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COVER: By the numbers, the Port of Baltimore is a proud leader in environmental efforts and looks ahead to even more success in the future.
Illustration by Darby Lassiter.



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Hard-Working Port has Soft Touch with Environment

Environmental improvements are equally important as signing a new, long-term contract with a major international shipper or welcoming a new cruise ship for the Maryland Port Administration.

Our nationally recognized Dredged Material Management Program has made the Port of Baltimore the largest creator of wetlands in Maryland. After decades of erosion, Poplar Island in the Chesapeake Bay and Hart-Miller Island in Baltimore County have both been rebuilt to their original size through the use of dredged material. Today, both islands provide habitat to many waterfowl species, diamondback terrapins and other wildlife. Masonville Cove, the Maryland Port Administration's newest dredged material facility located on the Patapsco River in Baltimore City, features sustainable landscaping, a recently opened nature area and an environmental education center.

The Environmental Management System is also helping to ensure that our Port operates in an environmentally sensitive manner. Through this program, the Port has reduced air emissions around the public marine terminals and made measurable improvements to water quality. Our clean diesel program is

replacing or upgrading engines in cargo-handling equipment, dray trucks and locomotives to help further improve air quality. And, by improving stormwater management ponds, sediment-collection screens and storm drain filters that collect trash, oil and other materials, we've decreased pollutants and debris from entering the waterways. We've made great progress by engaging Port tenants in these important environmental initiatives.

The Port's Dredged Material Management Program and Environmental Management System are ensuring that the channels and the public marine terminals of the Port of Baltimore are known for more than just accommodating huge cargo and cruise ships. These two programs ensure that the economic engine that is the Port of Baltimore keeps running in an environmentally sustainable way.



Martin O'Malley, Governor

EXECUTIVE VIEW

Maritime Industry Keeps Evolving for a Healthier Future

Throughout its history, the maritime industry has been about trade, commerce and jobs. At the Port of Baltimore, for decades we have seen ships grow remarkably in size and bring millions of tons of cargo across our piers: commodities like autos, containers, farm and construction machinery, and forest products at our public marine terminals, and sugar, salt, gypsum and coal at our private terminals. While our industry is still organically about trade, commerce and jobs, make no mistake that every year it is becoming more and more about an evolving aspect of our industry: the environment.

Ports today are more focused on environmental awareness and reducing the carbon footprint than ever. They are using low-sulfur diesel fuel to operate cranes and port vehicles. They are also implementing initiatives designed to reduce air emissions and better protect the very waters that serve as their lifeline.

Ship owners are much more environmentally savvy than ever before. Solar-powered technology is becoming more widely used

in vessel design. Hulls are being constructed using lightweight, recyclable materials. Emission Control Areas, also known as ECAs, are becoming more prevalent. As of August 2012, ECAs require that any vessels within 200 miles of the U.S. coast reduce the sulfur content in their fuel to only 1 percent. In 2015, that amount must be reduced to 0.1 percent.

By continuing to implement good, sound environmental practices, the maritime industry will become known for more than trade, commerce and jobs. It will be known as environmentally friendly, and that is good news for all of us.



James J. White, Executive Director
Maryland Port Administration

SOUNDINGS

The happenings in and around the Port ➤ ➤ ➤ ➤ ➤ ➤ ➤ ➤ ➤

NEWSMAKERS

Traffic Club Honors Four 'Persons of the Year' During Centennial Celebration

During the Traffic Club of Baltimore's 100th Annual Dinner in early March, four members of the Port of Baltimore community were recognized as its "Transportation Persons of the Year."

The honorees were James J. White, Executive Director of the Maryland Port Administration (MPA); Paul Kelly, Vice President of A&S Service Group, Intermodal Division, as well as Past Chairman of the Maryland Motor Truck Association and current Chairman of the Baltimore Port Alliance; former U.S. Rep. Helen Delich Bentley, a Port consultant and past Chairwoman of the Federal Maritime Commission; and Mark Montgomery, President and Chairman of Ports America Chesapeake, LLC, which entered into a public-private partnership with the MPA to construct a 50-foot-deep berth at the Seagirt Marine Terminal. "It's a great honor," Montgomery said, adding that he suspected

he was being singled out as much for his company's charitable works as for the building of the berth. "That's probably my greatest accomplishment. I know the Traffic Club has a strong history of giving to charity. That's one of those things that makes us leaders — it's more than just our jobs."

White said he found it "humbling" to be included with the other recipients. Regarding the Traffic Club festivities, he added, "This is a great event and I think everyone looks forward to it every year. It gives us a chance to get together outside of the office."

Kelly added, "I have never had this type of honor. It really is the highlight of my career — and I've had a long career. I've had recognition, but nothing close to this. I'm so grateful to the Traffic Club."

Bentley, whose name is synonymous with the Port of Baltimore, couldn't resist a quip when asked what the honor meant: "It means I'm getting old," she said.

Linda Hastings, President of the Traffic Club, said, "I hope this generation involved with the club can do justice to what the previous generation did."

The Traffic Club's annual dinner was held at Martin's West on March 7. The centennial celebration included live musical entertainment and a casino theme with a gaming room worthy of a James Bond movie. 🌐



NANCY WENEFEE JACKSON

Honored guests at March's Traffic Club of Baltimore event included BPA Chairman Paul Kelly, above, shown with wife Phyllis.



LOIS M. MAY



BILL MCALLEN

Participating in a recent Turkish trade visit were, from left, Ismail Aslaner (Eastern Black Sea Development Agency), Azita Moghaddam (Abundances Consulting), Cetin Oktay Kaldirim (Eastern Black Sea Development Agency), Dr. Recep Kizilcik (Governor of Trabzon), Suat Hacisalihoglu (Chamber of Commerce) and Joseph Greco (Maryland Port Administration).

NEWSMAKERS

Turkish Delegation Tours Port as Part of Trade Visit

A high-level delegation from the coastal city of Trabzon, Turkey, recently spent a week in Maryland as part of ongoing efforts to build trade and investment relations. Maryland Governor Martin O'Malley, Secretary of State John P. McDonough and other officials met with the delegation, which was led by Dr. Recep Kizilcik, the Governor of Trabzon.

A private tour of the Port of Baltimore occurred on the third day of the delegation's visit, and included the opportunity to meet members of the U.S. Senate and House of Representatives. Port consultant and former U.S. Rep. Helen Delich Bentley also participated.

Welcoming the delegation to town was Azita Moghaddam, Founder and President of Abundances, a Maryland-based, minority-owned consultancy company. Introductions were also arranged with representatives of the state's thriving biomedical industry, since Trabzon is noted for its multitude of medicinal and aromatic plants. 



EVENTS

Career Fair Among National Maritime Day Activities

This year, the local celebration of National Maritime Day adds a new component, a maritime expo and career fair.

In Baltimore, National Maritime Day, which calls attention to the role ships and seafarers have played in our nation's history, will be commemorated May 18 at Canton Marine Terminal. The event, which includes a luncheon, takes place aboard the N.S. *Savannah*, a National Historic Landmark that was the world's first nuclear-powered merchant ship.

Maritime-related businesses and government agencies will have displays and staff on the pier to explain what they do and discuss career opportunities.

In addition, attendees will be able to tour the *Savannah* as well as other vessels such as tugs, patrol craft, pilot boats, survey vessels and training vessels.

National Maritime Day festivities, including the expo and career fair, take place from 10 a.m. to 3 p.m. at Pier 13 in Canton, 4601 Newgate Ave. The ceremony, tours and expo are free, but those who would like a crab cake lunch must prepay by May 15. Luncheon tickets are \$35 and can be ordered online at www.kpchesaapeake.com.

The event is co-sponsored by the U.S. Merchant Marine Academy KP Alumni - Chesapeake Chapter and Baltimore Port Alliance in cooperation with the U. S. Maritime Administration, Savannah Technical Staff. 

EVENTS

Domino Sugar Tour is Part of 'Inside Series'

The World Trade Center Institute (WTCI) and the Regional Manufacturing Institute are reaching out to members to participate in a tour of Domino Sugar. The focus of the event, scheduled for May 9 as part of WTCI's "Inside Series," is to show how Domino manages an international supply chain.

Domino Foods Inc. is part of ASR Group, the world's largest refiner of cane sugar. The Domino plant, a 90-year-old icon in Baltimore's Inner Harbor area, receives sugar from Central America, South Africa and the Dominican Republic. 

NEWSMAKERS

Coast Guard's Roche Moves On

After three years serving at U.S. Coast Guard Sector Baltimore as the Deputy Commander, Captain Brian W. Roche is leaving to assume his own sector command.

Roche will become the Commander in Buffalo, N.Y.

The new Deputy Commander of Sector Baltimore will be Commander Megan Dean, who has been serving as a military aide to Janet Napolitano, Secretary of the U.S. Department of Homeland Security.

Roche, a New York native and 33-year veteran of the Coast Guard, began his career serving as a Boatswain Mate First Class before attending Coast Guard Officer Candidate School. As an officer, he has also served in New Jersey and Virginia.

Roche praised the ability of all facets of the Port of Baltimore maritime community to work together, whether during storms or large events such as the Star-Spangled Sailabration.

"What's really neat about this Port are the friendships," Roche said. "We have different entities in the Port of Baltimore; we really circle the wagons and figure out how to handle these major events together — we've gotten through big storms and big events. It's a credit to the state that when things get bad they hunker down in the bunker with you and try to figure out how to get through it. I'd like to say thank you — 'Coasties' come and go, but everyone here is so welcoming." 



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Businesses involved with maritime-related activities at the Port of Baltimore should go online to either create or update their free listing on the Port of Baltimore Directory website, **POBdirectory.com**. All listings are also available for inclusion in the handy printed version of the Port of Baltimore Directory, published later this year.

For advertising opportunities online and in the printed directory, contact Media Two Advertising Director Steve Lassiter at 443-909-7828 or steve.lassiter@mediatwo.com. 

EVENTS

Women's Traffic Club Thanks 63 Leading Ladies, Including Eight in Attendance

The 42nd Past President Luncheon of The Women's Traffic & Transportation Club paid specific tribute to the 80-year-old club's 63 leaders. The event, held in mid-February at the Sparrows Point Country Club, included participation by Dorothy Gerber, a member since 1943, and was hosted by Cindie King.

King took luncheon guests on "a stroll down memory lane, recalling by decade 41 past presidents no longer with us, the 14 that could not partake and the eight past presidents in attendance," said Bridget Lowy, current Women's Traffic Club President and President of Dartrans, Inc.

Preparations are also under way for the Women's Traffic & Transportation Club 80th Anniversary Dinner, scheduled for June 12, 6-10 p.m., at the Sparrows Point Country Club. 



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MPA Executive Director James J. White, second from right, joined *Daily Record* Editor David Simon, center, and other participants at the 2013 Influential Marylanders event held in March. White was among five honorees in the "Civic Leadership" category.

NEWSMAKERS

MPA Exec Named Influential Leader and MMTA Honoree

James J. White, Maryland Port Administration (MPA) Executive Director, has been named among *The Daily Record's* 2013 Influential Marylanders and will also be honored in May by the Maryland Motor Truck Association (MMTA).

The Daily Record recognized White in the "Civic Leadership" category along with four other individuals, including William C. Baker of the Chesapeake Bay Foundation. Baker was this year's lone inductee into the business publication's "Circle of Influence" for winning the award three times.

Since 2006, *The Daily Record's* editors have selected Influential Marylanders that have made significant impacts in their fields and continue to be leaders in the state.

A reception was held March 21 to honor this year's 50 winners.

The Maryland Motor Truck Association honor is presented each year to an individual who has offered outstanding support to the trucking industry. White will be honored on May 4 at Baltimore's World Trade Center. Proceeds from the event serve as a fundraiser for the Walter and Harriet Thompson Scholarship Fund, which provides financial assistance to students enrolled in trucking-related fields at Maryland community colleges. 🌐



RO/RO

WWL Recognized as Hall of Fame Supplier

Wallenius Wilhelmsen Logistics (WWL), recognized by the John Deere Achieving Excellence Program as a Partner-level supplier for 2012, has been inducted into the John Deere Supplier Hall of Fame.

Active at the Port of Baltimore, WWL delivers innovative and sustainable global shipping and logistics solutions for manufacturers of cars, trucks, heavy equipment, and specialized and complex cargo.

Hall of Fame status is given after a supplier attains a Partner-level rating, John Deere & Company's highest supplier rating, for five consecutive years. Suppliers who participate in the Achieving Excellence program are evaluated annually in several key performance categories, including quality, cost management, delivery, technical support and wavelength, which is a measure of responsiveness.

WWL was selected in recognition of its dedication to providing high-quality services, as well as its commitment to continuous improvement. The company accepted the recognition during formal ceremonies in March.

Last year, the Port of Baltimore set a record for ro/ro cargo, handling nearly 1.1 million tons. That represented a 16 percent increase from 2011. Quality programs at the Port, such as QCHAT and the Ro/Ro Rodeo, coupled with a skilled labor force ensure giant cargo will be handled gently. 🌐

EVENTS

Harbor Cruise During Seafarers' Center Anniversary

The Baltimore International Seafarers' Center, celebrating its 20th anniversary this year, is planning as its principal fundraiser a "Harbor Cruise." The event is planned for the evening of October 3. Save the date and look for details about sponsorship opportunities and tickets. 🌐



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GreenPort

Environmental Stewardship at the Port of Baltimore



Program Covers *Emission Control* Area Regulations

The Baltimore Port Alliance (BPA) Environmental Committee offered a program about the North American Emission Control Area (ECA) on April 19. Representatives from the U.S. Environmental Protection Agency, the World Shipping Council and the U.S. Coast Guard participated in the presentation.

The North American ECA, under the International Convention for the Prevention of Pollution from Ships (MARPOL), went into effect on August 1, 2012, requiring stricter controls on emissions of sulphur oxide (SOx), nitrogen oxide (NOx) and particulate matter for ships transiting within 200 nautical miles off the coasts of the United States and Canada. Commercial vessels operating within the ECA must use fuel oil of a lower sulphur content of no more than 1.00 percent by weight, falling to 0.10 percent on and after Jan. 1, 2015. The U.S. Coast Guard began enforcing the rules on August 1, 2012.

The presentation was part of the regular, monthly BPA general membership meeting; the meetings are held at the Association of Maryland Pilots office on Dillon Street in Baltimore. The informative presentation dovetailed with a key committee objective to identify emerging regulatory issues facing the seaport industry and periodically update the BPA membership.

To get more information, send an e-mail to info@baltimoreportalliance.com. 🌐



Turner Station Doesn't Look a Day Older

The community of Turner Station celebrated its 125th birthday with a party on Feb. 23.

Dating back to the late 1800s, the neighborhood got its name from a railroad station built by the Baltimore and Sparrows Point Railroad on land belonging to Joshua Turner in 1888. Turner Station celebrated its birthday during Black History Month with a luncheon at the Sollers Point Multi-Purpose Center. The event was a fundraiser for the Turner Station Conservation Teams.

Last April, the Baltimore Port Alliance (BPA) Environmental Committee joined the Turners Station Conversation Teams in a cleanup of land along a tidal inlet near the new Sollers Point Multi-Purpose Center. 🌐

Community Cleanup on Historic Land at Upper Bear Creek

A shoreline cleanup along the Upper Bear Creek area of Baltimore County took place on April 20, according to the Baltimore Port Alliance (BPA).

Partnering with the Clean Bread and Cheese Creek organization, the Gray Manor and Northshire Community Association, and the Eastfield Stanbrook Civic Association, volunteers are helping to improve an area of undeveloped land by removing trash and debris. The land is tied to the Battle of North Point during the War of 1812. In 1814, British and American troops fought an important battle in the area as the British moved toward Baltimore.

The communities' goal is to develop a Bear Creek land and water spur trail, which has been proposed as part of the Star-Spangled Banner National Historic Trail. This event also supports the goals of Project Clean Stream, an Alliance for the Chesapeake Bay activity held each April.

Working in partnership with community groups to organize and participate in cleanup activities — something the BPA has done in several neighborhoods — reflects the core mission of the BPA's environmental committee: to build constructive relationships with the communities that surround the Port of Baltimore and participate with the broader community in environmentally beneficial initiatives. 🌍

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Solid Steps *Toward Sustainability*

PORT CONTINUES TO MAKE GREAT STRIDES BY LAND, SEA & AIR

BY NANCY MENEFFEE JACKSON

Throughout 2012, the Port of Baltimore took various routes toward one destination: a cleaner, greener world.

A year of environmental achievements was characterized by innovative approaches to stormwater management, helping truckers switch to energy-efficient engines, creating wildlife habitat and much more. In addition, these environmental upgrades coincided with a record year for cargo, shattering the old stereotype that what's good for the environment isn't good for business.

Handling a wide array of cargoes, such as automobiles, construction equipment and containers, requires large swaths of paved surfaces, which can affect water quality. Meanwhile, busy operations at the terminals can impact air quality. Environmental stewardship coupled with innovation at the Port of Baltimore is proving a national model for improving the environment while ensuring products reach consumers.

All of the initiatives are part of a well-thought-out Environmental Management System, one that identifies potential risks to the environment, develops methods or best management practices to deal with risks and educates the Port community.

"Over the past several years, the MPA [Maryland Port Administration] has taken many steps to identify how its activities might adversely impact the environment," said Barbara McMahon, Manager, MPA Safety, Environment & Risk Management. "Based on these findings, we have implemented procedures and programs to manage these impacts, with the goal of improving the environment while sustaining the Port of Baltimore's role as a premier U.S. port."

Important strides are being made by land, by sea and by air. > > > >



By Land

By Sea

By Air

By Land

Masonville Cove was a degraded, abandoned swath of industrial land that over the years had been used for a variety of tasks such as manufacturing, ship-breaking and even receiving debris from the Great Baltimore Fire. The MPA created a two-pronged plan for the area; it established a dredged materials containment facility that eventually will be a new marine terminal, and created an 11-acre public nature area, giving residents access to the shoreline for the first time in decades, free of charge.

Tons of trash and debris, including 27 abandoned vessels and PCB-laden electrical equipment, were hauled out and the site was capped in such a way as to preserve mature trees. School children planted native plants to restore the shoreline, and the MPA installed a walking path, a kayak pier and a fishing pier amid a wildlife habitat for birds, fish and amphibians. Lt. Gov. Anthony Brown formally opened Masonville Cove to the public in November.

"This is a true milestone," said Frank Hamons, MPA Deputy Director for Harbor Development. "We promised we would open this to the neighborhoods, and it's wonderful to be able to keep a promise. This is the first time in more than 70 years that the neighborhoods of Brooklyn and Curtis Bay have had access to the water."

But that was just the first phase: Plans call for another 41 acres to be remediated and opened to the public, and the MPA also is restoring and improving more than 100 additional acres of tidal and nontidal open water and wetland acreage adjacent to the cove.

Before construction began, an air emissions study was conducted to determine the amount of pollutants that would be generated by the equipment building the dredged materials containment facility. Because the study showed that nitrous oxide emissions would exceed the federal limits, the Port leased emission reduction credits for two years to offset those emissions.

As another example of how the Port can



A dredged materials containment facility at Cox Creek has given birth to a wildlife habitat that attracts bird-watchers.



On the Horizon

Plans are underway for a **BIO-RETENTION FACILITY** at the Dundalk Marine Terminal along Colgate Creek that would restore the land's original filtering properties. A bio-retention facility combines open space with stormwater management. Stormwater is collected into the treatment area, which consists of a grass buffer strip, sand bed, ponding area, organic layer, planting soil and plants. The stormwater filters through slowly so that nutrients and sediment are removed before the clean water is discharged from an under-drain pipe.

AUTOMATED HIGH-MASS LIGHTING will use sensors to turn off the lights when the sun comes up.

In 2013, the MPA will achieve a goal it's been working toward since 2007 – **REMOVING** all of the **UNDERGROUND STORAGE TANKS** on its properties and eliminating the risk that they could leak into the ground and ground water. Ten have been removed so far.



COURTESY OF MPA

turn well-used land into an environmental opportunity, **Cox Creek** is the site of a dredged materials containment facility that adjoins the Swan Creek wetland. Once a tidal wetland, the mouth of the creek had filled in and was no longer tidal. The MPA re-created the original wetlands and restored the creek's flow, creating a wildlife habitat favored by bird-watchers. The plethora of bird and fish species that returned made it one of the most successful restorations of its kind. In October, the MPA hosted an open house, giving visitors a chance to tour the site and learn about the dredging process.

Solar panels on the MPA **Cruise Maryland Terminal** give a sunny outlook for reducing energy usage. The 750-kilowatt, high-efficiency photovoltaic system produces 379,518 kilowatt hours a year — or about \$37,952 worth of electricity. They are part of a \$27 million energy performance contract that includes a Geothermal Harbor Heat Sink to help cool the World Trade Center and more efficient lighting in the MPA's offices there. Solar panels also were installed on Shed 10 at the South Locust Point Marine Terminal.



COURTESY OF MPA

Top: Volunteers have helped bring Masonville Cove back to life as a public nature area near the Port. Above: Solar panels are part of a \$27 million energy performance contract that impacts Shed 10 at the South Locust Point Marine Terminal, the MPA's Cruise Maryland Terminal and Baltimore's World Trade Center.

By Sea

As every school child in the region knows, water that runs into a storm drain or meanders down a local stream eventually reaches the Chesapeake Bay.

The MPA spent the better part of 2012 benchmarking its stormwater infrastructure with respect to established **Total Maximum Daily Loads (TMDLs)**. TMDL numbers reflect the maximum amount of pollutants a body of water can receive and still meet water quality standards. An executive order signed by President Barack Obama in 2009 to restore and protect the Chesapeake Bay mandated that pollution-reduction practices must be in place by 2025, and at least 60 percent of the required action must be completed by 2017. The primary focus is on three pollutants: nitrogen, phosphorus and sediment, although others can be included for individual waterways; for example, TMDLs for trash and debris have been developed for the Middle Branch of the Patapsco River.

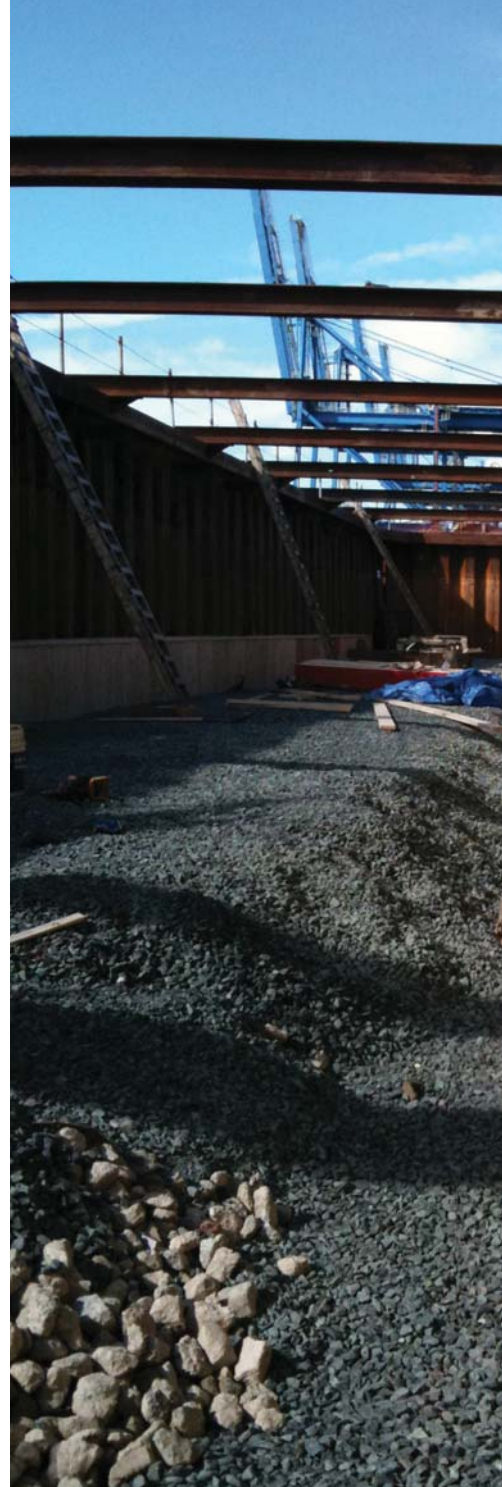
The issue that most concerns the MPA is stormwater runoff, since the MPA maintains its own Municipal Separate Stormwater System (MS4) permit, which regulates the storm sewer system and is issued by the Maryland Department of the Environment. Year-long planning efforts included surveying existing stormwater controls, delineating drainage areas, modeling existing sediment and nutrient loads and estimating reductions from the existing control methods. The next step was to analyze potential stormwater retrofits and nonstructural methods for the 10

marine terminals and properties owned by the MPA.

The good news is that the MPA already had been experimenting with and establishing best management practices — such as separators, filters, street sweeping and bioswales — to reduce pollution. The MPA has also worked offsite, replacing pavement at local schools with permeable green surfaces, to offset its need for paved areas.

The pollution load from MPA terminals and properties is less than one-half of one percent of the bay's total TMDL, but the MPA is committed to reducing it.

"Knowing these pollution-control requirements are coming, we're looking for the most cost-effective, efficacious way to



The Port area has benefitted from pollution-reduction practices around the Chesapeake Bay, as well as completion of a sophisticated stormwater vault at Seagirt (above) and storm drain cleaning.





COURTESY OF PORTS AMERICA CHESAPEAKE



KATHY BERGREN SMITH

get this done," said Bill Richardson, MPA Environmental Manager.

The MPA won an award from the Maryland Department of the Environment for a project on a piece of land that normally wouldn't draw a second glance — a swath alongside a parking lot at the **Baltimore Polytechnic Institute**. Runoff from the parking lot flowed into the Jones Falls, but the MPA created a bio-retention area, replacing unused pavement with trees, flowers and shrubs. The bio-retention area naturally filters pollutants such as phosphorous and nitrogen, as well as reducing erosion.

As part of its award-winning public-private partnership with Ports America Chesapeake, the MPA had entered into an agreement that allowed Ports America to construct a 50-foot-deep berth at the **Seagirt Marine Terminal** to accommodate the larger ships expected when the widened Panama Canal opens in 2015. During the construction of the berth, which was completed in 2012, a stormwater vault, the first of its type to be used on the East Coast, was installed. It collects water from the pier, filters it through a series of chambers equipped with baffles and then discharges the cleaned water back into the harbor. The chambers and baffles, which work off the flow of water and do not need pumps, allow sediments and debris to settle to the bottom, where periodically it can be removed and properly disposed.

For Earth Day, MPA employees put leaves on a "tree" on a wall at MPA offices pledging to do something to improve the environment and donating at least \$1. The tree raised \$200, which was donated to the **Clean Bread and Cheese Creek** organization in Dundalk.



On the Horizon

The MPA will install and evaluate a **JELLYFISH FILTER®**, a stormwater filtration system that captures oil and debris and reduces 60 percent of phosphorus, 50 percent of nitrogen and 50 percent of metals. The system is capable of capturing particles as small as two microns. The Jellyfish will be installed on the Dundalk Marine Terminal, and approximately three acres of stormwater will funnel into a large vault, where reusable membrane filters capture the pollutants.

Rainwater that runs off of roofs and into downspouts also eventually enters the Chesapeake Bay and can carry zinc, copper and lead. Water from the downspouts on half of an MPA maintenance building on the Dundalk Marine Terminal will be treated with a **MODULAR WETLAND SYSTEM**, a precast, compact system that filters nutrients. The building covers nearly three-quarters of an acre, and the downspouts will treat water from 15,000 square feet of the roof.

A floating wetland system does more than just capture nutrients; it actually mitigates them. Plans call for **FLOATING WETLANDS IN COLGATE CREEK** to assess if this particular mitigation technique is effective.

By Air

Moving mammoth cargo — or just mammoth amounts of cargo — requires diesel engines. But the MPA has been finding ways to reduce, and when possible eliminate, their emissions. All of the MPA's equipment burns low-sulfur fuel; since 2009, 79 pieces have been retrofitted, repowered or replaced through the **MPA's Clean Diesel Program**. The program saves 33,818 gallons of fuel annually, which reduces carbon dioxide emissions by 375 tons a year.

Non-MPA vehicles have posed a significant challenge, particularly older dray trucks used for short hauls. The exhaust from older diesel engines is an important factor in traffic-related air pollution, while the newer clean-diesel engines reduce pollutants by 90 percent. But the dray trucks' owners couldn't afford to replace them.

The MPA teamed with the Mid Atlantic Regional Air Management Association to offer the **Mid-Atlantic Dray Truck Replacement Program**. The program is funded by a U.S. Environmental Protection Agency SmartWay Innovative Finance Grant with matching funds from the MPA and Maryland Department of the Environment. Qualifying truckers received grants of up to \$20,000 to buy a truck with a 2007 or newer engine. In return, they agreed to scrap their old trucks so that they won't continue to pollute. The program replaces

an average of three trucks a month, a win-win that reduces fuel costs for truckers while reducing pollutants in the air for everyone.

"The MPA is committed to the continuous improvement of air emissions at the Port, and the Dray Truck Replacement Program is an important continuation of our Clean Diesel Program of the last few years," said M. Kathleen Broadwater, MPA Deputy Executive Director.

Throughout 2012, the MPA used several cleaner-running pieces of key equipment, such as a hybrid-powered aerial lift; a street sweeper equipped with a clean diesel



On the Horizon

The **MID-ATLANTIC DRAY TRUCK REPLACEMENT PROGRAM** hopes to continue through the end of 2013 and possibly into mid-2014. Advances in fuel technology will further the development of engines with fewer emissions.

Read more about members of the Maryland Port Administration Safety, Environment & Risk Management team on page 42.



KATHY BERGREN SMITH



PHOTOGRAPHY COURTESY OF FARRUGGIO'S EXPRESS, INC.

As a result of the dray truck replacement program, older vehicles are being dismantled to make way for more energy-efficient vehicles that are now seen around the Port.



KATHY BERGREN SMITH

engine; the *Endeavor*, a sounding vessel powered by a cleaner engine; and "Big Red," a crane equipped with a repowered engine that reduces smog-creating emissions.

It's not just engines on land that are becoming cleaner. On August 1, 2012, **Emission Control Area** (ECA) rules went into effect. They are part of an international effort to reduce sulfur oxide emissions from ships. Diesel-powered ships are required to burn cleaner fuel when inside an ECA, which in North America is within 200 miles of the coast. The rules, which apply to both cargo and cruise ships, are estimated to cost \$3.2 million by 2020 in North America but are expected to prevent 14,000 deaths and relieve respiratory symptoms for nearly five million people, health-related benefits worth as much as \$110 billion in the U.S. 🌐



To reduce smog-creating emissions, the MPA's "Big Red" crane has a repowered engine.



PHOTOGRAPHY COURTESY OF THE MPA

Port of Baltimore Environmental Achievements

By The Numbers

3 dray trucks replaced per month

10 underground storage tanks have been removed; goal is to have 0 by end of 2013

21% increase in recycling rate at Dundalk Marine Terminal, 2011 (17.57%) to 2012 (38.74%)

41 flex fuel vehicles used by the MPA

79 pieces of equipment retrofitted, replaced or upgraded (3 harbor craft, 10 locomotives, 24 dray trucks and 42 pieces of cargo-handling equipment)

97,000 pounds reduction in trash

306,074 gallons of petroleum-tainted water removed from Masonville Cove

1 Black Rail, a rare bird heard at Swan Creek

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*Delivered in May 2012,
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most powerful, eco-friendly
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going **DEEP**

**Creative Efforts
Maintain Channels
and Protect
Bay's Health**

**INNOVATIVE
IDEAS FOR
DISPOSAL**

**INVESTIGATING
OTHER SITES**

**MID-BAY ISLAND
RESTORATION**

In order to keep channels and berths open — and allow for an uninterrupted stream of cargo moving through the Port of Baltimore — dredging is a necessity. As ships are built ever larger, with deeper drafts, it becomes even more critical to maintain crucial depths.

Each year, 5 million cubic yards of material is dredged to maintain and modify the channels and berths throughout the entire Port of Baltimore channel system. Of that, 1.5 million cubic yards are dredged from Baltimore Harbor itself.

The Maryland Port Administration (MPA) has been able to use the dredged material in ways that actually benefit the Chesapeake Bay — by restoring lost island habitat. New ways are also being explored to reuse material, such as creating aggregate.

Hart-Miller and Poplar islands are both created from dredged material. The former is now a state park popular with boaters, and the latter re-established habitat for dwindling species such as sea turtles. "We've been amazed by the response of these species," said Frank Hamons, MPA Deputy Director for Harbor Development.

But Hart-Miller Island is at capacity, unable to accept any more dredged material, and Poplar Island is all the way in the southern end of Maryland's bay. Closer to the Port, Cox Creek and Masonville Cove each receive about a half-million cubic yards annually.

INVESTIGATING OTHER SITES

For years, the MPA has looked at Coke Point on the former Bethlehem Steel site as an ideal possibility for placement of dredged material.

The land, though passed through a variety of owners, has always been used for



COURTESY OF MPA

Each year, 1.5 million cubic yards of material must be dredged to maintain the Baltimore harbor.



We pay a lot of attention to being a good neighbor and taking care of the bay. We have a good program going and we've established that, if you work with people and build trust and they are part of the decisions, that's the best way to go forward.

~ Frank Hamons, MPA Deputy Director for Harbor Development.

industry. It could accommodate 1 million cubic yards per year, and when finished could be another marine terminal since it has deep-water access. But the site would need substantial remediation because of past pollution before the project could begin.

MPA Executive Director James J. White spoke about dredging concerns at the March meeting of the Baltimore Port Alliance (BPA) and noted that, in the past six years, he's dealt with three different owners. Currently, the land is owned by liquidator Hilco Industrial. Unable to find a buyer after purchasing the property from the bankrupt RG Steel for a fire-sale price of \$72 million, Hilco began auctioning off parts of the mill and equipment. Anything remaining will likely be razed.

The MPA had been informed earlier this year that Environmental Liability Transfer Inc. (ELT), a joint venture partner of Hilco, would be responsible for the remediation and is considering cleaning up the site itself. Even though it didn't own the land, the MPA did pump benzene from a pool on the property to protect groundwater.

A possible backup site has also surfaced — land near Cox Creek that is owned by Crystal Global — but it's much smaller than Coke Point.

MID-BAY ISLAND RESTORATION

Working with the U.S. Army Corps of Engineer, the MPA has designed a project that, similar to Poplar Island, would restore another rapidly vanishing island while providing a place to put material dredged from the Chesapeake Bay's middle channels. The so-called Mid-Bay Island Restoration Project would involve James and Barren islands, near the mouth of the Little Choptank River. Barren Island has lost two-thirds of its land to erosion, and James Island has broken into separate smaller islands.

The MPA looks forward to the U.S. Congress passing a Water Resources Development Act (WRDA), a set of laws that governs and authorizes water-related projects. A WRDA is supposed to be passed every two years, but the last one was in 2007. One is

PAYING ATTENTION TO C&D CANAL

The U.S. Army Corps of Engineers' Philadelphia office maintains the C&D Canal and the approach to the southern end of it, from Poole's Island to the land cut. The canal is a popular route for ships leaving the Port of Baltimore.

"If somebody goes through the C&D Canal, they've just been to Baltimore and are going to the Northeastern U.S. or Europe or Canada," said Frank Hamons, Maryland Port Administration (MPA) Deputy Director for Harbor Development. The canal sees a large amount of roll-on/roll-off (ro/ro) cargo, as well as tug and barge traffic.

To keep the silty bottom of the channel open, about 1.2 million cubic yards must be dredged annually.

Recently, the channel shoaled in, reducing the channel depth from 35 feet to 31 feet. The MPA and the Army Corps of Engineers were eventually able to reopen the channel to its full depth, transporting dredged material all the way to Poplar Island, more than 30 miles south of Baltimore. But 50 ships were impacted. "There's always the question of what will happen to that cargo," Hamons said. "Will they go back down the bay and around? Will they opt to bring a lighter cargo? Or will they just go somewhere else altogether — that's always the risk."

expected to pass this year and should include approval for the Mid-Bay Island Restoration Project and an expansion of Poplar Island.

Protecting the bay is of the utmost importance, and the MPA ensures that all containment facilities undergo rigorous testing. "We design a site to fit into the area with minimal negative impact and, if possible, to enhance the bay," Hamons said.

In addition, the MPA's open, honest approach with the communities involved has helped stem any public opposition. Indeed, communities welcome the MPA's ability to clean up damaged land and restore native environments.

When first proposed, Hart-Miller Island was a contentious idea, one that went all the way to the U.S. Supreme Court. Hamons points out that Hart-Miller took 14 years to win approval, whereas Masonville Cove, which just opened a public-access, 11-acre waterfront nature area with fishing and kayaking piers, was approved in just six years. When finished, the Masonville Cove nature area will stretch across 50 acres.

"The perception has changed due to our outreach program and the fact that we work very closely with citizens," Hamons said. "They get everything we get; they see everything we see. We pay a lot of attention to being a good neighbor and taking care of the bay. We have a good program going and we've established that,

if you work with people and build trust and they are part of the decisions, that's the best way to go forward. It really is the only way to do it."

INNOVATIVE IDEAS FOR DISPOSAL

The MPA, hoping to find even more innovative ways to dispose of dredged material, has undertaken some demonstration projects, such as reusing it to manufacture aggregate. But the cost of extra steps needed to render the material usable is prohibitive.

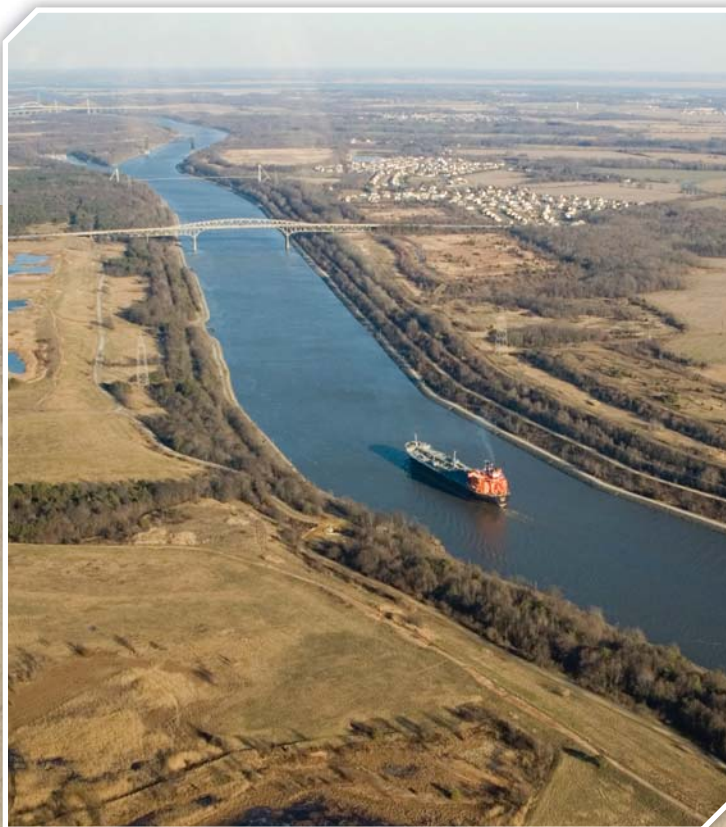
"We know lightweight aggregate can be made of Baltimore Harbor material, and it's a good lightweight aggregate," Hamons said, "But can we come up with a proposal that would be cost-effective?"

The Port has also considered using the material to fill abandoned mines. But protecting groundwater becomes an issue, and even more prohibitive are the transportation costs — about \$60 a yard to get the material from the low-lying Port to the mountain regions.

Still, Hamons and the MPA welcome all types of ideas. "We always evaluate them because you can't afford to miss something that would work well," he said. "We have people who monitor this on a worldwide basis. If somebody comes up with an idea, we're looking to borrow it." 🌐

The MPA has been working with the Army Corps of Engineers and representatives from Cecil County to find an appropriate site for dredged material. One option is reactivating an old site known as Pierce Creek, dating back to the mid-1990s, but the site would require remediation to address groundwater contamination. Another existing site, Courthouse Point, dates back to the 1930s and raises similar issues.

The MPA will continue to work with the community while keeping the channels — both for shipping and communication — open.



KATHY BERGREN SMITH

Green Scene At MAT

WWL Putting 'Castor' Plan Into Action

When Wallenius Wilhelmsen Logistics (WWL) decided in 2001 to locate its second largest terminal at the Port of Baltimore, the arrangement made perfect sense for several reasons. Baltimore's location as the nearest East Coast port to the manufacturing centers of the Midwest and its place within the largest consumer market in the United States make for an attractive combination. In addition, both WWL — a global leader in providing sustainable ocean transport of cargo — and the Port are openly committed to environmental initiatives.



KATHY BERGREN SMITH

COURTESY OF MAT

WWL's Mid-Atlantic Terminal (MAT) is located within the Dundalk Marine Terminal on 62 acres. The facility specializes in heavy equipment, roll-on/roll off (ro/ro), project and automobile cargoes.

WWL's ships are already among the greenest ro/ro ships in the world, and the company has conceptualized a revolutionary zero-emissions car-carrier. Now the company has turned its attention to its shoreside operations — the Castor Green Terminal is WWL's concept for a completely self-contained facility that is zero-emission and carbon-neutral.

While Castor — named for a genus of beaver that is known for its laborious and industrious lifestyle, and whose daily work overlaps the traditional divide between land and water — is still an idea, WWL is taking concrete steps toward making it a reality.

"This is one of the reasons I really enjoy working for WWL," said MAT Terminal Manager Rod Pickens. "WWL sets goals and then creates a plan to achieve them. This is not just lip service to an ideal, but real progress."

Terminals within WWL's global network are studying their operations' uses of land, water, energy and waste with the purpose of creating a baseline from which to begin measuring their energy and environmental reductions and dependencies.

"WWL has a worldwide platform across which to share best practices with each of our partner terminals participating," said Mike Derby, General Manager for WWL's North Atlantic operations. He explains that the company has created a point system so that, as a terminal implements a best practice, it accrues points toward green goals. There are standardized best practices in place already, but individual terminals are encouraged to innovate.

MAT has begun its transformation toward the Castor Green Terminal concept by implementing several initiatives. Pickens



COURTESY OF MAT

As conceptualized, WWL's Castor Green Terminal would be a self-contained, zero-emission, carbon-neutral facility.

noted that the terminal's fleet of vehicles is now electric rather than gas-powered. There is also an electric forklift. These vehicles are charged with the same amount of electricity that is generated by the three pole-mounted tracking solar panels on the terminal.

Pickens is preparing to replace lighting in the warehouses with high-efficiency LED lighting. Additionally, some 30 percent of the storm drains on the terminal have been fitted with filters to catch any pollutants before they are discharged into the Patapsco River and Chesapeake Bay.

"We have an ambition here in Baltimore to be leaders within the WWL network when it comes to environmental initiatives," said Derby.

Pickens believes that MAT will change the waterfront by meeting the aims of WWL's Castor Green Terminal standards in the same way that the terminal has met the high standards of customer service set at MAT's inception. "We offer customers advanced electronic tracking of their cargo, quick and organized turnarounds and, most of all, a connection directly to the pier whenever they need assistance," Pickens said. "In this fast-paced work environment, we work very closely with our customers to provide a seamless logistics solution guided by our company's principles of providing quality and commitment to customers and the environment." 🌐

MAT Terminal Manager Rod Pickens appreciates that WWL "sets goals and then creates a plan to achieve them."



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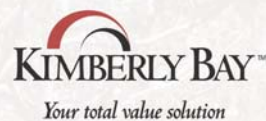
A Growing Awareness

Snaveley Leads the Way in Distribution of Green Forest Products

BY BLAISE WILLIG

When it comes to marketing sustainable products and services that have a long-term benefit to the communities they serve, Snaveley International and Snaveley Forest Products are 100 percent committed.

In fact, a full 100 percent of Snaveley International's sales are generated from products that are environmentally friendly, plantation grown, recycled or reconstituted. A couple of examples are the fast-growing Kimberly Bay™ Radiata Pine, which comes from New Zealand and Chile, and Paulownia, a fast-growing hardwood (also plantation grown) that is finished



and primed in China.

Furthermore, a respect for the environment seeps into all aspects of the Snavely business. "From our procurement policies and human resources initiatives to the sourcing of port functions, we believe we can make an impact that is good for us as well as our customers, partners, suppliers and employees," explained Gerry Gluscic, Snavely's Kimberly Bay Product Manager.

A long-time industry leader in building products distribution, the company has spent more than 50 years utilizing the Port of Baltimore as the key concentration point for its imports from regions all over the world, including New Zealand, Chile, Brazil and China. When asked about Baltimore's primary appeal, Snavely Forest Products

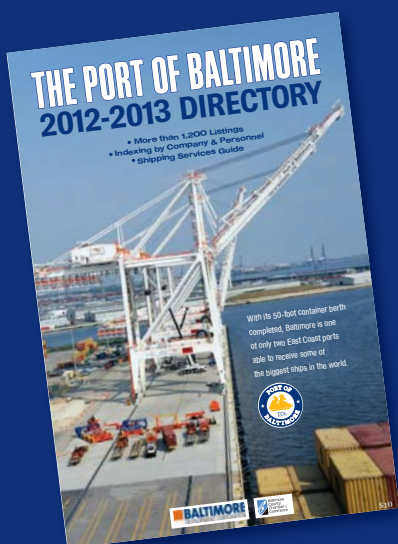


COURTESY OF SNAVELY FOREST PRODUCTS

President John Stockhausen summed it up in one word: "accessibility." Stockhausen noted that the Port offers all of the resources necessary to receive and move everything from large cargo to SKU-intense shipments. "They have the facilities and

personnel to get the job done," he said.

When it comes to importing the Kimberly Bay Product line, Gluscic added, "The Port of Baltimore offers efficiencies that are not inherent to any other U.S. port. Snavely International distributes these



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products to locations north, south and west, thus giving our customers access to the world's finest building materials."

Gluscic agreed that Baltimore's port operation offers more than just geographic advantages. "When you mention the Port of Baltimore, most people visualize cranes, containers and forklifts," he said. "What we have found is a very proactive team that is genuinely interested in finding the right fit and function to match your needs. The Port has assisted in offering backhauls from various points connecting their other customers with our logistic services to provide an effective and value-added service."

Richard Pagley, Maryland Port Administration (MPA) Trade Development, said of Snavely, "Their commitment to the Port of Baltimore parallels their environmental initiatives."

"In my experience working with Snavely," he added, "I have seen a very professionally run organization that prioritizes relationships with customers and vendors."

Having spent nearly three decades with the company, Gluscic explained that Snavely's continued success comes down to a few important factors that have become a core competency and part of their corporate mission statement: "recognizing the dynamics of our markets, and quickly and efficiently responding to the needs of our customers and suppliers," as well as "employing quality people, providing opportunity to grow while recognizing and rewarding outstanding achievement, and participating in the communities in which we live and serve."

At a facility located northeast of Baltimore in the town of Westminster, products are unloaded, remanufactured, packaged, bar-coded and shipped to various points in the United States via both Snavely's trucks and contract carriers. "We have found the availability of carriers with the equipment we need within the proximity of the Port to be relatively consistent, even in times when freight is abundant," Snavely International General Manager Carl Lamb said. "The efficient drayage and trucking rates offer real-time value for the importer, and the close proximity to the Port enables them to turn containers from Port to bay doors with great efficiency."



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Looking ahead to the next five years, Snavelly expects its imports to increase significantly. Thus, the company is glad to see that the Port of Baltimore is ready to handle whatever comes its way. As Gluscic has observed, "The Port of Baltimore is making strides to accommodate the larger vessels and volumes that the Port will experience over the next few years. The Port is a leader in environmental stewardship and that seems to be a 'natural fit' for Snavelly International." 🌐



COURTESY OF SNAVELLY FOREST PRODUCTS

Snavelly Forest Products At-A-Glance



- Founded by Christian M. Snavelly
- CEO: Stephen V. Snavelly
- Total Employees: 180
- Annual Sales: \$125 million
- Headquartered in Pittsburgh, Pa., with an International Headquarters in Westminster, Md., and distribution facilities in Baltimore, Md.; Liberty, N.C.; Dallas, Texas; West Mifflin, Pa.; and Denver, Colo.
- Customers include many of the world's finest professional and do-it-yourself retailers, including independent dealers, home centers, door and window shops, and moulding-and-millwork manufacturers.
- The company distributes Engineered-Wood Products, Composite Decking and other innovative product lines that are earth-friendly while providing the highest performance and consistency available.
- Mission: **BUILDING BUSINESS FOR OUR PARTNERS.**

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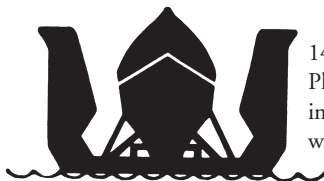


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Planet Aid: Open For Clothes

Used Apparel Goes
From Bins to Bales to
Ship's Containers



The bright yellow bins marked "Planet Aid" are common sights at local shopping centers. Perhaps you've even tossed in a bag of clothes as a donation.

By doing so, you've helped the planet on several levels, from providing economic stimulus in the world's poorest countries to preserving landfill space in the world's richest.

Incidentally, you've also created a demand for the Port of Baltimore's services.

The nonprofit organization's headquarters and its largest warehouse — a 40,000-square-foot facility — are located in Elkridge, Md. "Our primary port is the Port of Baltimore," said Tammy Sproule, Public Relations Manager for Planet Aid. "Because we're sort of central, it's a good hub to be in and it's

BY NANCY MENEFEE JACKSON
Photography Courtesy of Planet Aid





convenient to our headquarters. Whether trucks are coming down from the north or up from the south, it's a great location. The convenience factor is fantastic; it's perfectly located."

Planet Aid collects clothes and shoes from bins on regular routes in 21 states. The company is especially active along the East Coast from Boston, Mass., down to Raleigh-Durham, N.C.

At 14 regional warehouses, the clothes

and shoes are separated from books and other unrequested items. "We'll get calls from the city because someone has put a sofa by the bin," Sproule said. "We'll take it away because we take responsibility for the areas that surround our bins."

Once at the warehouses, the clothes and shoes are baled without sorting — the 1,000-pound bales may contain everything from a ragged T-shirt to a piece of high-end clothing still sporting price tags. A

wholesaler then buys the bales, which travel by tractor-trailer to the Port of Baltimore for packing in 40-foot containers. About 250 containers are exported through the Port each year.

The common perception is that used clothes end up in thrift shops, but only 20 percent of the recycled clothing collected by all charities in the United States ends up in thrift shops. The large majority is sold in overseas markets.



PHOTOGRAPH BY CAPTAIN WILLIAM BAND AMP

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"The Port of Baltimore is proud to be part of the supply chain for such an inspirational organization as Planet Aid," said Joseph M. Greco, Sr., Deputy Director of Marketing for the Maryland Port Administration (MPA). "To think of all

The No. 1 reason we want people to donate is to avoid having usable clothing end up in landfills or incinerators.

~ Tammy Sproule

the lives they have touched and improved, and that we are able to indirectly facilitate these efforts with the rest of the Port community, is special. The ability of Planet Aid to access the world through Baltimore is indicative of the impressive capabilities the Port offers. We hope that our positioning to take more of the U.S. East Coast market share of containers continues to help Planet Aid expand their reach across the globe."

Evergreen Shipping Agency, Maersk Line, Hapag-Lloyd and Mediterranean Shipping Company (MSC) have all transported containers of baled clothes to developing countries. Guatemala is a top destination along with Nicaragua and Costa Rica, but shipments are also sent to South America, Africa and India by way of sorting facilities in Europe.

Upon arrival overseas, the bales are sorted and split into smaller bales; for example, a woman with a clothing stall in a local market in Guatemala might buy a 100-pound bale to stock her stall. Lesser-quality items are recycled for use as packaging, insulation or wiping rags. Wool and acrylic fibers are extracted to make yarn for new sweaters.

This reuse also protects the planet: It takes 250 gallons of water to grow enough cotton for one T-shirt, and 20 percent of pesticides used today are used in cotton production, not to mention



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the fuel used to power agricultural equipment. In the United States, 85 percent of surplus clothing ends up in landfills, and when the fibers break down, they release methane, a greenhouse gas.

"The No. 1 reason we want people to donate is to avoid having usable clothing end up in landfills or incinerators," Sproule said. "When you recycle used clothing, you are helping the environment and saving valuable resources. And we try to make donating convenient by putting our bins in many local areas."

Planet Aid uses the proceeds from the sale of clothes to partner with sister organizations in other countries on projects ranging from teacher training to health initiatives aimed at ending epidemics such as AIDS, malaria and tuberculosis.

Planet Aid collects about 100 million pounds of unwanted clothing annually, and since 1997, has provided \$70 million in direct or in-kind support to programs on three continents.

"Some of the programs we support empower farmers to engage in sustainable agriculture and to increase their income through the crops they grow," Sproule said. "We also support vocational schools that help young men and women from rural areas gain the skills they need to find work or start their own business. The Port plays a huge role in helping us carry out our mission: to help support these — and other — programs." 🌐

Planet Aid At-A-Glance

● **Founded in 1997 in Boston, Mass.**

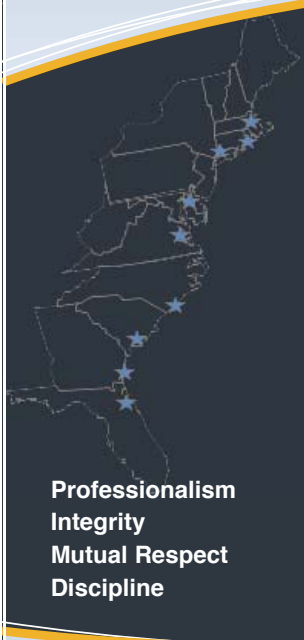
● **Collects used clothing in 21 states and, since 1997, has saved more than 800 million pounds of clothing from wasteful disposal, preventing more than 1.5 million tons of greenhouse gases from entering the atmosphere**

● **Exports 250 containers of baled clothes through the Port of Baltimore annually**

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EKMAN RECYCLING'S GLOBAL REACH

Recovered Materials Leave Baltimore for Asia, Europe and South America



BY NANCY MENEFEE JACKSON
Photography Courtesy of Ekman Recycling



At-A-Glance

- > Buys recycled materials in the U.S. and ships them to other countries, where they provide raw materials for manufacturing.
- > Ships nearly 2,500 containers annually through the Port of Baltimore
- > Employs 35 in the Brick, N.J., office and 250 globally
- > Part of the Ekman Group, a 211-year-old Swedish company

www.ekmanrecycling.com

If you — being a good citizen of the world — deposit this magazine into the recycling bin after you've finished with it, you are part of a global supply chain of recycled materials in which Ekman Recycling and the Port of Baltimore play a vital role.

As a member of the Ekman Group, Ekman Recycling buys waste materials, such as scrap metal and recycled paper and plastic, by the ton and then ships it to far-flung markets across the globe, where it serves as raw material for manufacturing.

"A lot of countries don't have natural resources, and they rely on recycled materials," explained Paul Buttari, Vice President of Transportation & Logistics for Ekman. "For example, in China, a lot of material we send is recycled into packaging material."



Paul Buttari, Vice President of Transportation & Logistics for Ekman.

Ekman's biggest overseas destinations are India and China, but the company also ships containers full of recycled materials to South America, Europe and other areas of Asia.

"We have a wide variety of destinations we service," Buttari said. "Baltimore is a very, very important port for us. We have a number of suppliers that are serviced by Baltimore the best. The cargo we route via Baltimore really needs to go through Baltimore and would not work if we tried to ship it from any other U.S. port."

Because the profit margins for recycled materials are small, it's critical to keep cargo moving — and deliver it as quickly as possible.

Every year, Ekman ships almost 2,500 40-foot containers from the Port

of Baltimore filled with paper and plastic, as well as additional 20-foot containers full of scrap metal. The paper materials — anything from shredded documents to flattened cardboard boxes and recycled newspapers — are the largest segment of the company's business.

"We are self contained," Buttari said. "We don't use third-party logistics or freight-forwarders. We do everything from A to Z — purchase, sell and set up our own transportation."

Charles McGinley of Maryland Port Administration (MPA) Trade Development, said, "Ekman Recycling has a highly experienced transportation team and they understand the advantages the Port of Baltimore has to offer. Paul and his staff are always interested in updates regarding new destinations the lines calling the Port have to offer that can help them reduce their transportation costs."

In Baltimore, Mediterranean Shipping Company (MSC) is a frequent choice of shipping line because it offers direct sailings to many of the ports where Ekman's customers await the recycled materials. The company also taps Maersk Line and Evergreen Shipping Agency, and uses CSAV to supply South America.

The Ekman Group is a 211-year-old Swedish trading company. The recycling division is based out of Brick, N.J., with an office in Milan, Italy. The company also has a wood pulp division, with an office in Miami, as well as paper and packaging and bioenergy divisions.

This year, the company shipped a total of 30,000 containers from the United States — the most ever. "We're growing each year," Buttari said. "Each year, we have a new target and we normally hit it or surpass it."

The worldwide commitment to recycling ensures steady business — Buttari points out that after the devastating tsunami in Japan in 2011, the Japanese people living in shelters still recycled. However, despite the huge increase in recycling in the United States within the past decade, more could certainly be done.

"We've come a long way, but, without a doubt, with the size of our country, there's still room to improve," Buttari said. 🌐



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Representing MPA Safety, Environment & Risk Management are, from left, Barbara McMahon, Jamie Smith and Bill Richardson.

Making An Environmental Impact

Meet Three Members of MPA Safety, Environment & Risk Management

BY MERRILL WITTY

Photography by Kathy Bergren Smith

For 19 years with the Maryland Port Administration (MPA), Barbara McMahon has been a guiding force regarding safety, environment and risk management. She came from a safety engineering background in the steel industry, back when a woman with such a degree was a rarity. Thanks to her subsequent work, she was honored as the Port's Woman of the Year in 2009.

Things have changed since she came onboard in 1994. Over that time, the world has acknowledged the urgency of taking environmental responsibility, and the Port of Baltimore has become a leader in it.

McMahon manages a team working on a multitude of safety and environmental issues. The team is the Safety, Environment & Risk Management (SERM) department staff, which meets regularly to discuss current issues and develop corrective actions.

"We are also proactive, meaning we look for areas of improvement," McMahon said. "We set objectives and targets for safety and environmental impacts that we want to improve."

The SERM department continues to maintain its Environmental Management System (EMS), which is ISO 14001:2004 certified. This requires ongoing review of the EMS and MPA's environmental impacts to ensure compliance. The reviews are conducted by internal auditors, as well as an external auditor.

"Some of our major environmental initiatives include air emission reduction strategies, improving MPA's recycling rates, and TMDL [Total Maximum Daily Load] and stormwater compliance planning," McMahon said. "We are also responsible for the ongoing maintenance and inspection of environmental-related structures."

She added, "We continue to review and improve our safety programs. In 2012, we

audited our lockout-tagout program, fall protection procedures and conducted safety training. A key component of our safety program is the ongoing fire/life safety inspections that we conduct on MPA facilities."

Alongside McMahon is Jamie Smith, who graduated from McDaniel College with a bachelor's degree in Environmental Policy and Science in 2009. She was hired by Maryland Environmental Services (MES) in August of the same year and assigned to MPA SERM department. She has since earned her master's degree in Environmental Management at University of Maryland's University College.

"On a daily basis, I may be found completing inspections of MPA properties and stormdrain systems, looking for discharges or stormwater impacts that have the potential to enter the nearby waterways," Smith said. "I am also responsible for researching new best management practices [BMPs] that can be installed on Port properties to improve water quality, as well as inspecting and maintaining the current BMPs on Port properties."

Smith explained that, as a continual improvement opportunity, the MPA has started a Clean Port Initiative to reduce the amount of litter and sediment that can enter nearby waterways from its properties.

"Our team works very closely on all environmental issues," Smith said. "The department is responsible for annual reviews of all EMS procedures, standard operating procedures (SOPs) and objectives and targets to ensure continual improvement."

An upcoming challenge for the department, according to Smith, is meeting new TMDL regulations for the Chesapeake Bay. "New regulations are requiring the

treatment of certain impervious surfaces to remove nutrients and sediment from stormwater running into bay watersheds," she said. "The Port requires impervious surfaces for its operations of moving cargo; this will require a treatment, restoration and well-thought-out planning to ensure compliance and use the most cost-effective measures."

Another team member is Bill Richardson, a Maryland native who graduated from the University of Maryland and spent most of his career in state government. He started his career reviewing and issuing permits for the Maryland Department of the Environment's Water Management Administration. As a consultant, he worked for the MPA performing groundwater sampling and reporting, and overseeing the removal of underground storage tanks (USTs).

Since joining the MPA, Richardson has been primarily responsible for the landside environmental compliance program. This includes maintaining the EMS, obtaining permits and maintaining compliance in the areas of National Pollutant Discharge Elimination Systems, wetlands, USTs, spill control and prevention, air emissions, and hazardous and universal waste. Additionally, he has responsibilities in health and safety, emergency response, inspections and audits.

"The SERM department has a wide range of responsibilities, but simply stated it's the protection of human health and the environment," Richardson said. "To accomplish this and to continuously improve requires a team that is dedicated, accountable and flexible. The SERM team has all of these qualities. This is illustrated by our water quality challenge, which will impact us for the foreseeable future. The challenge is how to comply with nutrient and sediment Total Maximum Daily Loads while minimizing the impact to Port operations."

McMahon, Smith and Richardson represent the SERM department, but others, inside and outside the MPA, are also working to ensure that the environmental strategies are implemented and maintained. According to McMahon, "This includes MPA's employees, tenants, terminal operators, truckers and other Port users. We have a community of persons committed to improving the environment."

She went on to say, "We could not do our job without their commitment to environmental stewardship." 🌐

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STORY BY KATHY BERGREN SMITH

During its heyday in World War II, the Maryland Drydock Corporation yard specialized in "jumboizing" and repairing war damaged ships. The shipyard in Fairfairs also built several ferries, ships and barges. The yard was later sold to Fruehof and closed down in 1984. Later, ship breaker Kurt Iron took over 10.5 acres of the property and began scrapping operations. The largest project Kurt Iron undertook was the scrapping of the aircraft carrier Coral Sea in 1994. The project proved to be too much for the yard, and the vessel's owner petitioned the federal government to allow scrapping to take place in India. The government said that it would be unfair to unsuccessful bidders on the project to allow the ship to leave the United States. Kurt Iron's owner, Kerry

Ellis, was ultimately sent to prison for mishandling asbestos and other toxic materials from the ship.

After that, the site languished for years. In 2004, the Maryland Port Administration (MPA) approached the community with an offer to clean up the site and use it for harbor dredge materials. Since 2007, restoration of Masonville Cove has been under way, including removing derelict vessels from the water and removing more than 14,000 tons of wood and assorted debris. The wood was used as fuel for electricity generation in Pennsylvania, and recovered metal debris was recycled. The concrete debris was stockpiled to build artificial reefs to provide a home and shelter for fish, crabs and oyster beds.

The above photograph is provided courtesy of the Baltimore Museum of Industry and is part of the museum's BGE collection. Visit the Baltimore Museum of Industry at 1415 Key Highway on the south side of the Inner Harbor; check out their website at www.thebmi.org; or call 410-727-4808. The museum is open Tuesday through Sunday, 10 a.m.-4 p.m.

Photo: Birk Thomas



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