The Mississippi State Port Authority (MSPA) at Gulfport is considering redevelopments to restore the viability of the port for the long-term recovery of the community, as well as position the port, for future growth utilizing Community Development Block Grant funding.

In this proposed update to the 2007 master plan, the MSPA hopes to achieve several very critical goals:

1. Restore the Port to its competitive position in the maritime marketplace. The maritime marketplace has changed in the three years since Katrina, so restoration isn’t a step for one replacement of buildings and equipment, but the restoration necessary to regain the MSPA’s position in the marketplace, and it’s positioning to take advantage of future growth in the market.

2. Provide an effective means of protecting the City of Gulfport and its residents, from containers being washed inland by future storms.

3. Create and sustain good paying local jobs.

To regain and sustain the pre-Katrina maritime marketplace the MSPA needs funding to restore damaged infrastructure, bring back lost jobs, attract new business, and stay competitive. Strategically rebuilding the MSPA will prepare us for the future not only in domestic and international terms, but for local economic growth as well.

- **Damage to the MSPA:** The damage extended above and below the seawall destroying a total of 700,000 square feet of dry and temperature-controlled storage. Seven of the MSPA’s ten berths were rendered unusable. With this damage the MSPA has lost the revenue of two major bulk carriers, the ability to handle a minimum of 200,000 tons of frozen products and the capacity to bring in more business.

- **Insurance Coverage:** The MSPA was insured for a little over one hundred million dollars. To date, the MSPA has not received all its insurance and FEMA proceeds. Like a lot of businesses in the aftermath of Hurricane Katrina, anticipated claims recovery and FEMA proceeds will not completely cover the MSPA’s restoration needs.

- **Reconstruction to Date:** In the past thirty months, the MSPA has rebuilt only 400,000 square feet of the 700,000 square feet of pre-existing shed space and only four berths are currently capable of operating in a safe fashion. The MSPA’s FY 2005 total tonnage was over 2.5 million tons. FY 2007 tonnage was still 32% below the FY 2005 mark.

- **The MSPA Restoration Program is focused on restoring the Port in a manner that will create the opportunity for further growth.**

The proposed concept for MSPA revitalization:

- Allows for growth to the South.
- Protects the community from containers swept away in a storm surge.
- Is aesthetically pleasing.
- Creates an attractive rail and road transportation corridor that uses a creative engineering solution to overcome community concerns.
- Needs no inland port.
- Creates the opportunity for new growth and redevelopment in Gulfport.

To become a competitive port facility in the future maritime transportation markets, the MSPA needs funding to restore damaged infrastructure, bring back lost jobs, attract new business, and stay competitive. Strategically rebuilding the MSPA will prepare us for the future not only in domestic and international terms, but for local economic growth as well. To regain and sustain the pre-Katrina maritime marketplace the MSPA needs funding to restore damaged infrastructure, bring back lost jobs, attract new business, and stay competitive.
Assessing the potential for future growth

The strategic restoration of the Mississippi State Port Authority (MSPA) at Gulfport will create a foundation to attract private development for the port’s future maritime growth, industry experts believe. Shifting international trade routes, the population growth of the sunbelt, expansion of the Panama Canal and near capacities at other domestic ports are combining to present the MSPA the opportunity to become a major seaport.

Internationally, ports benefit from private development whereby concessionaires purchase the right to build and operate modern-day shipping terminals adjacent to public facilities. The growth is paid for with private investment and is not taxpayer supported. Due to a combination of the external factors mentioned, industry experts believe that such an opportunity exists for Gulfport. A design reflecting that type of concession-driven growth is shown at left.

Although the revision to the 2007 MSPA master plan is aggressive in projecting the port to a new role in the maritime marketplace, MSPA has tried to be responsive to the concerns of the community. The concept the MSPA is presenting today is one where the MSPA is trying to be a good neighbor to the residents of Gulfport and provide a sustainable plan, one that is good for all parties, good for our environment, and good for our economic future.

Some of the advantages of the layout respond to the concerns previously expressed:

• The Gulfport Channel creates a visual break and amenity for visitors, increased circulation of water to create a better water quality environment near-shore and in the small craft harbors.
• The Channel allows for alternative growth opportunities, right to the water’s edge, because there will be no urban blight caused by the MSPA’s edge boundary.
• There will be vegetative landscaping around the port boundaries to create a green-scape to soften the port and create an esthetically pleasing view.
• There will be enhanced opportunities to access boating and fishing.
• The transportation corridor will not create a visual barrier or a barrier to crossing.
• If allowed in the permitting process, the rail support yard would be located in less inhabited areas.
• Raising the MSPA elevation will protect the community from MSPA containers and will provide a wave protection barrier to the City of Gulfport.
• The port is critical to the economic well-being and diversity of the Mississippi Gulf Coast, as well as, the entire state. Prior to Hurricane Katrina the MSPA was the third busiest container port situated on the United States Gulf of Mexico. Peak capacities at other ports in the region, the expansion of the Panama Canal and shifting international trade patterns all present opportunities to be considered in updating the revitalization plan. With a strategic restoration, the MSPA has the opportunity to become the nation’s Port of the Future.
Maritime Market Presents Opportunity

The goods we use in our daily lives are manufactured in many places. Some are made in the United States, but many are made abroad and have to be transported to the U.S. from foreign countries. The majority of these products are transported by ship in containers. A large amount of these shipments come from Asian countries, following trade routes which carry them either to the west coast U.S. ports, or through the Panama Canal or the Suez Canal to east and gulf coast ports of the U.S. The location of the major producers of goods imported into the U.S. continues to change. For example 20 years ago, Japan was our most significant trading partner, Korea then developed a significant manufacturing capacity, and now China is the chief Asian trading partner for U.S. goods. Some industry specialists forecast that these production centers will continue to move to the west, as they have done in the past. Malaysia and India are gearing up to become more significant trading partners.

As the location of goods manufactured shifts to the west, toward India, it is closer for goods coming to the U.S. to go through the Suez Canal directly to the east and gulf coast, than to go to the west coast.

As over 50% of the U.S. population resides in the eastern third of the country, there is a great demand for additional port facilities on the east and gulf coasts. In fact, there is not enough current capacity in the east and gulf coast ports to provide for the next 50 years of growth. Assuming a very conservative cumulative annual growth rate in containerized trade, the graph below shows that the capacity of U.S. ports will be unable to meet the cargo demand somewhere around the year 2025.

To become a competitive port facility in the future maritime transportation markets, the MSPA at Gulfport believes its facility could play a vital role in the projected future demand. After studying the market carefully, it is thought that the MSPA could grow to handle approximately 17 million containers (approximately 15 million truck-size boxes) by the end of the next 50 years. This market projection means that our Port if properly supported, could become one of the major ports in the U.S.

In this proposed update to the 2007 master plan, the MSPA hopes to achieve several very critical goals.

- Restore the Port to its competitive position in the maritime marketplace.
- Create and sustain good paying jobs, both in domestic and international terms, but for local economic growth.
- Position the port, for future growth utilizing Community Development Block Grant funding.
- To regain and sustain the pre-Katrina maritime market.
- To create the opportunity for new growth and positioning to take advantage of future market growth.

The MSPA's Restoration Plan Based On Global Trends and Community Needs

Public meetings scheduled to receive your comments on this concept will be held in Hancock Bank’s Gulf View Room, Suite 911 on:

- September 18th at 10:00 a.m.
- September 18th at 5:30 p.m.

To submit a comment visit www.portofthefuture.com.

*Federally applicable citizen participation requirement

*Approximately applies to minor participation requirements.