

District No. 7, Frederick: Thomas G. Mohler, District Engineer, Telephone: 662-1171 (Carroll, Frederick and Howard counties)

Right-of-Way and legal offices are maintained in each of the engineering districts.

Appropriations	1973	1974
Special Funds	\$140,953,475	\$139,896,573
Federal Funds	86,543,390	182,050,000
Totals	<u>\$230,496,865</u>	<u>\$321,946,573</u>
Staff: 4,097.		

MARYLAND PORT ADMINISTRATION

Joseph L. Stanton, Port Administrator
 W. G. Halpin, Deputy Port Administrator
 Dr. Walter C. Boyer, Deputy Port Administrator
 Donald Klein, Director, Port Promotion and
 Public Information Officer

Pier 2, Pratt Street, Baltimore 21202

Telephone: 383-5700

The Maryland Port Administration was created on July 1, 1971, as a part of the Maryland Department of Transportation, succeeding the Maryland Port Authority, a semi-autonomous State agency established by Chapter 2, Acts of the Special Session of 1956. It adopted its present name by Chapter 526, Acts of 1970, which provided for the transfer of the rights, duties, powers and obligations of the Authority to the Administration. Not included are those powers and duties which were transferred to the Maryland Transportation Authority. The former Executive Director of the Authority was appointed the Maryland Port Administrator and serves at the pleasure of the Secretary of Transportation.

The Administration endeavors to promote and increase commerce within its territorial jurisdiction through public relations programs, publication of literature, purchase of advertising, solicitation of business by correspondence and traveling representatives, and participation in, and cooperation with, civic, technical, professional, and business organizations and associations. To this end, the Administration maintains field offices in Pittsburgh, Chicago, New York, Brussels, Belgium, London, England, Tokyo, Japan, and Hong Kong as well as in Baltimore.

When the Administration's predecessor agency was created in 1956, the primary objective of the General Assembly was to improve the facilities and strengthen the workings of the private operator. If private facilities were inadequate, however, or inadequately operated at any time, the Authority was empowered to construct, and if necessary operate, supplementary public facilities (Code 1957, 1968 Repl. Vol. 1972 Supp., Art. 62B). This power was transferred to the Administration in 1970.

From 1956 through fiscal year 1973, the Maryland Port Administration has invested some \$108,000,000 in modernizing and constructing international general cargo facilities in the port of Baltimore, and expended another \$2,000,000 in new port facilities at Cambridge and Crisfield on Maryland's Eastern Shore. In Baltimore during this period, twenty-four new or completely rebuilt deep water berths have been provided; thirteen high-speed, heavy load cranes have been placed in operation, along with the rebuilding of two medium-load cranes; nine large, clear-span, modern transit and consolidation cargo sheds