

Port of Cincinnati Re-designation Update



July 11, 2013

Kentucky Transportation Cabinet
Water Transportation Advisory Board

Laura Brunner

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Port of Greater Cincinnati Development Authority

Roger Peterman

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Northern Kentucky Port Authority

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Northern Kentucky Tri-ED

About the Port Authority



About

Northern Kentucky Port Authority

Northern Kentucky Port Authority was established by Boone, Campbell and Kenton Counties to facilitate river port projects along the Ohio and Licking Rivers. The NKPA Board facilitates river oriented economic development and other multi-county activities.



NORTHERN KENTUCKY PORT AUTHORITY

Kentucky

Port Authorities, including NKPA, were created in the 70s to develop a system of public port facilities. After pursuing the development of a port on the Licking River for several years, port development was abandoned in the 80s. NKPA continues to participate in multi-county efforts. Tri-Ed serves as staff.

About the Port Authority

About

Port of Greater Cincinnati Development Authority

The Port of Greater Cincinnati Development Authority was established by the City of Cincinnati and Hamilton County in 2001 to facilitate significant economic development projects. In 2008, the Port Authority was reformed and empowered to take a leadership position in regional economic development and community revitalization through focused investment. The Port Authority is a quasi-governmental agency and political subdivision that operates collaboratively with dozens of economic development, community and corporate partners.



Port of Greater Cincinnati
DEVELOPMENT AUTHORITY

Ohio

The Port of Greater Cincinnati Development Authority ("Port Authority") is a political subdivision created pursuant to Ohio Revised Code Section 4582. Port authorities can own land, set fees, and levy taxes. They are usually self-sustaining and often operate railroads, airports, or shipping terminals. <http://codes.ohio.gov/orc/4582>

Timeline



U.S. Army Corps of Engineers

Re-designation of the Port of Cincinnati

USACE

Timeline

March - June 2012

Private terminal-led initiative to expand port boundaries.

August - 2012

The Port of Greater Cincinnati Development Authority (PGCDA) and the Northern Kentucky Port Authority (NKPA) submitted a joint Letter of Intent to the USACE to initiate the re-designation process.

December - 2012

The USACE, PGCDA and NKPA were notified that funds to support the study of the re-designation of the Port of Cincinnati were approved. Funds - \$120,000, shared 50% - USACE, 50% Ports; all of Ports' contribution is in kind.

January - 2013

The PGCDA and NKPA received a draft Scope of Work (SOW) and continue to negotiate the Planning Assistance to States Agreement (PAS).

February - 2013

PAS signed by Port Authority boards and USACE.

April - 2013

Initiate community outreach efforts and engage in partnerships to secure required legislative enactments.

June 2013

Evaluation of required economic linkages and required supporting data.

Ongoing 2013

Assemble required documentation in support of re-designation effort. Communicate with partners & stakeholders.

Key Elements



U.S. Army Corps of Engineers

Re-designation of the Port of Cincinnati

USACE

Key Elements

Community Meetings

Initial one-on-one meetings with all counties along the re-designation corridor to share information and address comments or questions about the process.

Community Outreach

Larger public meetings planned for multiple counties to further discuss the re-designation process with local economic development officials and private terminal operators.

Economic Linkages

The port authorities are required to present economic linkages to the USACE validating the basis for broadening the Port of Cincinnati boundaries.

Legislative Enactments

Re-Designation of the Port of Cincinnati requires that the PGCD and NKPA secure legislative enactments from all commissions or fiscal courts located within the re-designation boundary. The PGCD and NKPA will be working with each county to solicit the necessary support.

Key Elements – Economic Linkages

Types of Linkages

Commodity has an origin and destination within the same boundary;

- Example: Coal, Fertilizer and Petroleum products are moving from Ohio to Kentucky via waterborne commerce.
- Example: Gravel, Gypsum and Lime products are moving from Kentucky to Ohio via waterborne commerce

One firm operates multiple terminals (or docks) within the same boundary:

- Example: Carmeuse Lime & Stone operates locations in Pendleton and Mason counties;
- Example: Kinder Morgan operates in Hamilton County (OH) and Carroll County (KY)

Key Elements – Economic Linkages



Multiple firms in the boundary interact with a specific destination outside of the boundary

- Example: 160,000 tons of GRAIN move from Indiana to Louisiana;
- Example: 937,000 tons of Lime or Lime Plaster move from Kentucky to common destinations in Ohio and Pennsylvania

USACE

FACT: 73 terminal operators located within 205 mile boundary

FACT: There are 57 commodities traversing through the 205-mile boundary



Key Benefits



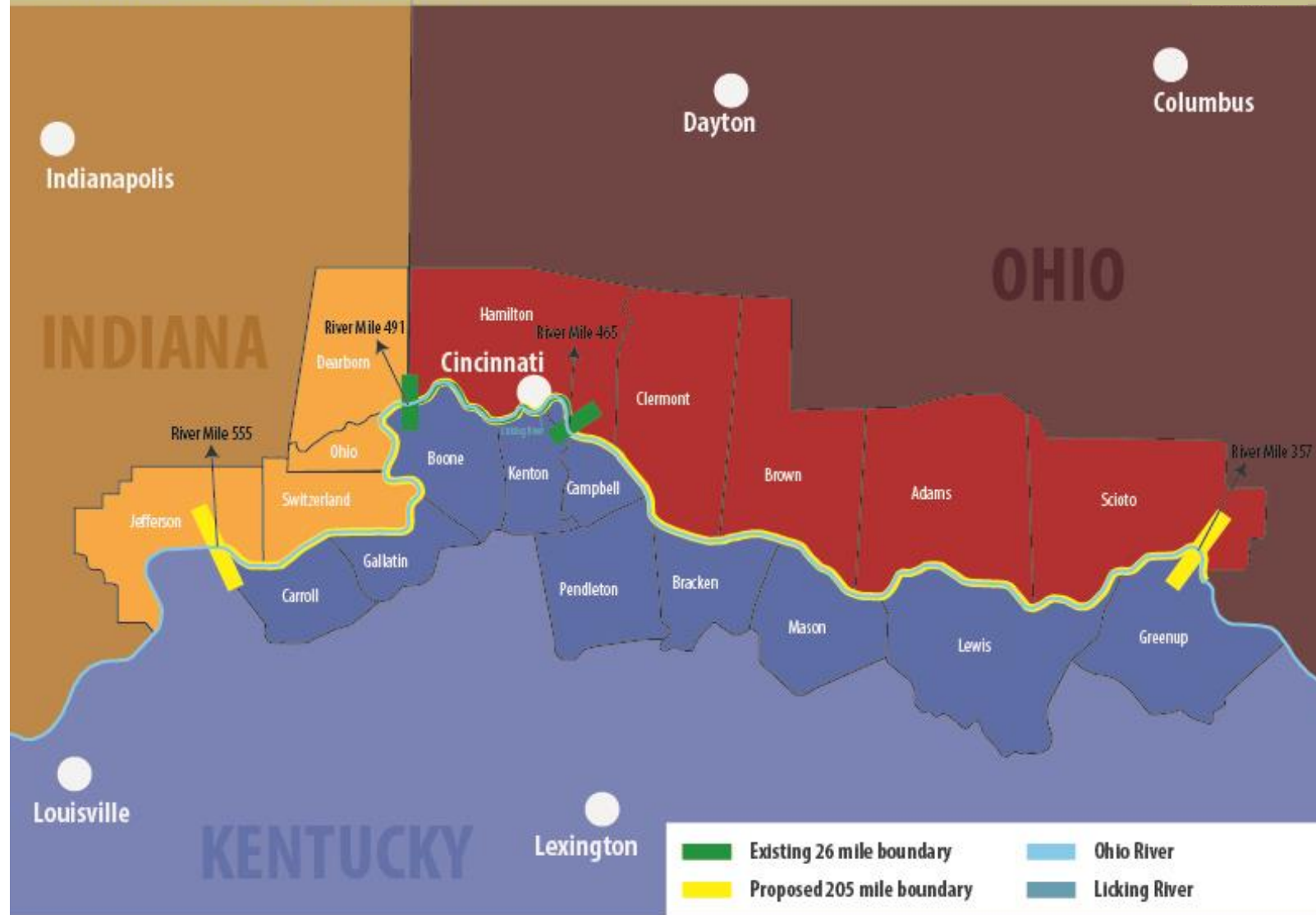
Partnership & Collaboration

Leverage current investments and unassigned movement of goods along the Ohio River to advance the regional, national and global attractiveness of the region for the import and export of goods.

Benefits

- Encourage future investment in capacity-building infrastructure, economic development and job creation.
- Enhance the awareness of the Port of Cincinnati; Potentially elevates the inland port ranking from 49th to 9th.
- Underscore the importance of our region to facilitate growth in support of domestic and international trade priorities.

Proposed Boundary Re-designation Cincinnati Tri-State Port District



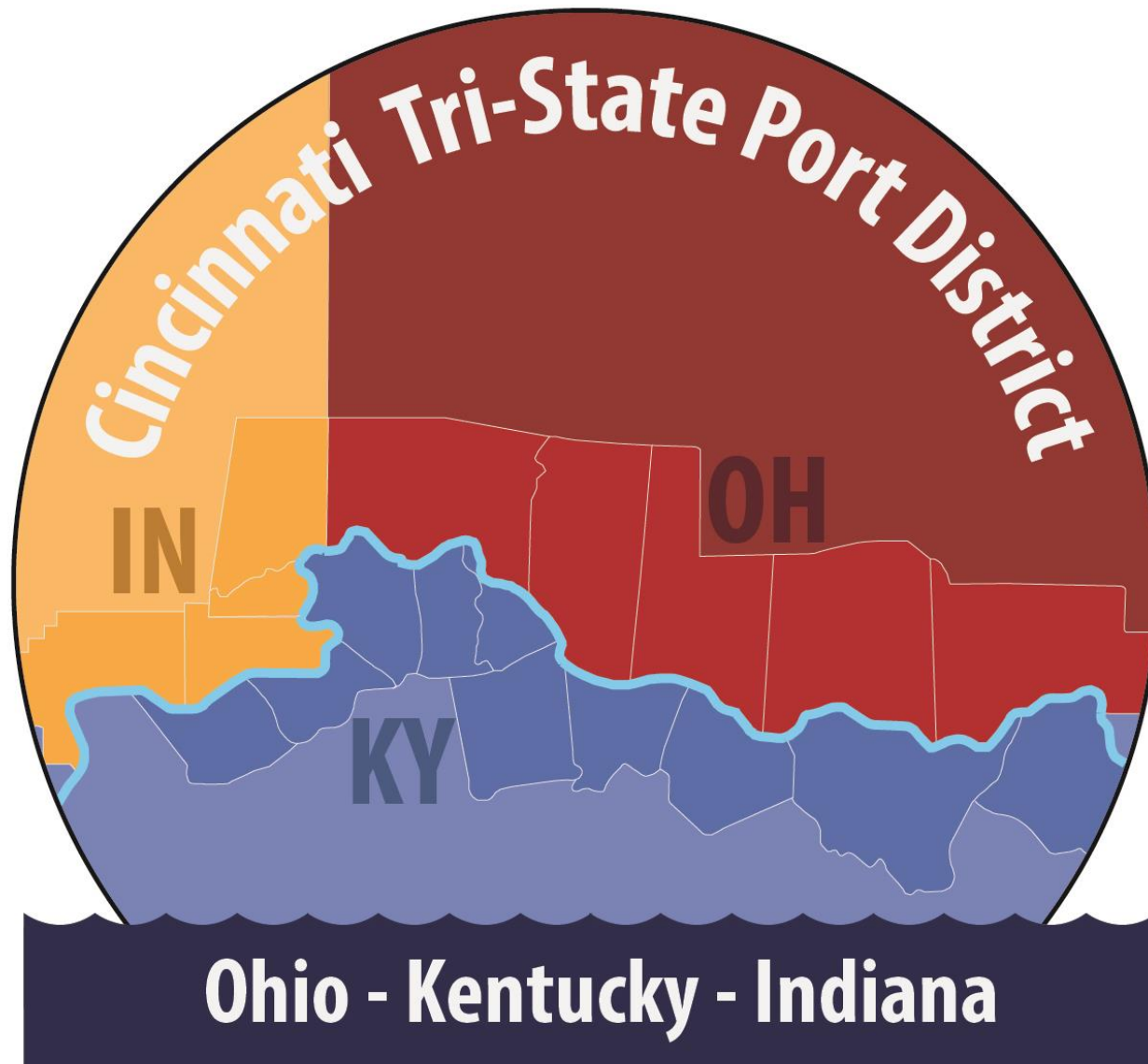
Port of
Cincinnati

Proposed Boundary Re-designation Cincinnati Tri-State Port District

Boundaries driven by:

- Cincinnati Metropolitan and Micropolitan Statistical Areas (ie, Trimble Co. is considered to be part of the Louisville MSA and will not be included in Cincinnati-Tri-State)
- Meeting Huntington to east; Huntington Waterways has encouraged our meeting this boundary; Huntington re-designated in 2000
- Licking River – proposed boundary expansion includes seven (7) miles of the Licking River & three (3) active terminal operations
- Economic Linkages
- Legislative Enactment

Port of
Cincinnati



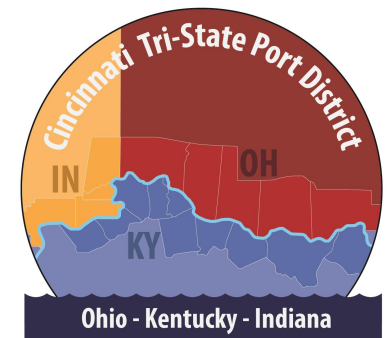
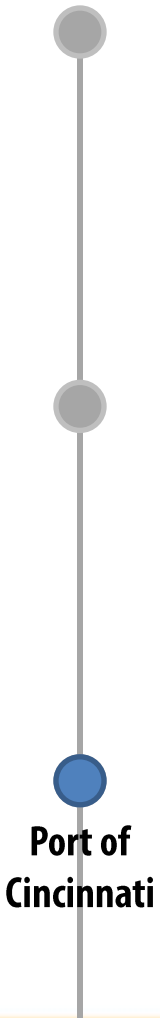
Port of Cincinnati Economic Impact

Employment: 6,036

Personal Income: \$471,109,000

Business Revenue: \$532,444,000

Total State & Local Taxes: \$45,185, 000

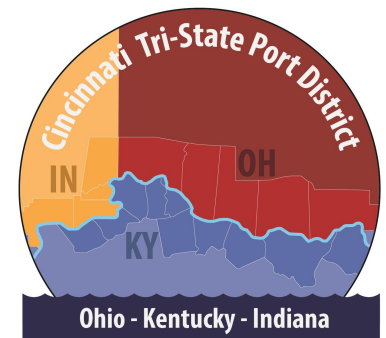
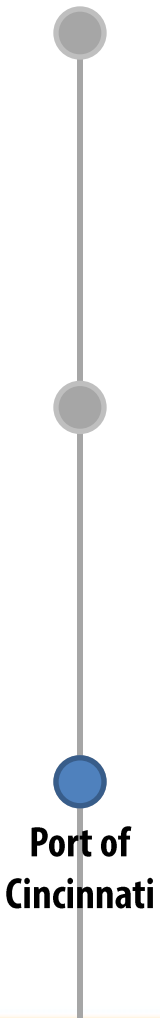


Port of Cincinnati Waterborne Cargo 2011

11,733,363 tons

By Commodity Group

Coal & Coal Coke	3,890,126 tons
Petroleum Products	1,819,039
Grain and Oilseeds	1,499,552
Sand, Gravel, Rock	1,329,692
Other Dry Bulks	1,269,452
Other Chemicals	848,635
Fertilizers	652,484
Primary Iron & Steel	424,383
TOTAL	11,733,363



Thank you!