

Aviation Capacity and Air Freight
November 7, 2016
SeaTac International Airport
Beijing Room
12:30-2:00

- Senator Keiser and Senator Warnick made opening comments
- Presentation given by Hayley Gamble, Senate Transportation Committee
 - o Hayley provided information on each airports daily aircraft operations as well as the amount of space they use and have available (see PowerPoint)
 - o The top five air cargo commodities through Sea-Tac are cherries, seafood, footwear parts, aerospace components, and aluminum alloy and graphite
 - The question was asked if there is a more complete list of imported commodities
 - Tom Green, Senior Manager at Sea-Tac – Not a lot of this data is tracked by the airport; they focus more on tracking exports. There are other fruits imported such as blueberries and other small fruits, but cherries are the largest one.
 - o About 55% of all Cargo goes through Sea-Tac with 45% of it being in the belly of passenger planes
 - o 40% or more of the cargo is international
 - Roughly 15% to Europe and 29% to Asia
 - Tom Green, Senior Manager at Sea-Tac –
 - There is better data on international cargo because customs tracks it, but there is no similar agency for domestic cargo.
 - It is not easy to sort domestic cargo into commodity types
 - Roughly 80-90% of international cargo originates in Washington State
 - Freight is transported by truck; there is no connection to rail
- Presentation given by Jason Beloso and Tristan Atkins – WSDOT
 - o See PowerPoint
- Comments from Charles Knutson, Governor's Office
 - o We need to look at freight trends. We will have our ups and down. A lot of the cargo comes in the belly of passenger planes and that can't necessarily be moved as easy
- What is the destination of the cargo in Washington State?
 - o International wise most is staying in Puget Sound Region – 75% or more
 - o Domestic follows somewhat of the same pathway
- We need to remember the importance of PDX and what moves through there
 - o Airports can ask for tonnage on and off aircraft to track data
 - o Use a data subscription tool as well
- Comments from Jeff Bishop, Executive Director at Port of Moses Lake
 - o 1,000,000 in leasable building space available is not actually available
 - o They are at total capacity, but as far as open space they have huge amounts of capacity
 - o There are some difficulties in looking at air cargo

- They did get a cherry review but it is a short lift cargo stream
- Grant and Spokane have great availability – it is important for airports to work together and not compete
- Comments from John Creighton, Port Commissioner at Port of Seattle
 - Sea-Tac will reach capacity
 - Level 2 slot convention – international peak activity is a problem
 - 446,000 operations a year and lost 1/3 of it after 9/11
 - Next year they are closing 5 gates for construction
 - Changes route from East to West to North and South
 - 29 aircrafts have to be on cargo positions and remain overnight
 - International will park for days or weeks
 - Cargo vs passenger
 - Middle of the night cargo planes are flying
 - Sea-Tac was not as busy when the agreement was made to not fly during certain hours of the night
 - Total increase of landing and take offs
 - There are 2 operations every three minutes 24/7
 - 540,000 operations would increase it to 1.02 operations per minute 24/7
- Comments from Spokane
 - Plenty of capacity and land reserved
 - 1,600 land available to be developed for cargo – significant investment
 - Freight across multimodal
 - Intermodal – How do we make strategic corrections?
- What kind of incentives do we want to put into place?
 - Want to also open the door to shippers to get their opinion on incentives
 - Cold storage in Tri-Cities may be an incentive
 - Park in Moses Lake then go back and get cargo
 - This would help open the runways in Sea-Tac
 - Would this financially work?
- Passenger capacity would also need to be looked at
 - Sea-Tac is not only growing in cargo, but also in passenger planes
 - Again, lots of belly cargo
- Rep. Gregerson mentioned that the Rail Caucus should get involved as well
- Rep. Clibborn mentioned FAST money allocated
 - Use to do this, but have to be strategic in where we send the money
- Partnerships need to be created while still allowing ports to have their own identity
- Again, we need to hear from businesses and companies
- Ideas – Moving forward?
 - Will work on scheduling another meeting before session starts
 - More info from Sea-Tac
 - Open the door to shippers?
 - May be hard to get info even in a one on one meeting because of competition
 - We need to know here cargo is coming and going to have a better idea on how to move forward

- If the traffic on the highways increase, we will only cause another problem
 - Air freight study?
 - Budget proviso?
 - How is Boeing fitting into this?
- Meeting adjourned