Alaska Association of Harbormasters and Port Administrators

Presented by the IAMPE

Port Governance Models
Public Management

Public entities insure infrastructure is protected and sustained to provide public benefit.

Public dollars are invested to benefit public need and possible future utilization.

Private entities are more efficient and revenue driven focusing on profit & long term growth.

Publicly owned property is entitled to a rate of financial return to meet public benefit goals.

Ports are economic engines for the State and their communities.
Port Governance

- Multiple models for public port/terminal management
- May encompass a single or multiple communities
- Often encompasses multiple facilities & waterfront areas
- Public entities have little jurisdiction over private entities but influence road, rail and waterway connections
- Governance focused on development, regulatory requirements, job creation and economic development
- Not limited to marine activities
Essential Needs and Factors

- Ownership or right/title/interest of property, which in most cases is retained for some public benefit
- Multi-Jurisdictional location requirements
- Vary under different government structures
- The public agency serves as the steward and promoter of port activities
- Ports are economic engines, public assets & utilities
- Ports are integral part of the transportation system
PUBLIC PORT MODELS

- Responsibilities outlined through enabling

Enabled by:
- National governments
- State or county governments
- Local entities-cities or towns
- Through joint agreement between public entities

- Public Agencies are tasked to **Coordinate and Connect** together land and marine transportation infrastructure into a System
  
  - *Port Oversight is a Collection of Both Overall Port Management and Specific Terminal Management*
US Public Port Governance
Based on ownership of public property and/or jurisdictional locations

• TYPES
  • Municipal ports
  • State or County ports
  • Quasi-governmental ports or commissions
  • Public port authorities
  • Federal ports
  • State or Regional Port Councils
Quasi-Governmental Port Commissions

- Ports created by state or provincial legislatures, counties or municipal councils
- Have a form of separate governance
- Dependent on the state or local government for funding, asset value and project approvals
- Allow government entities to exert a level of control over waterfront property in a community
- Advantage is the involvement of government in decision making
- Disadvantage is that the waterfront issues can be so diverse, that progress is often slow for industrial or commercial development.
Public Port Authorities

- Created or **enabled** by a government’s **legislative action**
- Have independent management and bonding authority
- Focus on commercial marine terminal activities
- Often include other operations such as airports, marinas, real estate development, rail or highway infrastructure
- Advantage is that they have the ability to promote their business activities with limited involvement from local government processes
- Disadvantage is that they can have diverse policy from their host communities
Public Port Management Models

**Landlord Port**
- Most common management model
- Terminals & relevant infrastructure are leased to private operating companies with the Port retaining ownership of the land
- Normally a long term lease agreement
- Private operator responsible to provide equipment and handle operations
- Capital expenditures are shared

**Operating Port**
- The Port conveys the responsibility of the port’s full range of services
- Port owns all land, real estate, and infrastructure
- Port supplies labor

**Hybrid Port**
- Cargo operations are handled by a private entity
- Terminal equipment and infrastructure maintenance provided by Port
State, Provincial or Regional Port Councils

- Includes independent port agencies that work together to achieve common state-wide goals
- Each port is represented along with key public officials who have regulatory or development responsibilities for port areas
- Acts like a Metropolitan Planning Office (MPO).
- Reviews projects, coordinates State’s response and allocates funding
- Policy development coordinated with other State agencies
What Would Work Best for Alaska?

• A formal Port Council through joint agreement

• Fastest way to get organized

• Each contributes to the finances of the council

• QUESTIONS?
  • Could AAHPA fill that role?
  • What changes would the Association have to make?
CONTACT INFORMATION

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