

# 2025 Port of the Future Conference

*We are a full eight months before the start of the 2025 Port of the Future Conference. We are pleased to unveil a very strong slate of speakers and topics. While we expect several additional speakers and presentations to our schedule, our agenda has begun to take shape. Stay abreast of our changes, as we finalize content and presenters to our conference agenda in the weeks to come.*

## DAY 1 – TUESDAY, APRIL 1, 2025

### KEYNOTE AND PLENARY SPEAKERS

8:20 am	<b>WELCOME AND ADMINISTRATIVE ANNOUNCEMENTS</b>	<b>Kevin Clement</b> Conference Director
8:30 am	<b>WELCOME - PORT HOUSTON</b>	<b>Charlie Jenkins</b> Executive Director Port Houston
9:00 am	<b>THE FUTURE OF MEXICO'S PORTS</b>	<b>Captain Ana Laura Lopez Bautista (Invited)</b> General Coordinator of Ports and Merchant Marine, United Mexican States
9:20 am	Networking Break	All
10:00 am	<b>THE GREAT LAKES PORTS AND THE ST LAWRENCE SEAWAY</b>	<b>Adam Tindall Schlict (Invited)</b> Administrator Great Lakes St. Lawrence Seaway Development Corporation
10:30 am	<b>CREATING THE NATIONAL MARITIME INNOVATION CENTER</b>	<b>David Walker</b> Vice President American Bureau of Shipping
11:00 am	<b>KEYNOTE</b>	<b>Admiral Linda Fagan (Invited)</b> Commandant U.S. Coast Guard
11:30 am	<b>VISION OF THE FUTURE – PORT OF SEATTLE</b>	<b>Stephen Metruck</b>

12:00 pm Lunch Break

## TRACK 1 – DEVELOPING PORTS

### 1:00 pm THE COLOMBIA PORTS PROJECT

**Synopsis:** *The Colombia Ports Project plays a crucial role in enhancing transportation infrastructure, connectivity, and economic development in the country. It is a significant infrastructure initiative aimed at improving connectivity and transportation in Colombia. It encompasses various multimodal transportation projects, including projects for roads, railways, airports, and waterways transportation. Colombia has eight port areas located in the Pacific and Caribbean regions. However, some seaports, such as **Buenaventura** and **Barranquilla**, are losing competitiveness due to sediment impact on port access. **Pacific Port Project:** Arquimedes S.A., a shareholder group, plans to build Colombia's second major port on the Pacific coast. This project aims to accommodate supertankers, an industrial park, and a free-trade zone near the ecologically sensitive Darién Gap. **Puerto de Antioquia (Puerto de Urabá):** This greenfield multipurpose port facility, located in the Gulf of Urabá, Antioquia, Colombia, operates under a 30-year concession contract. Labor Compliance: Efforts are underway to analyze barriers to compliance with labor rights laws in Colombia's port sector and develop effective approaches to support compliance.*

Speaker: **Eduardo Bejarano Hernandez**, Project Director, Colombia Ports Project, Partners of the Americas

### 1:30 pm PUERTO ANTIOQUIA, COLOMBIA

**Synopsis:** *The Puerto Antioquia project consists of the design, construction, operation and maintenance of a greenfield multipurpose port facility located in the Gulf of Urabá, Antioquia, Colombia.*

*The projected cost is estimated at US\$650 million, including; (1) an offshore deck with 1337 meters of berth (container, bulk & general cargo, and RoRo) capable of handling super post-Panamax vessels; (2) a 3.8km viaduct and access road that connects the offshore deck with the inland terminal; and (3) 38ha inland terminal/logistic facilities, including a container yard, dry-bulk storage facilities, warehouses, inspection areas, maintenance and admin buildings and utilities..*

2:30 pm Break

### 3:00 pm PANAMA CANAL CONTAINER PORT

**Synopsis:** *Panama is partnering with Notarc Management Group, an affiliate of Mediterranean Shipping Company (MSC) to complete the Panama Canal Container Port. This container terminal will be located in Colon, new the Caribbean entrance to the Panama Canal.*

*The project features four berths with a total quay length of 3,900 feet and a depth of 59 feet. The port project will also explore the development of liquefied natural gas (LNG) facilities or other energy projects. The estimated that the total investment for the creation of the port facility is estimated at \$1.4 billion. The modernized transshipment facility is expected to handle 2.5 million TEUs in its initial years and grow to a capacity of 5 million TEUs.*

*In addition to the transshipment port, Notarc is projected to construct and develop a bioenergy facility and other logistics infrastructure at the Colon project.*

**4:00 pm**

### **THE SEAPORT OIL TERMINAL**

**Synopsis:** *The Sea Port Oil Terminal project will expand a Houston-area terminal operated by Enterprise and connect it to a new 140-acre onshore facility near Freeport with 4.8 million barrels of storage capacity. From there, two 36-inch underwater pipelines will run to the new deepwater port, 30 miles offshore, where two 24-inch floating crude hoses will load it onto the world's largest class of crude tankers.*

*At least 14 giant pumps with a combined output of 86,000 horsepower will be needed to move the oil from Houston to Freeport and then out to the offshore terminal.*

**5:00 pm**

**Closing**

**Kevin Clement**

## **TRACK 2 – THE FRANCIS SCOTT KEY BRIDGE INCIDENT**

**1:00 pm**

### **BOTTLENECKS IN MARITIME TRANSPORT SYSTEMS**

**Synopsis:** *The author of “The Geography of Transport Systems,” (Sixth edition), Dr. Jean Paul Rodrigue, discusses the susceptibility of ports in Canada and the United States to closure of access due to situations similar to that of the March 25<sup>th</sup> bridge collapse brought about by the MV Dali. The talk will touch upon formation of bottlenecks in the Transportation System, network idiosyncrasies, the effects (impact, time horizon, and extent), and possible mitigation of such bottlenecks through effective planning and response actions.*

Speaker: **Dr. Jean-Paul Rodrigue**, Professor, Department of Maritime Business Administration, Texas A&M University - Galveston

**1:30 pm**

### **PANEL: THE FRANCIS SCOTT KEY BRIDGE INCIDENT**

**Synopsis:** *U.S. Coast Guard and U.S. Maritime Administration officials provide a detailed description and timeline of the collapse of the Francis Scott Key Bridge on March 26, 2025. The MV Dali, a 984-foot container ship struck one of the piers of the bridge, collapsing the main spans and part of the northeastern approach to the bridge. Six members of a construction crew working on the bridge were killed.*

**2:30 pm**

**Break**

- 3:00 pm**      **PANEL: BRIDGE SURVEY AND WRECKAGE CLEARING**  
*Synopsis: H.K. Dredging was engaged to survey the damage to the Francis Scott Key Bridge and oversee the clearing of wreckage necessary to reopen the waterway and restore access to the Port of Baltimore. These speakers outline the scope of the project, the timelines placed upon clearing efforts and the challenges faced in clearing the ship and opening the channel.*
- 4:00 pm**      **Panel: PORT OF BALTIMORE – LESSONS LEARNED**  
*Synopsis: Every port creates and maintains emergency response and continuity plans and trains for disasters. This presentation provides a detailed and candid assessment of areas where the port responded as planned and aspects of the Francis Scott Key Bridge incident that were unforeseen. Officials discuss best practices and lessons learned.*
- 5:00 pm**      **Closing** **Kevin Clement**

### TRACK 3 – CARBON CAPTURE

- 1:00 pm**      **8:00 am**      **LEVERAGING THE CARBON CREDIT MARKET**  
*Synopsis: The Blue Sky Maritime Coalition published a report focused on accelerating the maritime industry's transition toward net-zero greenhouse gas (GHG) emissions by leveraging carbon credit markets. The report addresses the current market landscape, the voluntary carbon market today, and the mechanics of the credit creation process.*
- The report highlights how carbon markets continue to evolve and how advocacy efforts by maritime stakeholders and financial sector participants can support efforts to incentivize carbon-reducing technologies.*
- Speaker: **Elliott Vera**, Shell
- 1:30 pm**      **CO2 TRANSPORT AND STORAGE**  
*Synopsis: Transport and storage infrastructure for CO2 is the backbone of the carbon management industry. CO2 transport and storage infrastructure underpins the widespread deployment of carbon capture, including carbon dioxide removal via direct air capture with storage and bioenergy with carbon capture and storage.*
- The Norne Carbon Storage Hub is an onshore CO2 storage network in Denmark for CO2 storage with plants in both Aalborg and Kalundborg. It is Denmark's first plant for handling captured CO2. Beginning in 2026 it is expected to receive up to 4 million tons of greenhouse gases annually with the possibility of doubling capacity in the future.*

2:30 pm Break

3:00 pm Panel: **BAYOU BEND CARBON CAPTURE AND STORAGE FACILITY**

**Synopsis:** Bayou Bend is a joint venture owned by Chevron, Talos Energy and Equinor to develop a carbon capture and storage facility in Southeast Texas. The project is the first offshore stratigraphic well for carbon capture and storage in U.S. state waters and has the potential to reduce emissions from regional industrial facilities by sequestering carbon dioxide (CO<sub>2</sub>) safely and permanently underground.

4:00 pm **CASE STUDY: CARBON CAPTURE, UTILIZATION AND STORAGE (CCUS) HUB – ANTWERP@C**

**Synopsis:** Captured CO<sub>2</sub> can be used in a variety of applications such as enhanced oil recovery (EOR), liquid fuel production, or in industrial and other processes, and in the manufacturing of consumer goods, such as plastics, rather than being stored underground. Such utilization leads to the acronym CCUS (carbon capture, utilization, and storage). CCUS applications capture CO<sub>2</sub> and effectively store it, whether in geological formations or in material products

**Antwerp@C**, the port of Antwerp has the key to realize an innovative cross-border CCUS-project, a first of a kind in its concept and scale. The project aims to collect and export CO<sub>2</sub> for sequestration in offshore capacities in the coming years and at reasonable costs or to make it available for potential future reuse.

5:00 pm **CLOSING**

Kevin Clement

#### NETWORKING RECEPTION

5:30 pm **NETWORKING RECEPTION (LIVE MUSIC)**

6:30 pm **STUDENT RESEARCH POSTER CONTEST AWARDS CEREMONY**

### DAY 2 – WEDNESDAY, APRIL 2, 2025

8:00 am **CYBERSECURITY AND OUR PORTS**

Jen Easterly *(Invited)*  
Director  
CISA

#### TRACK 4 – PORT INFRASTRUCTURE 4.0

8:30 am **TRANSFORMING PORTS INTO DIGITAL HUBS**

**Synopsis:** *Our maritime sector is rapidly undergoing a digital transformation of ports as they shift from traditional transport hubs to digital nodes that play a crucial role in an ever-evolving supply chain ecosystem. Digitalization allows a seaport to become a transport and an information node, providing an important means to be better integrated in the supply chain. The port as a digital node focuses on the total digital capability required to operate as a sustainable port, i.e. as a sustainable transport and logistic node, energy node, and information node).*

9:30 am Break

10:00 am **PANEL: AI and SIMULATIONS IN PORT OPERATIONS**

**Synopsis:** *Maritime education and training has long used simulators and simulations to develop competent seafarers and relevant seafaring skills. In a safety critical domain like maritime industry, simulators provide opportunities to acquire technical, procedural and operational skills without the risks and expense associated with on-the-job training . In such training, computer-generated simulations and simulators with higher realism are inferred to better training outcomes.*

11:00 am **SIMULATION TRAINING - PORT OF HALIFAX**

**Synopsis:** *Faced with increasing demand for replacement terminal equipment operators, the Port of Halifax and its partner the Halifax Employers Association, engaged CM Labs to conduct simulation training to teach new hires how to operate cranes and other heavy machinery more efficiently and effectively. This was critical for increasing the safety of its operators, ensuring damage-free containers, and keeping the supply chain in motion. The program has been singularly successful. New hires are fully vetted and have the required skills to operate cranes on the first day on the job safely; new operators complete their training program faster and with less stress; and, the number of accidents and damaged containers caused by operators has decreased.*

12:00 pm Lunch

1:00 pm **SMART PORTS AND ROBOTICS SYSTEMS**

**Synopsis:** *This presentation provides an overview of smart ports and remote technologies in the maritime industry. The author explains how modern advances in artificial intelligence and robotics have transformed the shipping industry and assesses the impact of this technology from a law and governance standpoint. The presentation covers a range of topics including port autonomous operations systems, cybersecurity, big data analytics, digitalization and blockchain to throw light on the opportunities and benefits of these new technologies in improving security and safety. Also considered are the challenges and threats of their application.*

1:30 pm **ROBOTICS IN PORT OPERATIONS**

**Synopsis:** *Ports Infrastructure 4.0 offer a series of significant benefits that can improve the efficiency and sustainability of the global supply chain. These benefits can include 1) greater efficiency; 2) improved safety; 3) greater sustainability; and 4) improved service quality.*

*Ports 4.0 use a variety of advanced technologies to improve their efficiency, sustainability, and capacity to handle large volumes of cargo. Robotics are used in Ports 4.0 to perform tasks that require precision and strength, such as container handling. Robots can be autonomous or human-controlled and can work in conjunction with automation systems.*

**2:30 pm** Break

**3:00 pm** **PANEL: DIGITAL TECHNOLOGIES IN MARITIME SYSTEMS**

**Synopsis:** *A successful vision of the future must involve the economic and environment stewardship of the maritime value chain as a system of systems. A successful systems approach for maritime could be similar to aviation’s air traffic control to improve safety and economic efficiencies of the system as a whole. This means changing the very nature of global maritime business approach to optimize first the entire global system before further optimizing individual organizations.*

*Digital Technologies will be key to this. Not necessarily by inventing new technology but innovating from existing approaches in other segments such as the aviation approach to vessel autonomy and machine learning predictive algorithms that will be required to solve the much more complex systems approach of the global maritime value chain. This digital innovation approach can be developed rather quickly and inexpensively, and Digital Technology is perhaps the only technology that is truly future proof.*

Moderator: **David Cummins**, President, Blue Sky Maritime Coalition

Panelist: **Yanran Wang**, Fuel Strategy and Environmental Compliance, Matson

Panelist: **Charlotte Runzel**, Head of Government Affairs, Sail Plan

**4:00 pm** **TO BE DETERMINED**

**5:00 pm** **DEEP TREKKER REVOLUTION ROV DEMONSTRATION**

*Prior to the Port Houston Tour, MerLion will conduct a demonstration involving the launch and operation of the Deep Trekker Revolution ROV at the Port Houston Turning Basin. This technology demonstration is “hands-on” inspecting the ships’ hull and adjacent pier structures. End products such as a hull image and inspection will be displayed on a large TV screen for all to see throughout the event. Attendees are invited to take a turn at the helm.*

Demonstrator: **Serena Brown**, Account Executive, Deep Trekker

Demonstrator: **Dan Randall, Director, Maritime Operations**, MerLion Advisory Group

6:00 pm **HOUSTON PORT TOUR**

## TRACK 5 – PORTS IN OFFSHORE WIND ENERGY

8:30 am **THE ROLE OF PORTS IN OFFSHORE WIND ENERGY**

*Synopsis: Ports play a key role in the offshore wind sector. They are where operation and maintenance of offshore wind farms are run, where all offshore wind turbines and other equipment get transported, and where floating turbines are assembled.*

*Ports host testing facilities, training centers and hosting warehouses, offices and operation centers for manufacturers, developers and elements of the supply chain. They are an integral part of the offshore wind farm supply chain by virtue of their function as an interface between land based and marine activities.*

9:30 am Break

10:00 am **TRANSITIONING TO A WIND PORT**

*Synopsis: Port representatives from ports engaged in support of offshore wind farms discuss the planning, challenges, and achievements in transitioning from traditional cargo ports.*

Panelist: **Katheryn Yurchesyn**, Vice President, NovaPorte

Panelist: **Stephen Kelly**, Carver Companies, Port of Coeymans

Panelist: **John O’Keeffe**, Vice President, Business Development, Waterson LLC, Port of Providence

Panelist: **TBD**

11:00 am **DENMARK’S ENERGY ISLANDS**

*Synopsis: Denmark is pioneering the concept of energy islands as part of large-scale offshore wind farm projects. Denmark will construct the North Sea Energy Island and build upon Bornholm (an existing island) to establish a energy island in the Baltic Sea. Both will serve as hubs for offshore wind farms, facilitating smart electricity distribution between regions across the two seas. These energy islands are designed to operate as green power plants at sea and will play a major role in reducing greenhouse gas emissions, phasing out fossil fuel energy sources in Denmark, and creating a sustainable energy future.*

12:00 pm Lunch

1:00 pm **THE NORTHWEST SEAPORT ALLIANCE STUDY**



**Synopsis:** *The Northwest Seaport Alliance (NWSA) launched a feasibility study to evaluate business opportunities in the offshore wind supply chain. The study aims to assist the NWSA in positioning the gateway to support the burgeoning offshore wind (OSW) supply chain market. The Biden administration has set a goal of 30 gigawatts (GW) of power produced by offshore wind by 2030, and an ultimate goal of 110 GW by 2050. To meet the supply chain needs of current federal offshore wind goals, industry reports indicate that roughly 36 billion dollars will be needed in domestic port infrastructure development.*

1:30 pm

**PANEL: FLOATING OFFSHORE WIND TURBINES**

**Synopsis:** *A floating wind turbine is an offshore wind turbine mounted on a floating structure that allows the turbine to generate electricity in water depths where fixed-foundation turbines are not feasible. Per the U.S. Department of Energy, almost two-thirds of U.S. offshore wind energy potential exists over waters too deep for today's fixed-bottom wind turbine foundations secured directly to the sea floor, and instead require floating platforms. These structures will be among the largest humankind has ever constructed. Floating offshore wind is key to transitioning dense population centers to clean energy, and would also mean thousands of jobs in wind manufacturing, installation, and operations.*

2:30 pm

Break

3:00 pm

**NORFOLK WIND PORT – the FAIRWINDS LANDING PROJECT**

**Synopsis:** *MARAD awarded the Norfolk (VA) Economic Development Authority a \$39,265,000 Port Infrastructure Development Grant to help transform the marine terminal at Fairwinds Landing into an offshore wind logistics facility. The PPIDP funding will assist in renovating the aging waterfront infrastructure at Fairwinds Landing. The project focuses on three major components: 1) Enhance port capabilities for offshore wind operations and maintenance activities; 2) Heavy lift Operations, and 3) Cable Loading Operations.*

4:00 pm

**TO BE DETERMINED**

**TRACK 6 – DECARBONIZATION AND ALTERNATIVE FUELS**

8:30 am

**BIOFUELS**

**Synopsis:** *Biofuels are liquid hydrogen fuels with similar composition and properties to fuel oil. They are produced from renewable sources such as crops, agricultural and forestry waste, animal waste, or vegetable and animal fats. Biofuels offer reductions in Greenhouse Gas Emissions. Biofuels' suitability with existing power generation systems makes them a drop-in solution without the need for equipment retrofits or vessel redesign. As such, Biofuels are a "here-now solution" as they take advantage of existing fuel transport and bunkering infrastructure.*

**Moderator:** TBD,

**Speaker:** Marcel Schafer, PhD, Senior Program Coordinator, Fraunhofer USA Alliance

**Speaker:** Steve Putnam, PEI Tech LLC

**Speaker:** TBD, Shell

9:30 am Break

10:00 am **PANEL: TO BE DETERMINED**

**Synopsis:**

11:00 am **CARIBBEAN GREEN SHIPPING CORRIDORS**

**Synopsis:** *This presentation focuses on the establishment of Green Shipping Corridors in the Caribbean. Green Corridors are specific shipping routes where the feasibility of zero-emission shipping is catalyzed by a combination of public and private actions. A green shipping corridor is a shipping route between two or more major port hubs, on which zero-carbon emissions ships and other emissions reduction programs are deployed. The United States government defines green shipping corridors as “maritime routes that showcase low- and zero-emission lifecycle fuels and technologies with the ambition to achieve zero greenhouse gas emissions across all aspects of the corridor in support of sector-wide decarbonization no later than 2050”. The term specifically indicates the geographical connection between two locations and the enabling environment that helps reduce emissions.*

Moderator: Kirk Waltz, Director, Business Development – Clean Energy, American Bureau of Shipping

12:00 pm Lunch Break

## TRACK 7 – PORT ENERGY AND SUSTAINABILITY

1:00 pm **THE ELECTRICITY GAP**

**Synopsis:** *Demands to transform operations of diesel and gas-powered equipment to electric, the move to onshore power supply for ships, and the conversion of drayage to electric-battery powered vehicles has caused a demand on available electrical power resources that many power companies simply cannot provide.*

1:30 pm **CASE STUDY: PORT BAKU, AZERBAIJAN**

**Synopsis:** *The Port of Baku (PoB) was developed as a green port and logistic center by adhering to international standards and using contemporary technology in various aspects such as energy, waste management, air quality, digitalization, automation, as well as sustainable business practices.*

*The Port of Baku successfully achieved certification under ISO 9001:2015 (Quality Management), ISO 14001:2015 (Environmental Management), EcoPorts Port Environmental Review System (PERS), as well as taken the essential steps towards achieving ISO 45001:2018 (Health & Safety Management) and ISO 50001 (Energy Management) certification. Port representatives discuss their approach centered on “The Port of Baku Climate Strategy 2025” and its Climate Action Plan.*

**Speaker:** **Gurban Karimbayli**, Port of Baku

**2:30 pm** Break

**3:00 pm** **HYDROGEN HUBS**

**Synopsis:** *Hydrogen hubs are networks of clean hydrogen producers, potential clean hydrogen consumers, and connective infrastructure located in close proximity. The US Department of Energy issued grant funds to four “hubs” that bring together clean hydrogen producers and end users to facilitate the demonstration, development, and commercialization of the nation’s “clean hydrogen economy.” These Regional Clean Hydrogen Hubs will accelerate the use of hydrogen as a clean energy.*

**4:00 pm** **TO BE DETERMINED**

## **DAY 3 – THURSDAY, APRIL 3, 2025**

### **TRACK 8 – PORT PHYSICAL AND CYBERSECURITY AND EMERGENCY MANAGEMENT**

**8:00 am** Panel: **SMALL PORTS AND THE CYBERSECURITY GAP**

**Synopsis:** *A large number of small ports lack a CISO or Information Technology specialists trained and/or qualified to respond to a cyberattack on its critical infrastructure. The discussion addresses this shortcoming and offers strategies to address it.*

**8:30 am** Panel: **EXECUTIVE ORDER: SAFEGUARDING OF VESSELS, HARBORS, PORTS, AND WATERFRONT FACILITIES OF THE U.S.**

**Synopsis:** *The Executive Order, issued Feb 21, 2024, bolsters the Department of Homeland Security’s authority to directly address maritime cyber threats, including through cybersecurity standards to ensure that American ports’ networks and systems are secure. IAW this Executive Order, the U.S. Coast Guard has the authority to respond to malicious cyber activity in the nation’s MTS by requiring vessels and waterfront facilities to mitigate cyber conditions that may endanger the safety of a vessel, facility, or harbor. The Executive Order also institutes mandatory reporting of cyber incidents – or active cyber threats – endangering any vessel, harbor, port, or waterfront facility.*

Moderator: **Julio Gonzales**, Supervisory Protective Security Advisor, CISA

Panelist: **CAPT Peter Bergeron** (USCG, Retired), Vice President, Public Safety & Security, Canaveral Port Authority

Panelist: **CAPT Keith Donohue**, Commander, Houston-Galveston District, U.S. Coast Guard

9:30 am Break

10:00 am **INFRAGARD: CYBERSECURITY FORCE MULTIPLIER**

**Synopsis:** *InfraGard is a partnership between the Federal Bureau of Investigation (FBI) and members of the private sector for the protection of U.S. Critical Infrastructure. Through seamless collaboration, InfraGard connects owners and operators within critical infrastructure to the FBI, to provide education, information sharing, networking, and workshops on emerging technologies and threats. InfraGard's membership includes: business executives, entrepreneurs, lawyers, security personnel, military and government officials, IT professionals, academia and state and local law enforcement—all dedicated to contributing industry-specific insight and advancing national security.*

Speaker: **Marco Ayala**, President, Houston-Galveston InfraGard Chapter

Speaker: **Christopher Wolski**, Houston-Galveston InfraGard Chapter

11:00 am **PORT CYBER RESILIENCE CENTERS**

**Synopsis:** *Increased use of digital technologies, while resulting in greater efficiencies and cargo planning capabilities, subject ports to cybersecurity risks and threats of disruptions to port operations and the supply chain, as a whole. Europe's ports and maritime facilities have increasingly developed Cyber Resilience Centers to ensure the security of its IoT systems.*

*IBM operates the Port of Los Angeles Cyber Resilience Center, an automated port community cyber defense solution, designed by Port of Los Angeles supply chain stakeholders. The CRC serves as an early warning detector against possible cyberattacks and an information resource to help minimize intrusions and restore operations following an attack.*

12:00 pm BREAK

1:00 pm **THE PORTS CHALLENGE – COUNTERING HUMAN TRAFFICKING CAMPAIGN**

**Synopsis:** *The Port of the Future Conference, in partnership with the Department of Homeland Security and International Propeller Club, has issued a challenge to our Nation's ports to commit to efforts to counter the scourge of Human Trafficking. This presentation focuses on the tenets of the challenge and the training and resources available to ports in this endeavor.*

1:30 pm **TO BE DETERMINED**

**Synopsis:**

2:30 pm Break

3:00 pm **TO BE DETERMINED**  
**Synopsis:**

4:00 pm **To Be Determined**  
**Synopsis:**

5:00 pm **Closing**

Kevin Clement

## DAY 3 – THURSDAY, APRIL 4, 2023

### TRACK 9 – CLEAN PORTS

8:00 AM **THE CLEAN PORTS PROGRAM**

**Synopsis:** *The U.S. Environmental Protection Agency announced the launch of the \$3 billion Clean Ports Program to fund zero-emission port equipment and infrastructure to tackle the climate crisis and improve air quality at U.S. ports. This funding program will build on EPA’s Ports Initiative that helps our nation’s ports, a critical part of our infrastructure and supply chain, address public health and environmental impacts on surrounding communities.*

8:30 am **PANEL: CLEAN PORTS PROJECTS**

**Synopsis:** *A panel of port representatives discuss their winning grant proposals and Clean Port initiatives.*

9:30 am Break

10:00 am **PANEL: SAN PEDRO BAY PORTS CLEAN AIR ACTION PLAN**

**Synopsis:** *Originally adopted in 2006, the San Pedro Bay Ports Clean Air Action Plan identifies strategies to reduce pollution from every source – ships, trucks, trains, cargo-handling equipment and harbor craft, while moving cargo through the nation’s busiest container ports. The Plan, with updates in 2010 and 2017, provides high-level guidance for accelerating progress toward a zero-emission future while protecting and strengthening the ports’ competitive position in the global economy.*

**11:00 am**      **PANEL: AI AND ROBOTICS – DEVICES TO CLEAN HARBORS**

**Synopsis:** *"Breaking the Plastic Wave: A Comprehensive Assessment of Pathways Towards Stopping Ocean Plastic Pollution," states that unless action is taken to mitigate production and consumption, the amount of plastic waste entering the ocean will rise from a baseline of 11 million metric tons in 2016 to 29 million metric tons in twenty years' time—equivalent to 50 kilograms (110 pounds) of plastic for every meter (3.2 feet) of the world's coastlines.*

**PLENARY**

**12:30 pm**      **U.S. COAST GUARD RESEARCH PORTFOLIO**

**Synopsis:** *The Director of Research Partnerships at the U.S. Coast Guard Research and Development Center (RDC), discusses USCG research focus and initiatives impacting ports and maritime sector.*

Speaker: **Joseph DiRenzo**, PhD, Director, Research Partnerships, U.S. Coast Guard Research and Development Center

**1:15 pm**      **CONFERENCE CLOSING**

Kevin Clement

**PORT ENDEAVOR EXERCISE**

**1:30 pm**      **PORT ENDEAVOR EXERCISE (Iteration I)**

Kevin Clement

**4:30 pm**      **ENDEX**

**DAY 4 – FRIDAY, APRIL 5, 2023**

**8:30 am**      **PORT ENDEAVOR EXERCISE (Iteration II)**

Kevin Clement

**11:30 am**      **ENDEX**