

# Short Sea Shipping

## The Next Mode of Transportation



**Presented By:  
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CEO-Westar Transport**



 Ships

 Barges

 Trucks





 Ships

 Barges

 Trucks





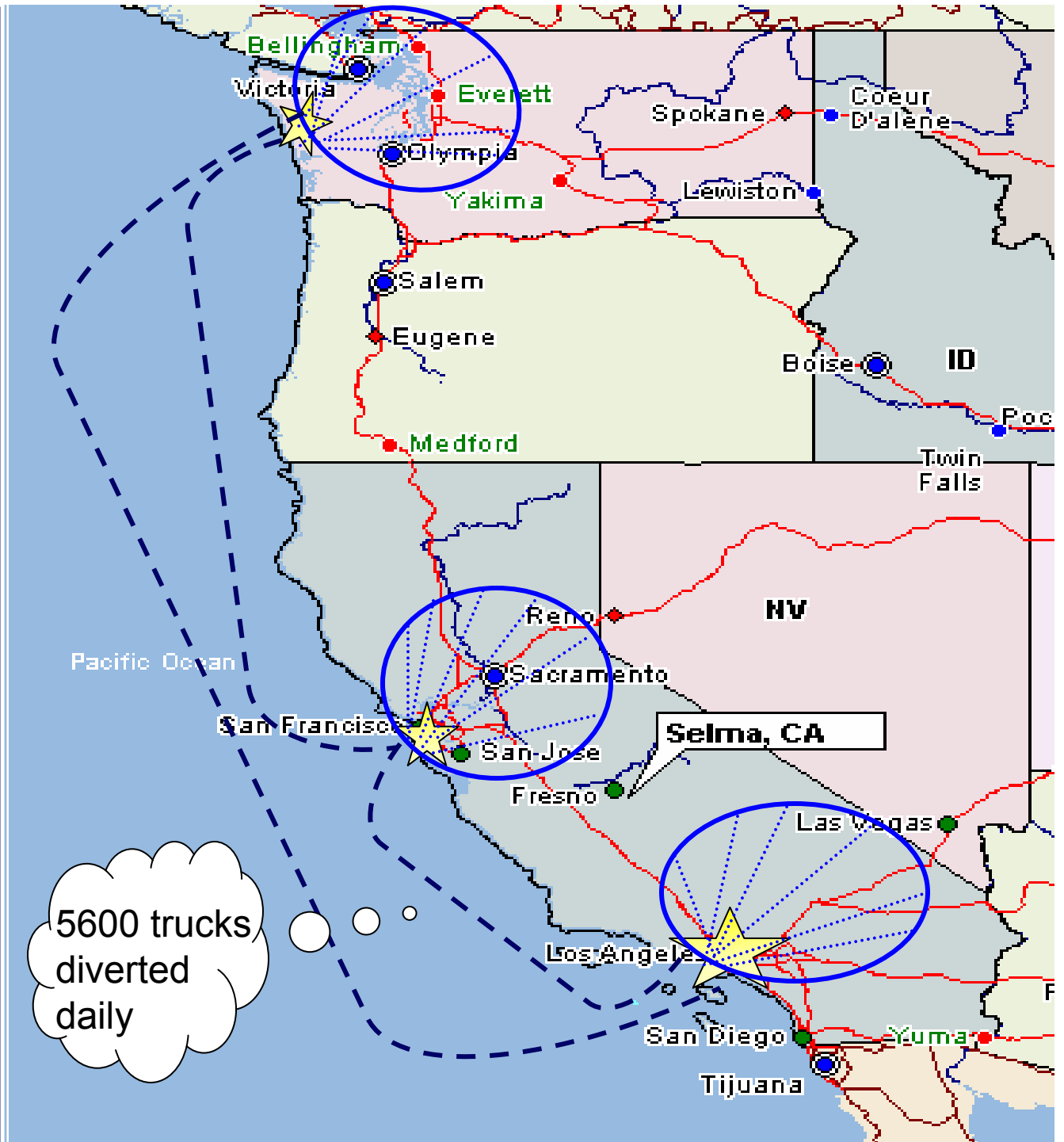
 Ships

 Barges

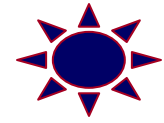
 Trucks



5600 trucks  
diverted  
daily



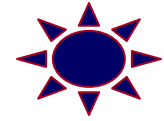
# Benefits of Short Sea Shipping



- Congestion
- Pollution
- Highway Safety
- The State and Federal Budget
- Home Land Security
- Ports Through-put
- Truck Driver's Quality of Life
- Future Freight Capacity Demands

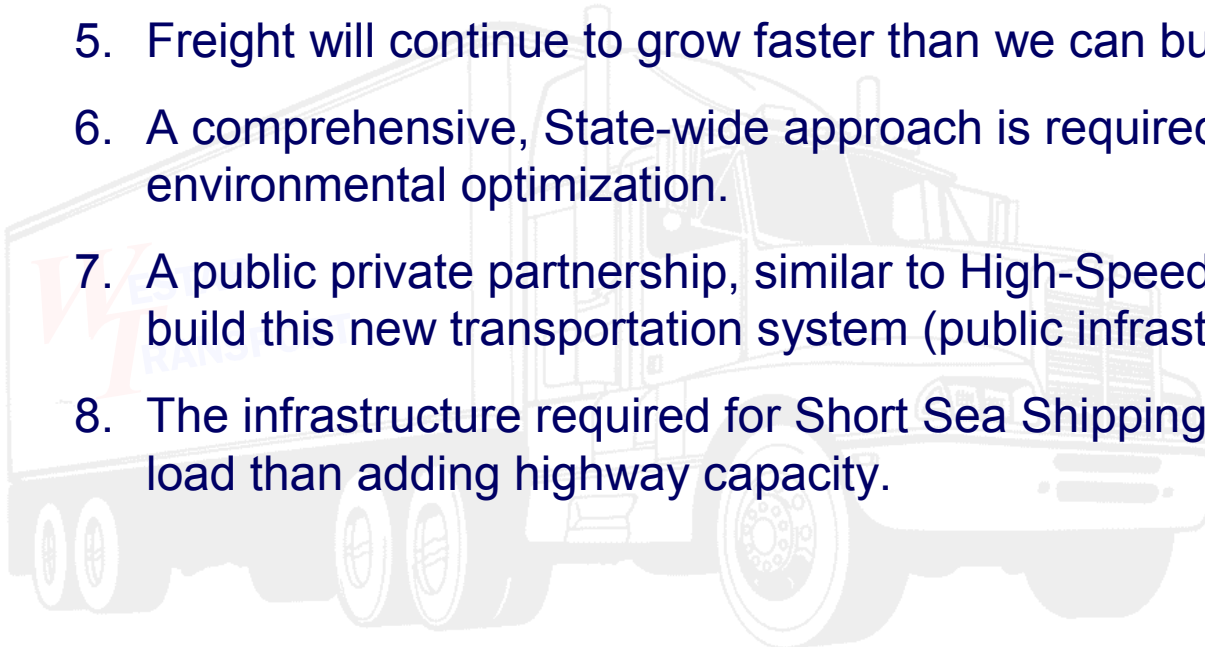


# What We Know So Far

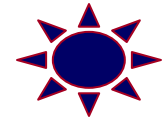


## CCDOT has completed Phase One Feasibility Analysis

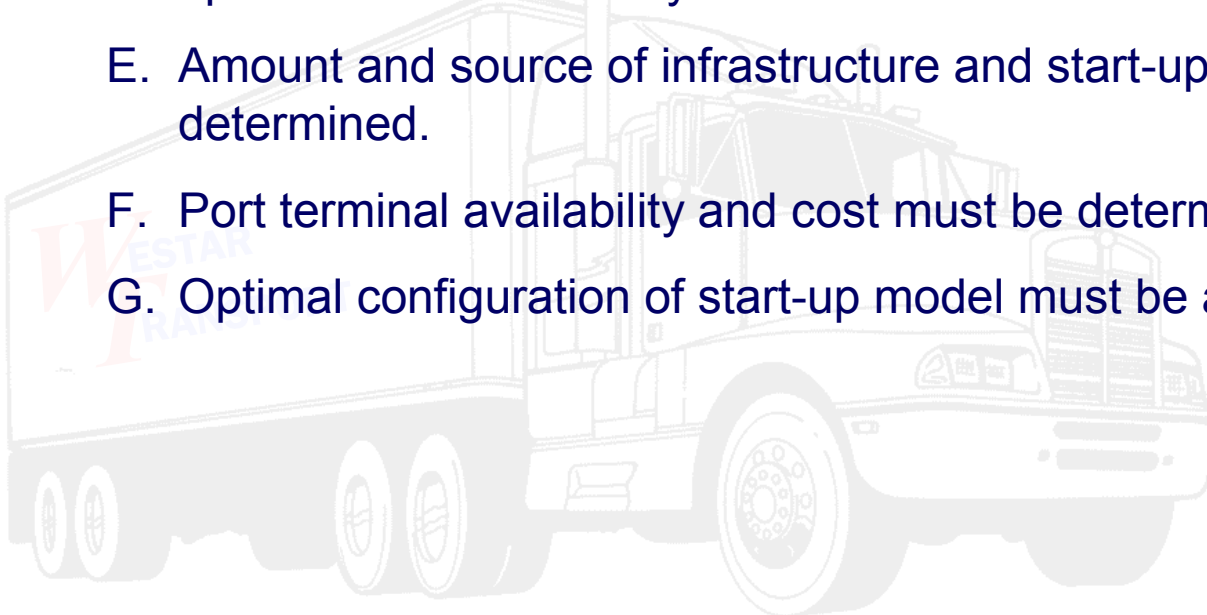
1. There is sufficient market to support coastal ships.
2. Door-to-door service can compete with current truck delivery speeds.
3. The business model can be profitable at rates comparable to trucking rates.
4. Air quality benefits are significant for the Valley, probably also for the ports.
5. Freight will continue to grow faster than we can build highway lanes.
6. A comprehensive, State-wide approach is required to achieve economic and environmental optimization.
7. A public private partnership, similar to High-Speed Rail, will be required to build this new transportation system (public infrastructure, private operators).
8. The infrastructure required for Short Sea Shipping is less costly per container load than adding highway capacity.



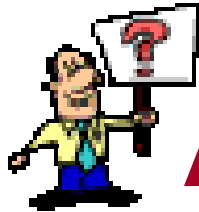
# Questions yet to be Answered



- A. Market data must be obtained to determine feasibility of the barge feeder operation.
- B. Costs of a door-to-door transportation system must be validated.
- C. Environmental impacts on all regions must be validated.
- D. System design considerations to guarantee cleanest and most efficient operation must be analyzed.
- E. Amount and source of infrastructure and start-up capital must be determined.
- F. Port terminal availability and cost must be determined.
- G. Optimal configuration of start-up model must be ascertained.



# Short Sea Shipping



**Any Questions?**

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