

Public Benefit Conveyance



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<http://www.marad.dot.gov>

Authority for the PBC program

Specific authority for the PBC is derived from the following:

- Section 203(q)(1) of the Federal Property and Administrative Services Act of 1949;
- Section 46, Code of Federal Regulations, Part 387

Objectives

The objectives of the Maritime Administration's (MARAD) Public Benefit Conveyance (PBC) Program are to:

- Expand the nation's port capacity;
- Reinforce the Federal Government's commitment to the nation's MTS stakeholder community; and
- Increase commercial mobility to accommodate expected international trade growth.

MARAD PBC Process

- Applicants must submit a letter of intent and an application detailing specific surplus property development plans.
- MARAD then reviews the application to determine PBC property eligibility. Upon approval, MARAD, on behalf of the applicant, submits a request to the Department of Defense (DOD) for conveyance of the property to the state instrumentality..
- MARAD consults with the Department of Labor (to determine if the property to be conveyed is located in an area of serious economic disruption) and the Department of Commerce (to determine if the applicant's redevelopment plan is part of a necessary economic development program).
- MARAD determines if the applicant's redevelopment plan is consistent with its port development goals, then incorporates terms and conditions attached to the use of the land into a deed. The property is then conveyed to the successful applicant within 45 days of DOD making the property available to MARAD for assignment.

MARAD's role in the PBC process

MARAD is a sponsoring agency for applicants that desire to acquire property via the PBC process. This means MARAD serves as:

- The recognized subject matter expert in port development issues.
- The interface between the applicant, DOD, and other relevant Federal agencies.
- The transfer agent for port property.

MARAD's PBC oversight role

As the sponsoring agency, MARAD retains the responsibility of ensuring deed compliance.

Should the applicant fail to comply, MARAD, at its option, may reclaim previously conveyed property for the Federal government.

To date, no reversions of title have been processed.

Previously Conveyed Properties

Conveyed and Deeded

- Port of Benton, WA
- Port of Dillingham, AK
- Port of Hueneme, CA
- Port of Los Angeles, CA
- Port of Long Beach, CA
- Port of Davisville/Quonsett Pt., R.I.
- Port of Stockton, CA
- Tri-City Regional Port District, IL

Approximately 2,700 acres of land has been conveyed via the PBC program.

Uses of previously conveyed properties

Previously conveyed properties have developed for:

- Container terminal expansion (Port of Long Beach, CA)
- Development of intermodal expansion (Tri-City Regional Port District, IL)
- General cargo operations and cargo storage (Port of Los Angeles, CA)
- Support of commercial fishing, marine transport and tourism facilities (Port of Dillingham, AK)
- Support of commercial maritime operations (Port of Hueneme, CA)

Prospective PBC properties

- Louisiana
 - Naval Support Activity (New Orleans)
- Mississippi
 - Naval Station, Pascagoula (Pascagoula)
- Texas
 - Naval Station, Ingleside (Corpus Christi)
- Washington
 - Navy and Marine Corps Reserve Center (Tacoma)

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