

From:

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1) Is there the potential for a Marine Highway Program in the United States?

Yes there is a potential for the MH program in the USA. The benefits are:

- a) Less congestion on highways and competing with the public sector
- b) Less carbon emissions than other modes of transportation
- c) Fewer casualties on the highway. There are still 4500 deaths per year that involve trucks
- d) Safer way to handle hazmat shipments – get them off highways/rail
- e) Reduces security risks of hazmat sitting at rail depots subject to terrorism
- f) Creates jobs
- g) Converts long haul truck drivers to short haul drivers (a shipment always begins and ends with a truck)
- h) Greener mode of transport

2) What are some of the barriers to making MH a reality on a larger scale?

Barriers

- i) Harbor Maintenance Tax
- j) Lack of economical Jones Act vessels/designs
- k) Lack of understanding of the stakeholders. Owners/shore side labor/vessel labor/terminal operators
- l) Box-trailer size: Domestic and International Box conflict. Non-compatibility between a 53' X 102" and a 40' X 96" – tough to blend domestic and international markets.
- m) Customer/shipper requirement to change. Change is not easy especially with large corporations
- n) Lack of frequency of ships versus trucks
- o) Longer transit time limits types of commodities that move domestically. 'Just in Time' cargoes will never move by vessel.
- p) Ocean shipping will compete with rail for cargoes given the nature of commodities.
- q) Door to Door service not available via ships.

3) Is MH a part of a National Transportation System?

Part of a National Transportation System

Unfortunately, the American Merchant Marine has been waning since WWII. As a nation, we have given up this industry to the likes of the newer developed economies like Japan/Korea/China. I refer to the 'commercial side' only. We have not encouraged productivity in any of the sectors. Whether it is shipbuilding / automation / manning / terminals / regulations / Government procurement process of freight – the USA lags our trading partners. Maybe it is because we have traditionally been a consuming nation and did not require 'getting our exports' to market.

We definitely need to change our entire outlook on the shipping industry in order for the Marine Highway to gain traction. Yes, there is a huge potential – environmentally, economically, socially, politically, security-wise, and a golden opportunity to create a large base of jobs if we decided to earmark some of the highway funds to the maritime industry.

If the 18th Century was ocean shipping, the 19th century was rail, and the 20th century was 'highway and trucks'; maybe the 21st century should weave all three into a National Transportation Policy.

Torey's Bio:

From 2001 to 2007, Torey Presti has been President of Gulf Pacific Lines a steamship company located in San Francisco. GPL is a subsidiary of National Shipping Lines which is owned by Dr. C.C. Chen, founder of Wan Hai Lines. Wan Hai Lines was one of the pioneers of short sea shipping in Asia.

Mr. Presti's experience spans 30 years in the ocean transportation industry where he held key positions in the Middle East, India-subcontinent and Far East for U.S. Lines and APL.

Mr. Presti graduated from U.C. Berkeley in 1975 with a BA degree in political science. He also completed post graduate courses at the California Maritime Academy.

Mr. Presti remains Vice-Chairman of the American Marine highway Cooperative and is also a lifetime member of NDTA and President of the Nob Hill Association, a non-profit organization in San Francisco.

The company's prospects are to start a domestic ocean transportation business in the United States under the American Marine Highway program.