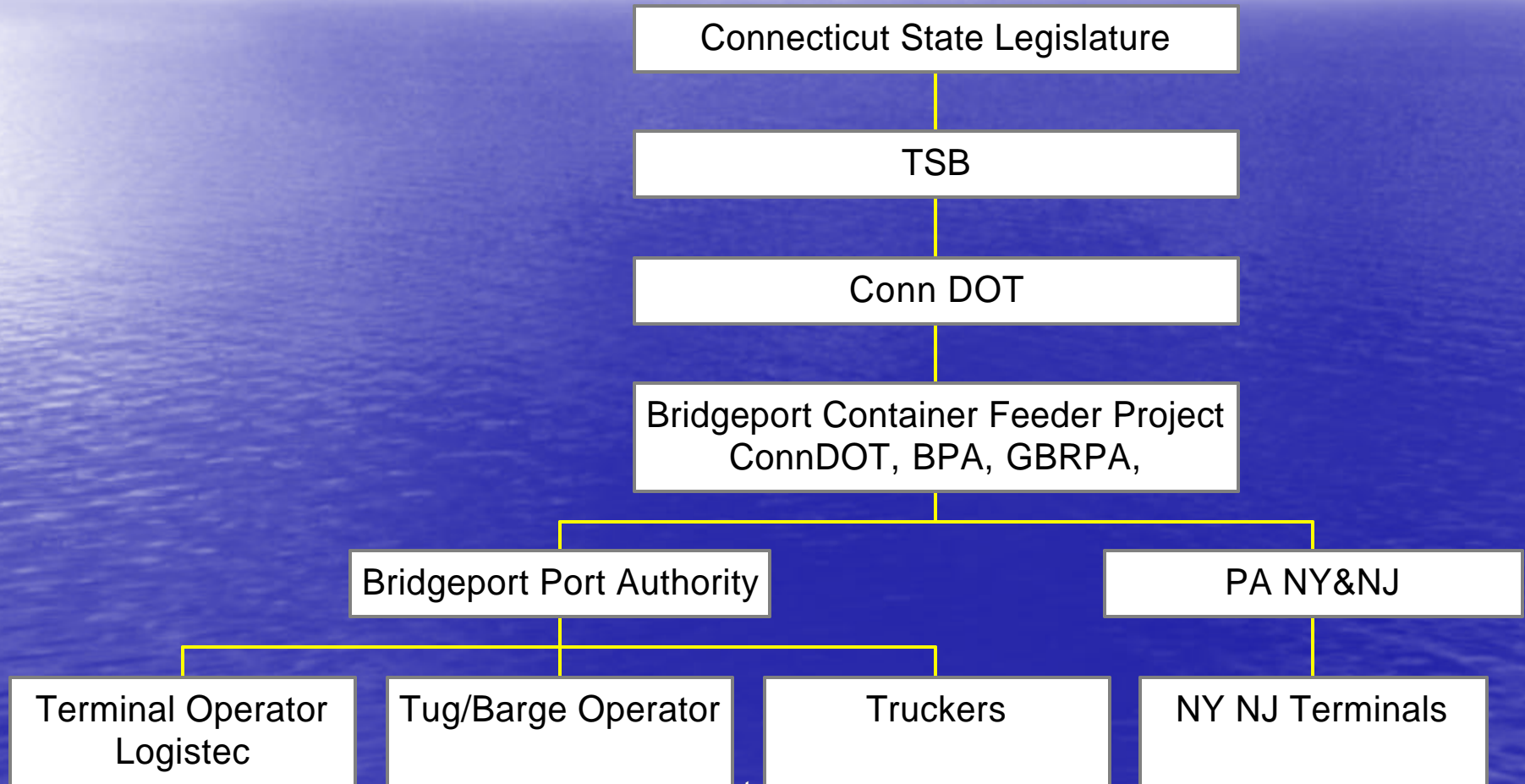
# Port Security U.S. Customs

Any development of the terminals for barge/feeder service will take into its design the requirements for Homeland Port Security

Tracking of Containers; Inspections etc.

BPA and the terminal operator will be working very closely with U.S. Customs to ensure proper documentation and any other requirements

# Proposed Organizational Chart



# Proposed Operational Plan

- The Operating Schedule
  - 6: pm - Arrive NY/NJ Terminals
  - Allowed five hours to load and discharge at two terminals
  - 11: pm - Depart the port of NY/NJ
  - Allowed 8 hours to transit to Bridgeport
  - 7: am - Arrive Bridgeport
  - Allowed 3 hours to discharge and load
  - 10: am Depart Bridgeport
  - Allowed 8 hours from transit to NY/NJ Terminals
  - 6: pm – Arrive NJ/NJ Terminals

# Proposed Operational Plan

- The System
  - Roll on / Roll off with a ramp on the barge
  - Initially one deck barge and tugboat
  - Daily service
  - Booking through the BPA
  - Common equipment pool



# Proposed Operational Plan Cont'd

- Sales and Marketing Effort
  - This will be the key to success!
  - Need to call upon trucking firms, shipping lines and freight forwarders and exporters
  - The issues
    - Price vs. Performance; Possible reduction in air emissions; Just-In-Time delivery; Container and Chassis Pool
    - Reduction of truck traffic; Driver shortage; Homeland Security
    - Potentially a more efficient operation for the local trucking firms

# Proposed Operational Plan (Price for Service)

	RO/RO	Truck
Truck	200	600
Assessments and Royalties	25	135
Port & Terminal	50	
Barge Load/discharge	150	-
Tug & Barge	200	-
<b>Total</b>	<b>625</b>	<b>735</b>

# Proposed Operational Plan – Capital Requirements

- Initial \$1,000,000 from the State
- 2<sup>nd</sup> Year \$500,000 from the State
- Capital Improvements for Marine Terminal \$5,600,000 2<sup>nd</sup> year
- PANY&NJ \$1,200,000 (200,000 for marketing and \$25. per loaded box)

# Terminal Discussions

Spoke with various operators in the Port of NY&NJ, most see that RO/RO will be less costly than LO/LO. Most terminal operators understand the issue of congestion and air emissions and want to co-operate with us.

# Time Table to Implement the Project

- Date of service - 9 months after ConnDOT approves the contract and issues a letter to proceed for the service.

# Summary

- Objective of the Barge Feeder Service for Bridgeport:
  - Improve safety on the roadway
  - System must to economically competitive with trucking
  - Issues of homeland security
  - Remove 33,000 sea containers from I-95 by the end of the second year
  - Be self sustaining in two years
  - Use existing facilities before investing in new assets
  - Possible reduction in air pollution
  - Start service in 6 months from receiving approvals