



Goods Movement at The Port of San Diego

**California Freight Advisory Committee Meeting
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Port of San Diego Overview

State of California Agency Comprised of Five Member Cities



- Containerized, roll-on/roll-off, bulk and breakbulk imports and exports
- San Diego is one of 17 Strategic Ports nationally
- Focused on developing exports and high-value imports that support the regional economy
- Robust Environmental Program

An aerial photograph of the Port of San Diego, showing the harbor, piers, and surrounding urban areas. The title "Port of San Diego Overview" is overlaid in white text on the right side of the image.

Port of San Diego Overview

- San Diego has multi-faceted, multi-use infrastructure shared by travelers, recreational and industrial stakeholders
- Port of San Diego is the 4th Largest of California's 11 Public Ports
- California's 11 ports comprise one of the most competitive port systems in the World, importing 50% of America's goods
- Two maritime cargo terminals: Tenth Avenue Marine Terminal and National City Marine Terminal
- The Port's Compass Strategic Plan outlines District-wide goal of a "Thriving and Modern Maritime Seaport"

Tenth Avenue Marine Terminal Potential Infrastructure Improvements



Cargo Handled at the Tenth Avenue Marine Terminal



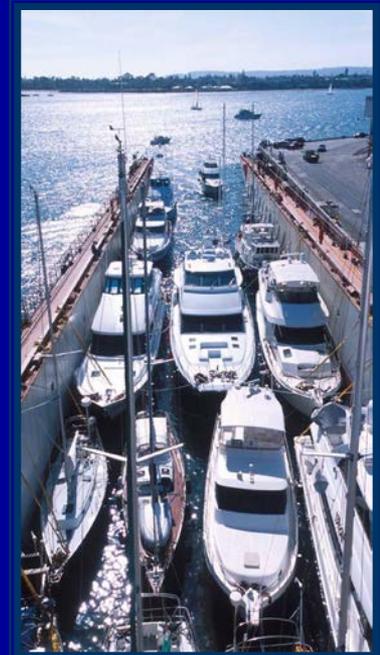
**Containerized Cargo
& Perishable Goods**



Steel products



Windmill Components



**Project & other
specialty cargo**



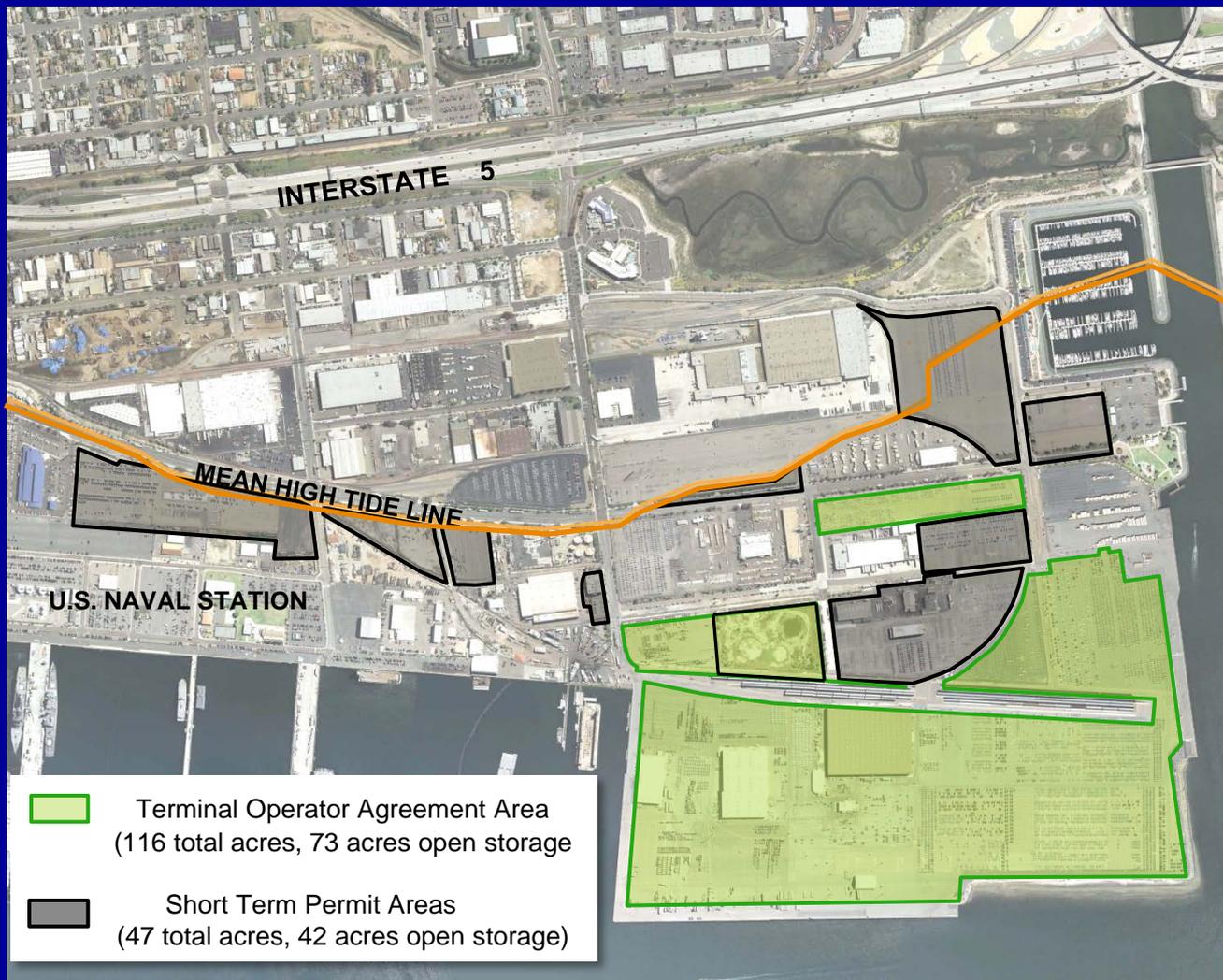
**Cement
& Fertilizer**



Military Cargo

National City Marine Terminal

Ideally suited for roll-on/roll-off, auto processing and lumber



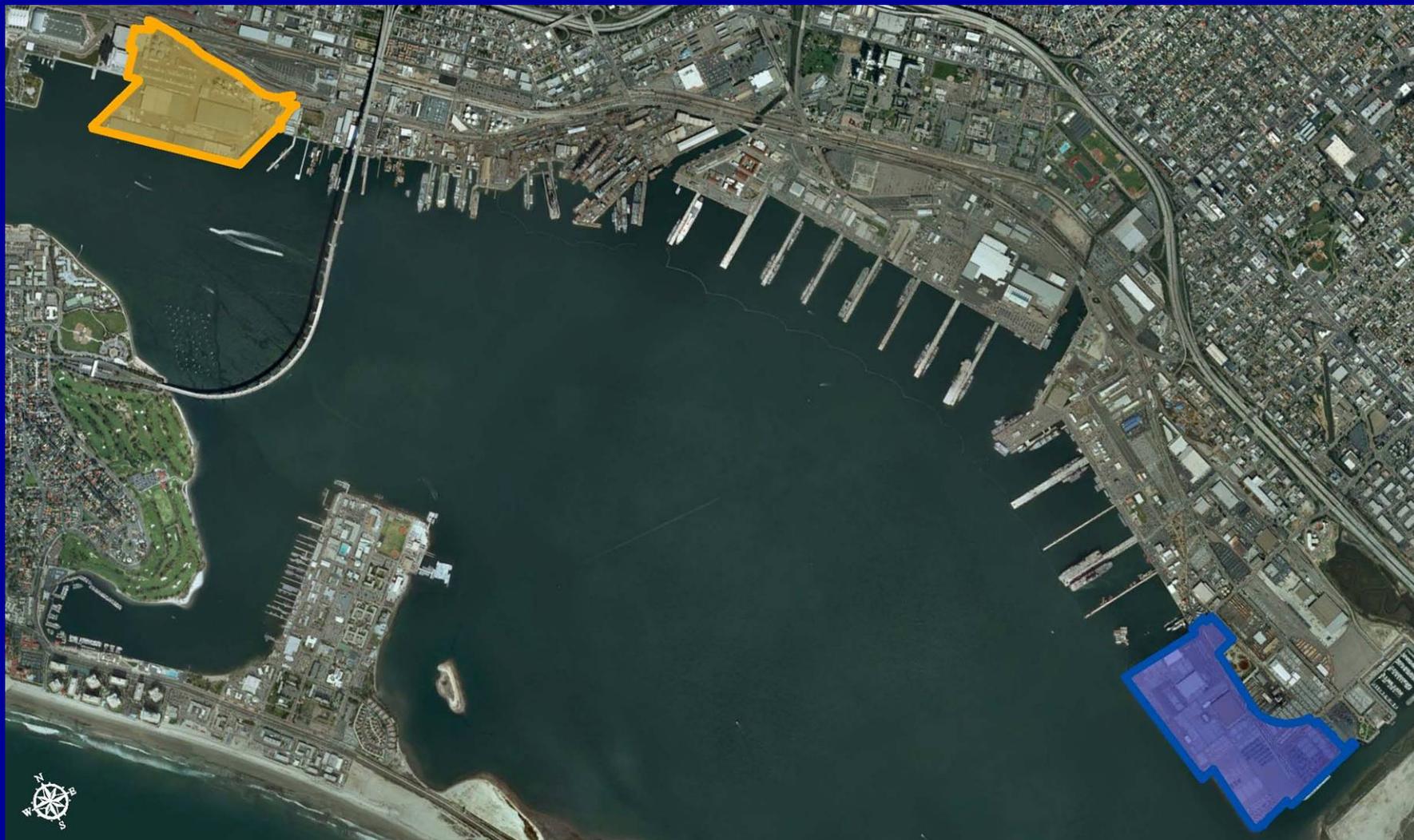
National City Marine Terminal Well Positioned for Growth



- Terminal land area for vehicle storage is constrained in California
- NCMT has the highest vehicle throughput volume of auto processing facilities in California
- The terminal has 6 tracks for railcar loading and unloading
- Current Capacity for 120 railcars
 - More than 40% of Pasha's business is handled by rail
 - 102,000 vehicles moved by rail in 2011
 - 133,000 vehicles moved by rail in 2012
- Port Staff is Working with Pasha, BNSF and the City of National City to accommodate Future Growth

San Diego's Working Waterfront

The Port's Cargo Terminals Bookend San Diego's Working Waterfront



Partnership with Our Customers and BNSF



- BNSF is the region's Class-A Rail Operator, and a longstanding Port of San Diego Partner
- On-Dock Rail Access at Both Terminals
- Autos comprise most of the rail business, along with bulk products and refrigerated rail cars
- Working together to identify operational efficiencies, future infrastructure investments and funding opportunities
- Partner in modernization planning at TAMT and potential track investments at NCMT
- Sensitivity to the surrounding residents and businesses in San Diego and National City

An aerial photograph of the Port of San Diego, showing the harbor, piers, and surrounding urban and industrial areas. The title 'Freight Considerations at the Port of San Diego' is overlaid in white text on a dark blue background.

Freight Considerations at the Port of San Diego

- A National Freight Strategy that views the freight system holistically and considers regional stakeholders and perspectives
- Separation of Incompatible Uses
- Preservation of Existing Freight Movement Corridors and Major Arterials
- Invest in on-terminal and adjacent infrastructure
- Development of Alternate Transportation Resources to Reduce Congestion
- Invest in an Efficient Border Crossing