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Maryland Department of Transportation

Printed in U.S.A.

### PUBLISHER

**TODAY MEDIA CUSTOM COMMUNICATIONS**
1014 W. 36th St., Baltimore, MD 21211
410-828-0120 | Fax: 410-825-1002
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BILL MCALLEN

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***COVER:*** *A provision of the Water Resources Reform and Development Act (WRRDA), which was recently signed into law, is for work to continue on the Poplar Island environmental restoration project utilizing clean dredged materials from shipping lanes. Inset image by Arman Werth Photography.*

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# Team Maryland Brings Home a Winner With WRRDA

When a player from the Baltimore Orioles hits a home run, teammates and fans take notice — they stand up and cheer. So when members of our hard-working Team Maryland recently hit a legislative "home run" by helping pass the Water Resources Reform and Development Act, those who support Maryland jobs and environmental protection initiatives applaud their efforts. Thanks to the leadership of our hard-working Maryland Congressional team, this Act was signed into law by President Obama this June and will allow two projects crucial to the Port of Baltimore and our efforts to protect jobs and the environment to move forward: the continued development and expansion of Poplar Island as well as future development of Mid-Chesapeake Bay Island.

Dredging is the lifeline of the Port of Baltimore and this law will keep the Port's channels properly and safely dredged, which will allow us to accommodate some of the largest vessels in the world and safeguard good-paying, family-supporting jobs here in Maryland. This legislation also strengthens Maryland's ongoing environmental protection efforts by continuing to fund and expand our nationally recognized program to rebuild long-eroded islands and create wetlands that serve as wildlife sanctuaries. After decades of erosion, Poplar Island has been restored to its original capacity of 1,100 acres using dredged material. Today, many different species of wildlife and waterfowl inhabit Poplar Island.

Continuing the dredging program is just as important as signing a new container shipping customer to a long-term contract or announcing a new cruise line to serve our market. Thanks to our congressional team, we are well on our way to further strengthening Maryland's efforts to create jobs, expand economic opportunity and protect our environment.

We are very fortunate that Team Maryland goes to bat everyday to ensure the Port maintains its position as one of Maryland's leading economic engines. With the passage of this law, they have once again hit a game-winning home run for Baltimore and the entire State of Maryland.

**Martin O'Malley,** *Governor*

EXECUTIVE VIEW

# Remaining Competitive by Keeping Quality Businesses Around

In June, Wallenius Wilhelmsen Logistics (WWL) Vehicle Services Americas was selected by BMW to be their new auto processor at the Port of Baltimore. Retaining BMW is a prime example of our business model — take care of existing business and seek to develop new business. This news not only keeps BMW vehicles coming through our Port, it keeps good jobs right here in Maryland. Over the last few years, the Port of Baltimore has become the number one auto port in the nation. Last year, we handled nearly 750,000 cars. Our success in autos is not due to just one thing. We have built a reputation in the auto industry for care and white-glove treatment of vehicles.

One of the key reasons for our auto success is because of our industry-renowned quality program. QCHAT, the Quality Cargo Handling Action Team, was put into place several years ago with the goal of bringing together all critical components of the auto supply chain. Today, labor, manufacturers, processors, steamship lines and the Port all meet every month. Specifics on overall auto handling are meticulously reviewed. Any reports of scratches or other blemishes on vehicles are heavily scrutinized. These meetings have proven to be an excellent means to working through any operational issue.

The Port of Baltimore has four auto processors right on-dock. This provides our auto customers with plenty of choices to see which processor is right for them. Processors like WWL Vehicle Services Americas handle pre-delivery and quality inspections, installations of any special features or accessories, and general finishing work in preparation for delivery to U.S. car dealers.

Baltimore's geographic advantage as the closest East Coast port to the Midwest allows us to reach those Midwestern markets more efficiently than other East Coast ports, while our longshore workers are experienced in handling any type of car.

With the outstanding team approach that we have at the Port of Baltimore, we will remain in a very competitive position as an auto port for many more years.

**James J. White,** *Executive Director*
*Maryland Port Administration*

# SOUNDINGS

The happenings in and around the Port

## NEWSMAKERS

### Ports America Chesapeake CEO Lauded as Leader, Mentor and Humanitarian

*A group of well-wishers surrounded Mark Montgomery, fourth from left, after he received a framed photo featuring ILA members at the Seagirt Marine Terminal. MPA Executive Director James J. White also presented Montgomery with a ceremonial ship's wheel.*

As **Mark Montgomery** prepared to enter the "new world of retirement," a brief slide show that was played during his farewell luncheon in late June summed up the Ports America Chesapeake CEO's impact on the Port of Baltimore. Photos showed Mark with shovel in hand during the Seagirt Marine Terminal groundbreaking, Mark standing shoulder to shoulder with local labor leaders, Mark in a hard hat beneath Seagirt's cranes, Mark playing Santa at a community event, Mark seated with **Sen. Barbara Mikulski** …

And in a vast majority of the shots, Montgomery wore the broad smile that he so often brought to his job.

Sixty guests attended the luncheon at Baltimore's World Trade Center to honor Montgomery, who spent more than a quarter-century with Ports America and the International Terminal Operating Company (ITO) and will remain part of the Ports America Board of Directors.

Serving as emcee for the tribute, Ports America Chesapeake General Manager **Bayard Hogans** called Montgomery "a successful business leader and mentor for a lot of us."

**Linda Bryan**, a former Ports America employee who is now Executive Director of the Dundalk Youth Services Center, spoke of Montgomery's humanitarian efforts. "He's extremely dedicated to the charity work he does," she said, noting that, in 2006, he co-founded the Steamship Trade Association of Baltimore Charitable Legacy, Inc. Among many charitable efforts that he and Ports America have supported since that time, the annual Golf Fore Heart event alone has raised $700,000 for local groups, Bryan said.

PHOTOGRAPHY BY BILL MCALLEN

Former **U.S. Rep. Helen Delich Bentley** echoed Bryan's message about Montgomery's high capacity for giving. "Whenever I wanted to raise money for something around the Port, I always thought of Mark first," she said, adding that hands-free phone technology was created with busy people like Montgomery in mind.

Both **John Shade, Jr.** of International Longshoremen's Association Local 953 and Maryland Port Administration (MPA) Executive Director **James J. White** lauded Montgomery for his honesty and integrity while always working toward doing what was best for the Port.

"He's been very involved and he reaches out to everybody to come up with a total solution that works for all partners," White said. Referring to a Seagirt-based, public-private partnership established in 2009 between the MPA and Ports America Chesapeake, White added, "Ports America really stepped to the plate for our Port. … It truly was a partnership."

After accepting a ship's wheel and set of golf clubs courtesy of the MPA, Montgomery, 54, stepped to the podium to thank the ILA, MPA, Ports America employees and others throughout the maritime community for being part of a hard-working team committed to strengthening the Port.

"I can't thank this business enough," he said. "It's taught me so much about people, because we're a people business."



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Not only was the deal good for Spartan's international business, it also benefits Peru, where there are no paid firefighters anywhere in the country.

PHOTOGRAPHY BY KATHY BERGREN SMITH

## RO/RO

# Spartan Sends Historic Shipment of Fire Trucks to Peru

**Spartan ERV**, a business unit of Spartan Motors Inc., is shipping 70 fire trucks to Peru out of the Port of Baltimore — the largest fire apparatus order in the company's 38-year history.

The trucks will help a country in desperate need of new emergency vehicles, in many cases replacing units that are 40 years old or older.

**Noel C. Winger**, Senior Manager, International Procurement for England Logistics, is serving as a neutral third-party logistics provider for Spartan. Having worked with the Port of Baltimore for about 15 years, primarily engaged in roll-on/roll-off transportation with various ocean lines for a global agricultural machinery and equipment manufacturer, Winger said the Port is well-equipped for this type of project.

"The Port of Baltimore has always maintained a strong presence within this area," he said. "They are part of the fabric in the local shipping community — always interested, helpful and supportive."

The 70-unit order will consist of Spartan ERV pumpers built on a Spartan Metro Star cab/chassis equipped with Euro III emission standard engines. The trucks also feature the Spartan Chassis Advanced Protection System, which is a restraint system engineered specifically for firefighters. Equipped with Darley 1,250 gallons-per-minute pumps, each unit will operate in Peru as "rescue-pumpers" with both fire-fighting and EMS responsibilities.

The first 10 trucks were delivered to the Port of Baltimore in mid-June and then loaded onto NYK Line vessels. Several more deliveries will be made throughout this year.

Spartan ERV began pursuing the Peruvian business about two years ago when it first established distribution and after-market support in the South American republic. During that time, Spartan invested significant resources to learn about the needs of the firefighters and fire departments in that country.

"Our dealers provide an additional degree of differentiation," said **Diego Salazar**, Spartan ERV's Director of Latin America Sales. "We are proud to be the solution provider to a department which has a tradition of well over 150 years of service, and look forward to providing them with products built to the highest quality standards in the industry."

The Baltimore-based forwarding agency Seabridge International is handling booking and documentation.

Not only was the deal good for Spartan's international business, it also benefits Peru, where there are no paid firefighters anywhere in the country. There are 204 fire stations scattered throughout the country, and Spartan officials say that the fire department hasn't been significantly re-equipped for decades. (In the early 1980s, used fire trucks were donated by Japan.)

The Spartan trucks will operate in widely varying environmental conditions with a high altitude and extreme temperatures.

Spartan officials said these new units represent the fulfillment of a "dream" for many Peruvian firefighters who have never worked with such highly capable equipment.

PHOTOGRAPHY BY BILL MCALLEN

## RO/RO

# Rodeo Gets ILA Workers On Track with New Machines

Have you ever tried to navigate a high-end piece of machinery through a tight, steely space filled with precious cargo?

This is a daily challenge for longshore workers at the Port of Baltimore as they drive roll-on/roll-off (ro/ro) cargo, such as heavy farm and construction machinery, on and off ships. This is a necessary skill, as Baltimore handles the most ro/ro cargo of any port in the nation.

While taking pride in developing a skilled workforce and emphasizing the importance of safety, the Maryland Port Administration (MPA) hosted its 18th annual Ro/Ro Rodeo to provide in-depth training with the latest technology.

"Just like automobiles, each model year there are changes in the equipment," noted **Joseph M. Greco, Sr.**, MPA Director, Intermodal/Trade Development. "So, as part of our quality initiative, we teach the longshoremen how to operate this equipment. … Thinking about the environment that we are asking the labor to drive the equipment in, sometimes at night, sometimes in the rain and cold weather, they are not driving it in wide areas."

About 200 members of International Longshoremen's Association Local 333 — the largest union at the Port — operated several gigantic, multi-ton pieces of farm and construction equipment during the two-day training event. They also received hands-on instruction from ro/ro manufacturer representatives on the finer points of maneuvering and operating this valuable cargo.

**Eric Hall** trained on a tracked excavator and flawlessly drove up a wooden ramp through an enclosed steel partition with an entranceway about the size of a residential garage. Hall felt he adjusted to the machinery fairly quickly. "It was pretty straightforward," he said. "Once you get the hang of it, after the first minute or two, it's not hard. The hardest part is finding the ignition switch and the parking brake."

However, Hall cautioned, "If you keep control of it and go slow, you'll be okay. If you make one wrong move, you can really mess yourself up."

The challenges that ILA members face are not lost on Greco. He fully understands the dynamics of moving cargo on and off ships. "Think of it as a parking garage made out of steel," Greco said. "We are asking that they get this equipment into tight quarters so we can maximize the amount of equipment we can get onto each vessel."

**Amanda Scott** of Case New Holland said she was pleased with how well most of the ILA participants were able to pick up the nuances of the excavator.

"The real tricky part is when you go up the platform and then go onto the flat surface; since it's a track machine, it kind of rocks," Scott explained. "In the past, they've had a couple of mishaps because the guys try to over-correct and it doesn't work out. So, it's safety first and we tell them to let off and the machine calms down and they can take off again. It seems to be overall good practice."



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## NEWSMAKERS

# Delegate Honored for Quarter-Century of Supporting Port

*MPA Executive Director James J. White, left, with State Del. Brian McHale at a BPA meeting.*

COURTESY OF MPA

Having announced he is retiring from public service later this year, **Delegate Brian McHale** was recently honored by the Baltimore Port Alliance for his 25 years of port advocacy in the Maryland General Assembly.

McHale, a longshoreman, began his political career in 1990 when he was appointed to, and then elected to, the District 46 seat that represents all of the Port of Baltimore's public marine terminals.

"It has been an exciting and gratifying 25 years," said McHale, who brought his firsthand experience to the legislature while handling issues such as dredging the shipping channel and advocating for the Maryland Port Administration (MPA) budget. He credits the leadership of **Governor Martin O'Malley**, MPA Executive Director **James J. White** and former ILA President **Richie Hughes** for providing support to initiatives that have put the Port on a steadily competitive upswing.

"Brian has been an outstanding asset to the Port of Baltimore," White said. "As a delegate in Annapolis, he was quick to educate his fellow elected officials on the importance of the maritime industry and the tremendous impact it has on the Maryland economy. As an ILA longshoreman, he has a tremendous amount of pride in the quality of work he produces on the docks. He stresses to his fellow union members that accuracy and quality of work are important to our Port achieving success. He truly understands the strong bond that is needed between elected officials, union members and management to get the job done and done well! While we're sorry to see him leave his public responsibilities, we're happy to know he will still be a very visible presence on our marine terminals."

Looking back on his legislative career, McHale is perhaps most proud of the work he did at Masonville Cove, which has been successfully transformed from a Dredged Material Containment Facility into a nature-recreation and environmental-education destination. Knowing that dredging and dredged material disposal can be a contentious issue, McHale suggested an approach that brought the surrounding communities into the process early, rather than presenting plans and then waiting for a reaction. After his term expires later this year, McHale said he will return to his job on the docks where he works as a checker. He says 25 years of dividing his time between the State House and Port has been rewarding, and he will continue to advocate for the Port.

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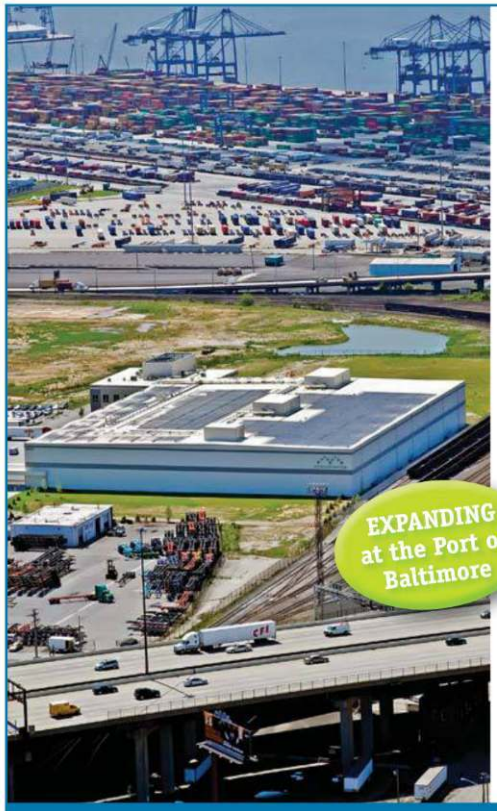

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## OUTREACH

### MSC, Maryland Line Handling Beef Up Charity Efforts

An organization that provides support to injured veterans and their families got some support of its own from a pit beef lunch served up by the Mediterranean Shipping Company (MSC) and Maryland Line Handling. More than $2,000 was raised on May 22 for the Bethesda, Md.-based Yellow Ribbon Fund.

"We always want to give support for charity," said **Mauro Dal Bo**, Manager of MSC's Baltimore office. "Since it's right before Memorial Day, the Yellow Ribbon Fund seemed like a good fit."

**Michael Pirisino**, President of Maryland Line Handling, added, "This is just the Port community doing its part to give back to veterans."

Additional sponsors of the lunch included the Association of Maryland Pilots, Lightning Transportation, McAllister Towing & Transportation, Moran Towing Corporation, MTC Logistics, O.S.T. Trucking, Ports America Chesapeake and the Steamship Trade Association of Baltimore.

## EVENTS

### Buoy Placement Precedes War of 1812 'Spectacular'

With the 10-day "Star-Spangled Spectacular" fast approaching in September, an annual activity related to the Chesapeake Bay region's pivotal involvement in the War of 1812 took place in early June.

As part of an annual tradition reaching back 35 years, the U.S. Coast Guard placed a buoy in the Patapsco River that marks the general location of the vessel from which Francis Scott Key witnessed the 25-hour British bombardment of Baltimore's Fort McHenry. The attack occurred 200 years ago, in September 1814.

Key, a Maryland attorney, had been negotiating the release of a prisoner-of-war when he was detained by the British.

PHOTOGRAPHY COURTESY OF MPA

As dawn's early light revealed that the fort had survived the bombardment, Key was inspired to pen the poem that became "The Star-Spangled Banner."

The fact that the British force was unable to make headway in Baltimore was a big lift for American troops, especially since Washington, D.C., had fallen to the enemy just a few weeks earlier. Calling the triumph at Fort McHenry "one of the most dramatic reversal-of-fortune stories in American history," **Bill Pencek**, Executive Director of the Maryland War of 1812 Bicentennial Commission, added, "It wound up giving the nation two of its most important icons — the national anthem and the flag now hanging in Washington, D.C. [at the Smithsonian National Museum of American History]."

The Francis Scott Key buoy (latitude 39-13-27.288N, longitude 076-31-42.667W) was first deployed in 1979 and is removed each fall to protect it from winter weather. "The buoy is identified as a historical marker and not a navigation aid," noted U.S. Coast Guard Sector Baltimore **Capt. Kevin Kiefer**. "Travelers use the buoy as a landmark during the summer and fall, and many harbor-cruise tourist companies use it as one of their attractions."

**David M. Thomas**, Maryland Port Administration Director of Operations, witnessed the buoy placement from the Coast Guard Cutter James Rankin. "Personally, the feeling of history and patriotism was very strong for me and for all those aboard the Rankin as the buoy was lowered into the harbor," Thomas said.

During the Star-Spangled Spectacular, September 10-16, the 295-foot Coast Guard Barque *Eagle* will be among naval vessels and tall ships on display. The Coast Guard will also monitor maritime safety and security. "Members from the Cutters *Rankin*, *Sledge* and *Chock* are especially excited to take part in the events and display some hometown pride, as they are home-ported out of the Coast Guard Yard at Curtis Bay, Maryland," Kiefer said.

Fireworks, ship tours, a Blue Angels air show and live music are planned as part of the event. Fort McHenry is a central focus of commemoration activities.

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## BY THE NUMBERS

### Increase in Exports Earns 'E Star' Honor

The **Presidential "E Star" Award** was presented to the Maryland Port Administration (MPA) in May for excellence in export service, or, as **Governor Martin O'Malley** put it, "rising to the challenge of the National Export Initiative."

The MPA received this special distinction for having a marked increase in exports over the last few years. "This has helped the Port maintain its position as one of Maryland's leading economic engines for thousands of good-paying, family-supporting jobs for more Maryland workers," Gov. O'Malley said.

**U.S. Commerce Secretary Penny Pritzker** presented the prestigious award to the MPA during a ceremony on May 28.

COURTESY OF MPA

*The MPA was one of four recipients of the "E Star" Award for Export Service. Joining Commerce Secretary Penny Pritzker, left, were the MPA's Dominic Scurti, center, and Dave Thomas.*

**22.6 %**
**increase in exports of general cargo (containers, autos, roll-on/roll-off and forest products) through the Port of Baltimore's public marine terminals over the past four years.**

**38.3 %**
**of total general cargo is exported from the public terminals (an increase of 1.8 percent since 2007, the last time the MPA won an "E" Award).**

**52.2 %**
**increase in total export cargo tonnage from the public terminals in the last seven years.**

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BILL MCALLEN

*Capt. Kevin Kiefer of the U.S. Coast Guard.*

## EVENTS

# Anniversary Celebrated Onboard *Savannah*

On the 50th anniversary of the Nuclear Ship *Savannah's* first visit to Baltimore, a **National Maritime Day Observance** was held onboard what has become a 595-foot-long floating museum. Crowds also enjoyed a free maritime expo that took place on Canton Marine Terminal's adjacent Pier 13.

The *Savannah* is a National Historic Landmark that was the world's first nuclear-powered merchant ship when launched in 1959. In 1964, the U.S. Department of Transportation Maritime Administration (MARAD) and N.S. *Savannah* hosted official commemorative events at Dundalk Marine Terminal in order to celebrate National Maritime Day.

**Capt. Paul "Chip" Jaenichen, Sr.**, the Acting Maritime Administrator, said at the anniversary event in May that climbing onboard the *Savannah* was "like walking back into a time capsule." He added that merchant marines are often the "unsung heroes" of American military involvements. "Time and again throughout our nation's history, the U.S. merchant marine has answered the call," said Jaenichen, who served as a nuclear-trained submarine officer in the U.S. Navy.

Former **U.S. Rep. Helen Delich Bentley** noted that she attended the keel laying for the N.S. *Savannah* in 1958. Other dignitaries at this year's ceremony included **Capt. Kevin Kiefer** of U.S. Coast Guard Sector Baltimore, Maryland Port Commissioner **Peta Richkus** and **Baltimore City Councilwoman Rochelle "Rikki" Spector**, as well as several representatives of Port businesses and the International Longshoreman's Association.

Baltimore Port Alliance (BPA) Chairman **Michael Derby**, who is also General Manager of North Atlantic Operations, Ocean, Terminals and Environmental Affairs at Wallenius Wilhelmsen Logistics, served as master of ceremonies. He explained that National Maritime Day festivities fit well with the BPA's mission. "We strive to bring the good news and the needs of the Port to the whole of Maryland," Derby said.

The family-friendly maritime expo featured a number of companies that help make the Port one of Maryland's top economic drivers. There were also several visiting ships and local working boats on hand, as well as a display of LEGO® vessels and radio-controlled ship models. Expo co-sponsors included the Association of Maryland Pilots, BPA, Baltimore Maritime Exchange, Maryland Port Administration and Vane Brothers.

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BY TODD KARPOVICH

# GreenPort

Environmental Stewardship at the Port of Baltimore >>>

## Innovative Treatment of Algae Earns a BUBBA

A Igal treatment technology installed at the Port of Baltimore's Dundalk Marine Terminal on the Patapsco River earned first place in the "Innovative Best Management Practices (BMP)" category and third place in the overall contest to determine the winner of the **"Best Urban BMP in the Bay Award,"** also known as the **BUBBA**.

When announcing award winners in late April, the Chesapeake Stormwater Network lauded the Maryland Port Administration (MPA) for its use of a novel treatment mechanism to promote greater pollutant and nutrient removal.

The Chesapeake Stormwater Network, an organization that consists of 6,000 stormwater professionals, uses the BUBBA program to recognize the best urban BMPs that have been installed in the 64,000-square-mile Chesapeake Bay watershed, which includes parts of Maryland and five other states, as well as all of Washington, D.C.

At the Dundalk Marine Terminal, the MPA is utilizing a land-based, controlled algae environment through which water flows to remove excessive nutrients. The technology was created by **Dr. Walter Adey** of the Smithsonian Institution, but the actual design and installation of the 2 meter-by-100 meter "floway" at the terminal involved several entities, including the University of Maryland, Biohabitats, the Maryland Environmental Service and Living Ecosystems.

The algal treatment technology is a nontraditional solution for the mitigation of stormwater impacts using the power of algae driven by photosynthesis to efficiently remove nutrients and other pollutants from impaired water sources. Inflow surge buckets pulse water across the algal turf bed, where filamentous algal "turf" pulls nutrients and traps sediment while pumping dissolved oxygen into the outflowing water.

This technology may be one of the most effective means for the MPA to reduce nutrient load, according to **Dr. Peter May**, Senior Environmental Scientist for Biohabitats and adjunct professor at the University of Maryland.

COURTESY OF MPA

*At the algae scrubber are, from left, Dr. Peter May of Biohabitats with Jamie Smith, Bill Tittle, Bill Richardson and Bryce Selby of MPA Safety, Environment & Risk Management.*

**Bill Richardson**, Environmental Manager for the MPA, is hopeful that the technology can be used on a larger scale. He said that the pilot program, implemented more than a year ago at the Dundalk terminal, has been useful in collecting data to prove the efficacy of the technology. It has also helped to develop supporting documentation for the technology's approval as an effective nutrient removal option by the Chesapeake Bay Program, a regional partnership that has directed the restoration of the bay for more than 30 years.

The big BUBBA winner was the Plum and Walnut Green Intersection project, which transformed a low-lying intersection in Lancaster, Pa., into a model for stormwater management. A "public art amenity" captures stormwater from an adjacent brewery's roof for watering planters used by the brewery to grow produce.



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# TIGER Project Benefits From Reduced Air Emissions

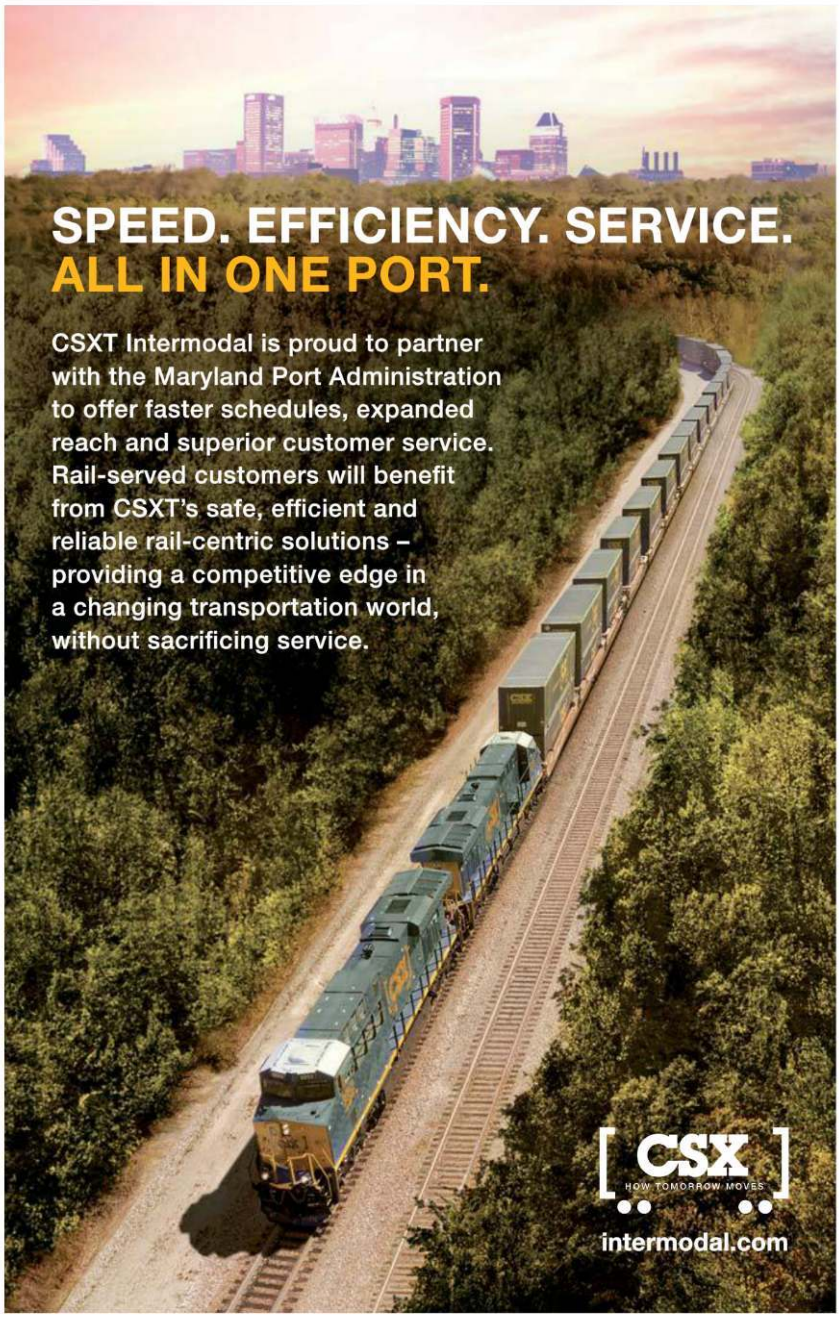
Recent efforts by the Maryland Port Administration (MPA) to reduce air emissions have been successful in saving taxpayers money while moving a key project forward.

In spring 2013, the MPA was awarded a $10 million **TIGER grant** from the U.S. Department of Transportation to help expand the handling capacity at the Fairfield Marine Terminal. Additional cargo space at Fairfield would be created with the innovative reuse of dredged material from the nearby Seagirt Marine Terminal navigation channel, thus simultaneously creating a deeper channel for new super-post-Panamax container vessels calling on Seagirt.

While doing an air quality assessment, however, the MPA and Maryland Department of the Environment (MDE) realized that the anticipated nitrous oxide (NOx) emissions from the already-permitted dredging project would exceed new National Ambient Air Quality Standards (a provision of the federal Clean Air Act). Even though the dredging would be completed in about three months and result in a very low amount of actual impact, the law requires that any emissions that exceed the air quality threshold be mitigated or offset. In this case, the MPA found it needed to offset 112 tons of NOx.

One option under consideration was to utilize available air emission reduction credits, which are allowances from smokestack operations that are out of service but still have active permits to release a certain amount of air emissions. A private market exists for buying and selling these credits, but the cost can be as much as $20,000 per credit. Offsetting 112 tons of NOx by purchasing credits could have cost the State of Maryland between $1 million and $2 million.

But then, another option presented itself. Realizing that the MPA had voluntarily invested in several air emissions reduction programs since 2009, the MDE team suggested a review of historical NOx reductions that occurred as a result of those efforts. >>>



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Programs such Dray Truck Replacement and Clean Diesel retrofits for cargo-handling equipment result in air quality improvements that benefit the entire Baltimore region.

Reviewing air emissions data from all voluntary reduction projects since 2010, the MPA found that the Port has reduced emissions by more than 130 tons a year — plenty to offset the one-time dredging emissions.

"The air emissions reductions that the MPA and its partners were able to achieve over the past several years have been substantial," said **Shawn Kiernan**, Strategic Planner at the MPA. "The TIGER project presented the first opportunity to look at our clean air initiatives and really quantify the overall benefits in a way that our colleagues at MDE and elsewhere have to look at them."

Looking at just the 82 dray trucks that have been replaced, the NOx emissions reduction was found to be 89 tons per year, and more than 1,078 tons of NOx is expected to be saved over the lifetime of the new trucks.

The MDE team found the NOx reductions from the MPA's emissions reduction programs were indeed robust and effective, and allowed "self-generated credits" to be used to offset the impacts of the dredging activity under a statute of the Clean Air Act.

"I think everybody involved was very pleased to see that our voluntary air emissions reductions were successful, and that they could help save the Maryland taxpayers money," Kiernan said. "This project was a win-win for everybody."

The Transportation Investment Generating Economic Recovery, or TIGER, Discretionary Grant program allows the U.S. Department of Transportation to invest in road, rail, transit and port projects that have the ability to achieve critical national objectives.



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# Congressional Delegation Delivers On WRRDA

## Ability to Secure Federal Funds is a 'Home Run' for Port and Bay

BY TODD KARPOVICH

Members of Maryland's Congressional delegation have worked tirelessly in recent years for the passage of the Water Resources Reform and Development Act (WRRDA) to boost federal funds for the continued health of the Port of Baltimore and Chesapeake Bay. Their efforts paid off as the $12.3 billion water resources bill was signed into law by President Barack Obama in June. Maryland could receive $1.2 billion for dredging and other projects around the Port.

"I want to thank President Obama for signing this very important piece of legislation into law," said Governor Martin O'Malley. "This law is critical to two very important Port of Baltimore projects moving forward: the continued development and expansion of Poplar Island, as well as future development of Mid-Chesapeake Bay Islands. I also want to acknowledge the hard work that our Maryland congressional team did to help pass this legislation. Thanks to their resolute and persevering efforts, this law will further strengthen Maryland's efforts to create jobs, expand economic opportunity and protect our environment."

The new law "is a win for Maryland with investments in the health of the Chesapeake Bay and strong support for the Port of Baltimore," said Sen. Ben Cardin, Chairman of the Senate Environment and Public Works Committee's Water and Wildlife Subcommittee. Senator Cardin went on to recognize the involvement of the U.S. Army Corps of Engineers. "The investments we make to improve the safety and performance of the nation's ports, locks, levees and dams, channels and harbors is essential to our country's continued economic growth. The Port of Baltimore directly employs more than 1,000 workers while supporting thousands more jobs across Maryland and the entire mid-Atlantic region. These jobs and the movement of the valuable cargo coming in and out of the Port would not be realized if it weren't for the Army Corps' work to maintain the Baltimore Harbor Channel."

> "Investing in the Port of Baltimore is about jobs, jobs, jobs." ~ *Sen. Barbara A. Mikulski (D)*

Sen. Barbara A. Mikulski explained, "Investing in the Port of Baltimore is about jobs, jobs, jobs. From the dock workers who unload the ships to the manufacturers who rely on cargo transported by the ships, the Port means jobs." She added that she fought for the new law "to keep Maryland's economy rolling."

"Dredging is critical to preparing the Port for the bigger ships that will soon be sailing through the widened Panama Canal," Senator Mikulski said. "As Chairwoman of the Senate Appropriations Committee, I will continue to fight for federal investments in the lives and livelihoods of those who depend on clean and open waterways to keep businesses open and Marylanders on the job."

*Senator Benjamin Cardin (D)*

*Congressman Andy Harris (R)*

*Congressman C.A. Dutch Ruppersberger (D)*

*Congressman John P. Sarbanes (D)*

> "WRRDA will provide billions of dollars in economic activity by maintaining and modernizing Maryland's waterways and ports ... "
>
> ~ *U.S. Rep. Donna F. Edwards (D)*

Senator Mikulski also lauded the environmental provisions of the law to ensure that local waterways are clean.

## Major provisions of the WRRDA include:

★ Authority for the Corps to continue work on the Poplar Island environmental restoration project, which is taking clean dredged materials from the shipping lanes leading to the Port of Baltimore and using it to stabilize the shoreline, create habitat areas and restore the wetlands of one of the Chesapeake Bay's most valuable island ecosystems.

★ Requiring the Corps to maintain the West Dundalk and West Seagirt channels at their new depths to accommodate mega-ships calling on the Port with the Panama Canal expansion.

"This law is key to keeping the Port's channels properly and safely dredged, which will allow us to accommodate some of the largest vessels in the world and safeguard good-paying, family-supporting jobs here in Maryland," said Governor O'Malley. "Along with supporting these jobs, this legislation strengthens Maryland's ongoing environmental protection efforts by continuing to fund and expand our nationally recognized program to rebuild long-eroded islands and create wetlands that serve as wildlife sanctuaries. After decades of erosion, Poplar Island has been restored to its original capacity of 1,100 acres using dredged material. Today, many different species of wildlife and waterfowl inhabit Poplar Island."

The Port of Baltimore is a major economic engine, supporting about 108,000 jobs across the state.

"The Water Resources Reform and Development Act is vitally important to Maryland's economy and environment," said U.S. Rep. Donna F. Edwards. "WRRDA will provide billions of dollars in economic activity by maintaining and modernizing Maryland's waterways and ports, including the Port of Baltimore, one of only two East Coast ports currently with the depth to accommodate the 'mega-ships' of the future. In WRRDA, we reauthorized the use of Poplar Island and authorized mid-Bay to accept dredged materials that will allow the channel and harbor to be kept at that depth. This is a win-win that will create new jobs and spur economic development throughout our region, while restoring two barrier islands that will offer protection during extreme weather and provide a home for birds and wildlife. It was an honor to serve as a conferee and I look forward to continue working on these federal investments that are essential to our state."

In addition to Senators Cardin and Mikulski and Congresswoman Edwards, the contributions of Congressmen John P. Sarbanes, Elijah E. Cummings, C.A. Dutch Ruppersberger, Andy Harris, Steny Hoyer, John Delaney and Chris Van Hollen were instrumental in getting the bill passed.

Tricia Slawinski, Deputy Director, Office of Government Affairs and Business Relations for the Maryland Port Administration (MPA), credited all of the lawmakers for the amount of time and work they put into the passage of the bill.

"We worked very, very hard on this legislative initiative," Slawinski said. "Our congressional delegation scored a home run for the Port. We won so much."

Dave Blazer, Deputy Director, Harbor Development Department for the MPA, said WRRDA should help Port officials better manage daily challenges with dredging and spur growth. "This takes a load off because we can start with expansion," he said. "Now, we can meet our demand."

*Congressman Steny Hoyer (D)*

*Congressman John Delaney (D)*

*Congressman Elijah E. Cummings (D)*

*Congressman Chris Van Hollen (D)*

# WWL Inks Deal With BMW at Port

## Baltimore is Ranked Tops in the Nation for Auto Exports

BY TODD KARPOVICH

Wallenius Wilhelmsen Logistics (WWL) was selected to serve as BMW's auto processor, utilizing a newly retrofitted technical services building at the Port of Baltimore's Dundalk Marine Terminal.

The vehicle processing began in June.

"This is great news for the Port of Baltimore's auto business and especially for our good-paying port jobs," said James J. White, Executive Director of the Maryland Port Administration (MPA).

The agreement between WWL and BMW underscores how the Port has become the national leader in automobile exports. In 2013, 749,100 cars left from Baltimore's public and private terminals — highest among all 360 U.S. ports. The previous record was 652,000 set in 2012.

"Baltimore is the top-ranked port in the nation for autos and it is very happy to keep BMW here to partner with one of the world's best auto processors," White said.

A leader in automotive shipping and logistics, WWL is performing accessory installation, body shop repairs, pre-delivery inspections, quality inspections and finishing work for the revered car company. The vehicles are then transported to dealers in the Eastern and Midwestern United States.

"WWL is excited to become a leading auto processor for BMW imports to the U.S.," John Felitto, President and CEO of WWL Vehicle Services Americas, said. "Our facility in Baltimore has proudly earned recognition by top car manufacturers for its strong customer focus, quality processes and excellent delivery to dealers both in the U.S. and internationally."

WWL also serves as a global ocean carrier for the BMW Group.

Larry Johnson, MPA Trade Development, Automotive, said Baltimore's location gives it a strategic edge over other cities when it comes to moving vehicles.

"The geographic location has always been the biggest selling point of the Port," Johnson said. "We're closest to the Midwest, even for containers and trucking. If you look at a map, pick a city like Chicago, and we're closer than New York City. The inland costs have always been an advantage here."

The Port is also well-known among automakers for utilizing a highly skilled workforce.

BILL MCALLEN

"With the processors, ... they do a lot of things to those cars, like put a spoiler on or put tube lighting inside," Johnson explained. "You have to have skilled labor to do that, and we've got a lot of skilled labor here."

WWL has approximately 5,800 employees worldwide and deploys more than 60 modern vessels while delivering innovative and sustainable global shipping and logistics solutions for manufacturers of cars, trucks, heavy equipment specialized cargo.

BMW had signed a five-year contract in spring 2010 that ensured the movement of 50,000 new BMW and MINI vehicles annually through the Port of Baltimore.

BMW will formally open its expanded presence at the Port of Baltimore with an event on site later this year.

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# Embracing A Year of Change

## Conference Explores Infrastructure Improvements, Shipping Opportunities and Niche Markets

BY TODD KARPOVICH

*The MPA's Joseph M. Greco, Sr.*

The Maryland Port Administration (MPA) is ready to embrace a tide of change that is coming to the seafaring industry and will create more opportunities for its customers.

At a June conference entitled "2014 – A Year of Change at the Port of Baltimore," panelists provided an overview of how the Port of Baltimore will be affected by new dynamics within the marketplace. The Port is making numerous infrastructure improvements, such as overhauling Broening Highway, to adapt to the changing landscape.

Joseph M. Greco, Sr., Director, Intermodal/Trade Development for the MPA, said that the conference, held at the Hilton Baltimore Convention Center Hotel and co-hosted by Ports America Chesapeake, was a good opportunity for Port officials and customers to get a better grasp on how the industry is evolving.

"There is a lot of change happening," Greco said. "We've been talking about the infrastructure capabilities for several years now. They are behind us. Now, we're seeing the result of that commitment by bringing new options to the market."

Evergreen Shipping Agency has worked with the Port since 1975 and set up operations at Seagirt Marine Terminal in 1991. The company plans to offer new services coming out of the Port, such as expanded service to Chinese ports, according to George Thomas, a Senior Vice President at Evergreen.

"Evergreen has worked very closely with the Port of Baltimore and Ports America to ensure safety," said Thomas, who works out of Dallas. He added, "A new dynamic in our business is that the Port of Baltimore is an alternative to New York for any service issues New York has in the future."

Thomas noted that one of the advantages of the Port of Baltimore is that it has a 50-foot channel and 50-foot berth in place at the Seagirt terminal.

Evergreen has also focused on more fuel-efficient ships to curb costs and help the environment. In addition, the company is bullish on U.S. exports accelerated by the production of shale gas and oil, which increases the U.S.'s domestic supply and reduces oil imports. Thomas said shale gas enhances the competitiveness of U.S. manufacturing by providing low-cost feedstock to petrochemical companies and inexpensive energy for other gas-intensive industries.

### Niche Cargo Thriving

The Port of Baltimore has served as a valuable hub for the export of niche cargo, especially with its capacity for cold storage and agriculture.

Those markets should continue to be an area of growth moving forward.

Harry Halpert, President of MTC Logistics Inc., said at the conference that the company is in the midst of adding more storage space at its Baltimore distribution center, which is adjacent to the Seagirt Marine Terminal at the Chesapeake Commerce Center. When finished later this year, MTC will have more than 16 million cubic feet of space and about 53,000 racked pallet positions at the Port.

The Port's strategic position in the mid-Atlantic corridor is beneficial to customers and conducive to expansion, Halpert said.

"I'm really excited to see what is happening presently and what we have collectively done as a port over the past five years," Halpert said. "The Port has grown, it's efficient, it has deep water and it is cost-effective. As a customer of the Port, specifically with Seagirt, your cargo has immediate access to Interstate 95 and is within 25 minutes of Interstate 70 to get westward."

AgSource Grain Products has been thriving in the agricultural market handled through the Port of Baltimore. Steve Dowd, a Managing Partner at AgSource, said at the conference that there is a demand for more protein products internationally and that the Port is well positioned to help fill the void. The market for this

product will only rise, creating additional opportunities for U.S. exporters, Dowd said. Last year, the U.S. shipped 100 million tons of grain around the world, so huge opportunities remain within this market.

On the import side, the popularity of organic products is growing in the U.S., and Baltimore can be at the center of this expansion because of its location, especially with transloading opportunities to retail centers.

"Baltimore could be the largest East Coast terminal for the ag pipeline in the world," Dowd said. "The location of Baltimore is at the center of the organic market, which is a significant niche market."

## Highway Enhancements

Greco said the foundation of the Port's success has been the structural improvements that have made it more business-friendly.

He added that, though ongoing improvements to Broening Highway have been a challenge as far as slowing transportation, the finished product will result in one of the most efficient roadways into a port anywhere in the United States. Instead of asphalt, the roadway is being replaced with concrete that is comparable to what is used in an airport runway.

The $10 million project, which is a gateway to Seagirt, is also a model of cooperation between the Port and city and state government, Greco said.

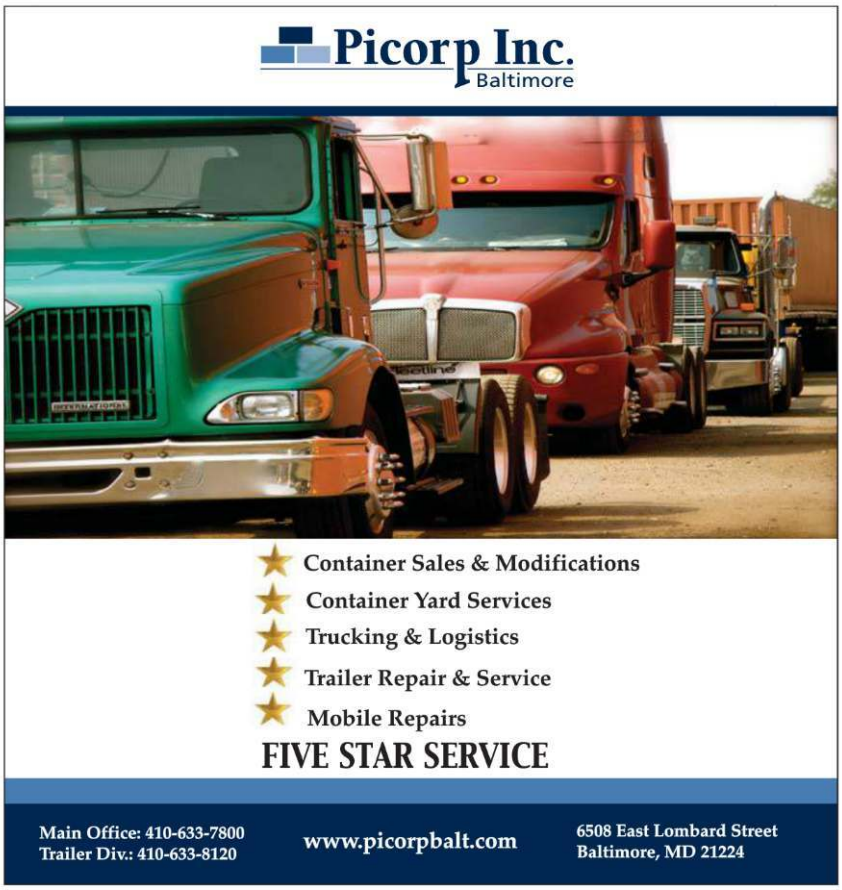
"This is a major reconstruction," said Greco, noting that work should be completed by the end of 2014. "We're going through some pain now with this construction process, but it's going to be well worth it. Once it's done, it's going to be one more step in how Baltimore is going to be able to improve its positive performance."

The project is just part of the Port's strategy to handle additional growth.

"We have a lot of momentum moving forward," Greco said. "We have a lot of things to look forward to here in Baltimore."

## More To See At Seagirt

Ports America Chesapeake is in the process of making several improvements with infrastructure and technology at Seagirt, where an innovative public-private partnership with the MPA has already made the marine terminal a model of efficiency



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and productivity.

"Ports America Chesapeake and the MPA have a long and successful relationship," said Mark Schmidt, General Manager for Ports America Chesapeake. "Ports America is recognized as the largest terminal operator and stevedore in the United States and has an industry-leading reputation for safety, efficiency and customer service. Ports America Chesapeake and the MPA work jointly to market and promote container activity in Baltimore through Seagirt."

**Some of the planned improvements at Seagirt include:**

- Increasing inbound truck lanes from eight to 13, thus building up average capacity to 4,000 transactions per day. The plan is for radio-frequency identification (RFID) tags to be used for identifying truckers and container details, further decreasing time spent at the gate.

- Automating the security checkpoint at outbound gates. This process is currently under review by U.S. Customs and Border Protection and MPA security. In addition, Ports America Chesapeake has undertaken an engineering study to add a new "back gate" at the terminal, while also considering extended gate hours.

- Purchasing additional container-handling equipment, such as four rubber-tired gantry cranes to supplement its current fleet of 12, to handle increased container volume. The terminal volume in 2013 was 690,000 20-foot equivalent units (TEUs). The current capacity is 1.25 million TEUs, and expansion efforts are expected to create a capacity in excess of 1.5 million TEUs.

- Utilizing reefer racks in the yard to meet additional cold storage requirements.

Bayard Hogans, Terminal Manager for Ports America Chesapeake, said the company is committed to technology at the Port. Hand-held computers are used throughout Seagirt for real-time updates of container movement via Ports America Chesapeake's website. Optical Character Recognition (OCR) is also being used on inbound/outbound lanes to enhance truck turn times and on container cranes for improved accuracy.



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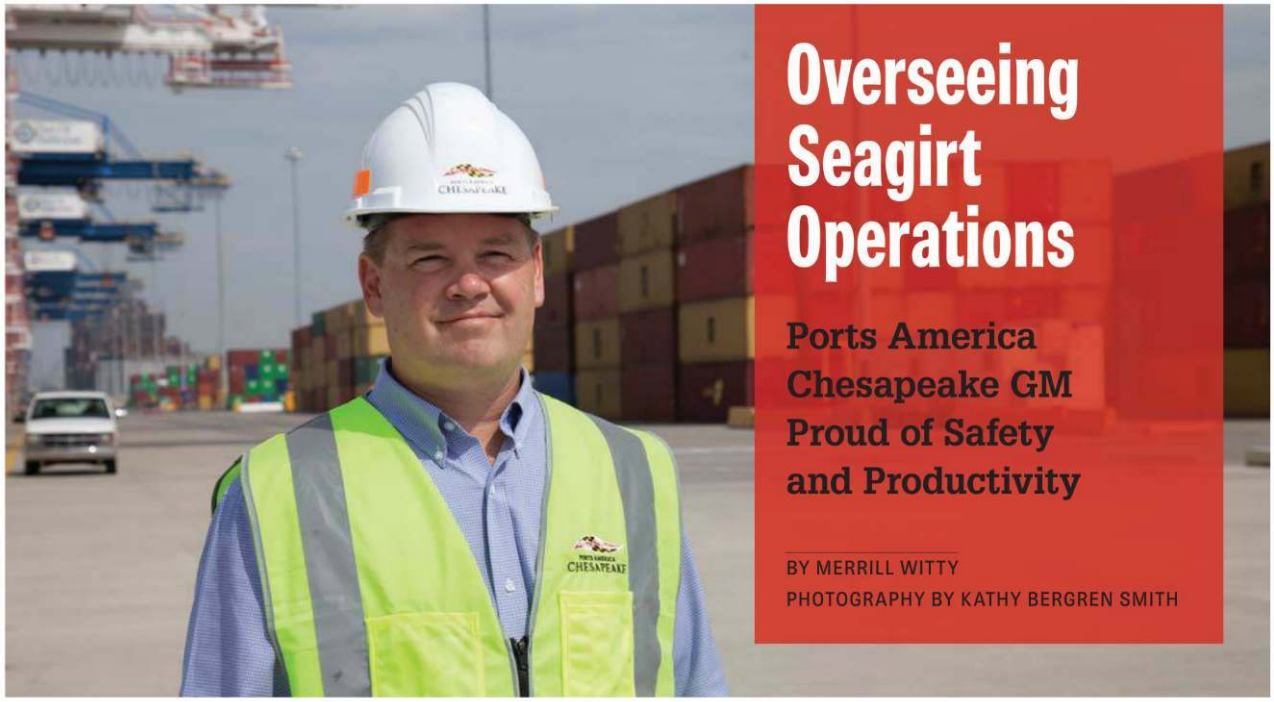

# Overseeing Seagirt Operations

## Ports America Chesapeake GM Proud of Safety and Productivity

BY MERRILL WITTY
PHOTOGRAPHY BY KATHY BERGREN SMITH

Though Ports America Chesapeake and its predecessor companies have been operating at the Port of Baltimore for more than eight decades, the terminal operator and stevedore obviously has many more years ahead of it. In 2009, the company entered into a 50-year Public/Private Partnership (P3) concession agreement with the Maryland Port Administration (MPA) to operate Seagirt Marine Terminal. Ports America provides terminal operations, stevedoring, maintenance and repair, packaging and container freight services. Cargo handling includes containers, automobiles, roll-on/roll-off (ro/ro), breakbulk and project cargo.

As General Manager of Ports America Chesapeake, Bayard Hogans oversees all of the company's operations. This includes implementing best practices and process improvements to drive productivity and efficiency, promoting safety and safety leadership through visible management and behavioral change, and working with Port partners and beneficial cargo owners to improve commercial activities.

Through it all, the Ports America Chesapeake team remains focused on safety, productivity and customer service, Hogans said.

"I conduct weekly management meetings to review our productivity, safety and various other key performance indicators to ensure we are meeting our customers' expectations and providing value," Hogans said. "During my regular visits to the terminal, I discuss vessel operations, best practices and performance with front line management. I also have regular meetings with the MPA, labor and customers concerning our mutual interests."

Hogans, who began his maritime industry career as an intern with the MPA and then worked for a logistics company before joining Ports America's predecessor companies more than 16 years ago, said the company's dedicated and skilled personnel are committed to working with customers and the ILA workforce to improve on the safety, efficiency and effectiveness of the Port of Baltimore.

"We are continuously improving our communication and transparency through working groups and increasing efficiency through technology." Hogans said. " Our focus is to improve infrastructure, safety and productivity to be able to handle growing volumes and economies-of-scale changes in our industry. With the bigger vessels entering the market, we need to concentrate our efforts on further training, technology and process improvement, along with our core safety values, to support our future growth."

Ports America is striving to strengthen its footprint in the industry and further integrate itself in the supply chain.

"I really enjoy working with the Port of Baltimore," added Hogans, who served as emcee at a 60-person retirement luncheon for Ports America Chesapeake CEO Mark Montgomery in June. The crowd included representatives of the MPA, ILA and other Port businesses and organizations. "I have developed great working relationships with various individuals who are dedicated to growing the Port's business and maintaining its reputation as a safe, quality-driven, customer-focused port. Working with the ILA workforce, Port and government work groups, customers and our management team is really a collaborative effort. There is a great sense of community."

An Eastern Shore native, Hogans currently lives in Phoenix, Md., with his wife and two daughters. Never far from the sea, he enjoys spending time on the Chesapeake Bay with his family.

STORY BY KATHY BERGREN SMITH

## A 'Supreme Achievement' in Urban Development

In the summer of 1974, the massive urban renewal project to remake Baltimore's Inner Harbor area was in full swing. This photograph was taken from Federal Hill, looking up Light Street, with the Maryland Science Center under construction in the foreground. (The science center opened in 1976.)

Wharves that once berthed passenger vessels along Light Street were demolished, along with all of the warehouses and most of the buildings along Pratt Street, to make way for the "new" Inner Harbor. City planners envisioned the area as a waterfront tourist attraction, a goal ultimately achieved in the 1980s. In fact, the American Institute of Architects would call it "one of the supreme achievements of large-scale urban design and development in U.S. history."

Along the Pratt Street shoreline, the USS *Constitution* is still tied up at Pier One, the project's first tourist attraction and an enduring symbol of the city's maritime history.

**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.**



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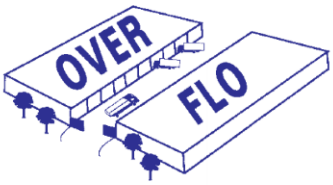


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