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# The Helen Delich Bentley Port of Baltimore



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March/April 2017



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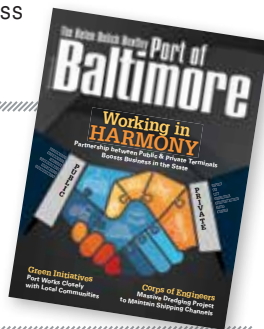
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The latest news about the Port of Baltimore can be found on Twitter. Users should go online to [twitter.com/portofbalt](https://twitter.com/portofbalt).



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GOVERNOR'S MESSAGE

## Port of Baltimore Off to A Great Start in 2017

**2017** has been yet another incredible year for the Port of Baltimore. Although we all join in mourning the loss of the Port's namesake, Helen Delich Bentley, I know that she took great pride in seeing her hard work continue to foster such a vibrant, thriving economic engine for our state.

Recently, I had the opportunity to see the Port in action and take a special tour of Baltimore's Howard Street Tunnel with CSX Chairman and CEO, Michael Ward, as well as Maryland Transportation Secretary Pete Rahn. I was proud to announce that Maryland would once again apply for a U.S. Department of Transportation FASTLANE grant to finally move forward with the reconstruction of the Howard Street Tunnel.

The 121-year-old Howard Street Tunnel is a Baltimore City landmark. It's also a major hurdle for the Port because height restrictions do not allow for the passage of double-stacked container trains — a huge competitive disadvantage for the Port against other East Coast ports with this capacity.

Allowing double-stacked trains to travel through the Howard Street Tunnel is not only important for the long-term health and success of the Port, but also for the long-term health and success of Maryland. It would dramatically increase production and create thousands of jobs. Furthermore, it would allow the Port to significantly improve its frequency of handling containers destined for Midwest markets. Currently, due to the tunnel's height limitations, most of the Port's container business is

destined for our local region. An improved Howard Street Tunnel would provide the necessary rail links to the heartland, opening the Port up to even more opportunities for growth.

This is not a new issue for the Port. For years, reconstruction of the tunnel was believed to cost between \$1 billion and \$3 billion, and be highly disruptive to the surrounding community. However, CSX has begun utilizing recent advances in construction technology that will significantly reduce the cost of reconstruction — estimated to be less than \$500 million — with minimal impact to the community.

Our administration is fully committed to finally completing the reconstruction of the Howard Street Tunnel. This project is long overdue, and one that must be completed for Maryland and the Port to remain competitive with our neighbors. The State of Maryland and CSX have already committed a combined minimum of \$270 million, in addition to the federal funds we are seeking. We are confident that our federal partners know the critical importance of this project to the State of Maryland and the entire mid-Atlantic region, and we look forward to working with them to make this important improvement to our Port a reality.

The reconstruction of the Howard Street Tunnel will be yet another signal to the nation and beyond that Maryland is indeed "Open for Business."

**Larry Hogan, Governor**

EXECUTIVE VIEW

## Public, Private Terminals Enjoy Successful, Working Partnership

**O**ne of the very key reasons for the success we have enjoyed at the Port of Baltimore is because of the very unique relationship between the public and private marine terminals.

In many other ports, there is little or no relationship between public and private terminals. Sometimes there is direct competition for cargo. In other instances, there is a lack of communication and not much in the way of working together for the good of that particular port.

At the Port of Baltimore, it is exactly the opposite. The Maryland Department of Transportation's Port Administration manages the six public marine terminals of the Port of Baltimore. General cargo that is handled at those public terminals includes autos, farm and construction machinery, containers, forest products and breakbulk. In addition to our public terminals, the Port of Baltimore is comprised of private terminals. Many of these private terminals handle bulk commodities such as sugar, salt, project cargo, construction machinery, aluminum, gypsum and coal.

When Maryland Port Administration officials conduct business travel, we always promote the abilities of our

private terminals in handling certain cargos. For us, it is all about what is good for the greater Port of Baltimore. It is about keeping jobs and generating significant economic impacts that make the Port of Baltimore one of Maryland's key economic engines.

Communication between public and private marine terminals is enriched by the presence of the Baltimore Port Alliance, which brings together representatives from both the public and private terminals. Each monthly meeting provides an opportunity to discuss the latest operational, business or legislative news that directly impacts the Port of Baltimore. This open communication is invaluable.

Moving forward, we must continue to work together and keep the lines of communication open. Only then will we reach the goal that all of us should have: to keep the Port of Baltimore successful and a leading generator of jobs for our state.

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



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# SOUNDINGS



**The Happenings In and Around The Port** — Send us your news for a possible item in the Soundings section in the *Port of Baltimore Magazine*. Email [todd.karpovich@todaymediacustom.com](mailto:todd.karpovich@todaymediacustom.com).

## EVENT

### Van Hollen Touts Port as an Economic Engine

Maryland Sen. Chris Van Hollen lauded the Port of Baltimore for the number of jobs it brings to the state. Now, Van Hollen is hoping to secure federal funds for even more growth.

Van Hollen toured the Port in February with Baltimore Mayor Catherine Pugh. The new presidential administration is looking to invest more money in the nation's infrastructure, and Van Hollen is hoping the Port will play a vital role in that plan.

"The Port of Baltimore is a huge job engine for the state of Maryland," Van Hollen said. "It's growing. It's breaking records. For the third time in a row, they were ranked the most efficient port."

Van Hollen has already met with other senators to develop a strategy for improving the nation's roads, bridges and ports. The goal is to finalize a plan for complete modernization of the nation's infrastructure.

In addition, Van Hollen stressed the importance

of making infrastructure improvements to the Howard Street Tunnel. Maryland Gov. Larry Hogan, the Maryland Port Administration and CSX Corp. officials are seeking federal funds to help improve the tunnel so double-stacked container trains — two shipping containers stacked on top of each other — can travel to and from the Port.

Height restrictions within CSX's Howard Street Tunnel currently prevent the shipment of double-stacked intermodal containers by rail to and from the Port. This limitation puts Baltimore at a competitive disadvantage, since other major East Coast ports have double-stack rail capacity. Van Hollen supports the plan to fix the tunnel.

"We've been working as a congressional delegation to try to get the funds for the Howard Street Tunnel through what's called the 'fast lane' program in the Department of Transportation," Van Hollen said. 🌐



## CRUISE

### Royal Caribbean Finalizes Agreement to Grow Tourism in the Bahamas

Royal Caribbean International reached a multi-year agreement with the island nation of The Bahamas to help boost tourism, increase the cruise line's employment of Bahamian nationals and invest in hospitality training to develop talent in the country.

The two sides also plan to make a "significant investment" in major enhancements to CocoCay (pictured at right) — its private island destination in The Bahamas. Some

of these improvements will include the construction of a pier, additional guest features and amenities and new opportunities for vendors and craftsmen to promote the culture of The Bahamas to visitors.

Royal Caribbean serves the Port of Baltimore year-round to the Bahamas, Bermuda, Caribbean, New England and Canada.

As part of the agreement, Royal Caribbean also plans to work with

the government of The Bahamas to develop a training program for residents who want to pursue a career in the hospitality industry. The cruise line will create a curriculum that will prepare many thousands of students for careers at sea on board one of Royal Caribbean's ships. The classes will be led by instructors who will help them develop valuable and marketable hospitality skills.

In addition to the classroom work, students will receive on-site guidance and training from shipboard professionals. Royal Caribbean has committed to growing the number of Bahamian nationals employed by the cruise line in the next five



## IN MEMORIAM

### Ciociola, Founder of Baltimore Line Handling Co., Passes Away

Salvatore "Sam" J. Ciociola, the founder of Baltimore Line Handling Co., died in February at the age of 95 at his Lutherville, Md., home.

Ciociola was a member of the International Longshoremen's Association and worked as a longshoreman at the Dundalk Marine Terminal. He also was a mechanic for John T. Clark & Son of Maryland before retiring in 1990.

He opened Baltimore Line Handling Co. in 2000 and worked there until 2014. His daughter, Shawn Ciociola, now runs the company.

Sam Ciociola was also an electrician at Edgewood Arsenal, a member of the International Brotherhood of Electrical Workers Local 28 and worked commercial construction for Bethlehem Steel Corp. and Riggs Distler & Co. 🌐

## SHIPPING

### Maersk Launches New Coverage to Decrease Transit Times and Accommodate Increased Volume

Maersk Line introduced a pair of new services to boost coverage.

The AE7 carrier will focus on Asia and Northern Europe, while the TP16 is tailored to the Trans-Pacific trade. The new services will enable MSC and Maersk Line to accommodate the increased incoming volume resulting from the recently announced slot purchase agreements with Hyundai Merchant Marine and Hamburg Süd. The two carriers will move cargo, but not operate vessels in the 2M network.

"With these exciting product improvements, we confirm our commitment to provide extensive direct coverage and best-in-class transit times to our customers in the Asia-Europe and Trans-Pacific trades," said Silvia Ding, Head of Trade at Maersk Line. "Our new slot agreements require that we increase our capacity. With these service improvements we are adding the necessary capacity to match the increase in volumes. Our aim is and continues to be to manage our capacity efficiently and maintain the stability and continuity of our network."

The AE7 is expected to significantly improve Maersk Line's product from East China into Rotterdam in the Netherlands and Hamburg in Germany. For example, the transit time from Shanghai to Rotterdam and Hamburg will improve by three days.

In the Trans-Pacific, the TP16 will provide new opportunities in Asia/U.S. South Atlantic trade. The transit time from South China to the U.S. South Atlantic will improve by eight days, which will be the fastest in the market. 🌐



years. In addition, Royal Caribbean has a joint ownership of the Grand Bahamas shipyard in Freeport where major revitalizations and dry-dock maintenance of its ships take place.

"It is our responsibility to contribute to the country's economic diversity, to its employment base and the training of Bahamian youth as well as the protection of the environment," said Michael Bayley, President and CEO of Royal Caribbean International. "We are excited about the continued growth of tourism in The Bahamas, and look forward to doing our part to keep that growth and progress moving along in the years to come." 🌐



COURTESY OF ROYAL CARIBBEAN INTERNATIONAL



**NEWSMAKERS**

## Vane Bros Adds Another Tugboat to Impressive Fleet

Vane Brothers, a Baltimore-based marine transportation provider, has taken delivery of the 3,000-horsepower *Fishing Creek*, the 13th Maryland-built tugboat to join the company in the past 10 years.

The *Fishing Creek*, which was designed by Frank Basile of Entech Designs, LLC, is the latest of 20 “Sassafras Class” tugboats contracted through Chesapeake Shipbuilding of Salisbury, Md. Construction on the first-in-series tugboat *Sassafras* began in 2007. When she was delivered to Vane Brothers in 2008, she was considered to be the first tugboat constructed in Maryland in more than 30 years and the first ocean-service tug built in the state in more than a half century.

Measuring 94 feet long and 32 feet wide with a hull depth of 13 feet, the *Fishing Creek* is similar to the last 12 tugboats built for Vane as part of the Chesapeake Shipbuilding contract. The vessel is equipped with twin Caterpillar 3512 Tier 3 main engines, which provide a combined 3,000 HP, and a JonRie Series 500 hydraulic towing winch. Soft-core panels and top-of-the-line accouterments are part of the design, offering the crew a pleasant, comfortable living environment.

“Frank Basile and Entech gave us such a great design from which to work 10 years ago that we have made very few changes along the way,” said Vane Brothers Senior Port Captain Jim Demske, who oversees the tugboat construction program. “And keeping these beautiful tugs similar in construction is a great benefit to our crews, purchasing agents and contracted vendors. The tugs are both powerful and practical.”

Named for a location on Maryland’s Eastern Shore, the *Fishing Creek* was preceded in August 2016 by the *Fort McHenry*, which pays tribute to the historic Baltimore landmark known as the birthplace of “The Star-Spangled Banner.” Next in line from Chesapeake Shipbuilding is the tugboat *Cape May*, scheduled for delivery this summer. 🌐



↑ Kathleen Broadwater honored at a ceremony for her service to the MPA.

**NEWSMAKERS**

## Broadwater Ends Long, Distinguished Career at MPA

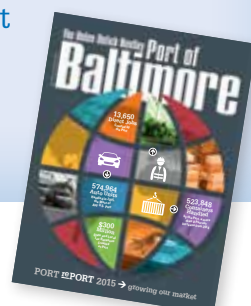
Kathleen Broadwater retired in February as the Deputy Executive Director of the Maryland Port Administration (MPA). A dinner was held in her honor at Sparrows Point Country Club on Feb. 15.

Broadwater finished her career with more than 34 years of experience in the maritime industry. While with the MPA, Broadwater was responsible for the dredging program, engineering, finance, planning, human resources, government relations and environmental issues. She authored the 1996 Strategic Plan for the MPA, which resulted in the niche cargo focus of the Port of Baltimore.

Broadwater has a BBA degree in marketing from Stephen F. Austin University in Texas and an MBA degree from the University of Arkansas. 🌐

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## CRUISES

### Baltimore Included in Carnival Cruise Line Expansion

Carnival Cruise Line has boosted its popular Carnival Journeys' enrichment cruise series with 13 new 12- to 14-day trips departing from home ports, including Baltimore, in 2018 and 2019.

The new voyages are in addition to a number of previously announced nine- to 15-day Carnival Journeys' cruises departing in 2017 and 2018.

The *Carnival Pride* is offering a 14-day Southern Caribbean cruise round-trip from Baltimore Nov. 4–18, 2018, calling at Grand Turk, Aruba, Curacao, Barbados, St. Lucia and St. Maarten. The vessel also has a 14-day Southern Caribbean voyage round-trip from Baltimore Jan. 6–20, 2019, visiting St. Thomas, Antigua, Grenada, Dominica, St. Maarten, San Juan and

Grand Turk.

In addition to visiting some of the world's most beautiful destinations, guests sailing on Carnival Journeys' cruises can participate in unique onboard activities where they can sample local cuisine and enjoy entertainment and cultural opportunities within the various ports of call. A broad range of activities — everything from photography and cooking to arts and crafts and social media — along with a 1980s-themed "Throwback Sea Day," are also offered.



COURTESY OF CARNIVAL CRUISE LINE

"Our Carnival Journeys' cruises have proven enormously popular with guests who enjoy both unforgettable landside experiences and one-of-a-kind onboard enrichment activities that this unique program offers," said Christine Duffy, Carnival president. "We're thrilled to expand Carnival Journeys with these 13 new voyages that showcase some of the world's most captivating destinations." 🌐

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**MAIDEN VOYAGE**

## M/V *Liberty* Arrives in Baltimore

The M/V *Liberty* visited Baltimore for the first time in February. American Roll-on Roll-off Carrier Group (ARC) added M/V *Liberty* to the U.S.-flag fleet as the eighth ro/ro vessel in its fleet

The M/V *Liberty* is among the most capable and militarily useful vessels in the U.S.-flag commercial fleet, able to carry tracked vehicles, helicopters, trucks and other military and high and heavy project cargoes.

The vessel is 199.99 meters long with a beam of 32.26 meters. The stern opening is 15.2 meters wide and 5.4 meters high, with a stern ramp rated for cargo up to 237 metric tons. 🌐



↑ Commemorating the M/V *Liberty*'s first visit to Baltimore were (left to right): Eric S. Couslin, Superintendent, Wallenius Wilhelmsen Logistics (WWL); Michael Derby, General Manager, North Atlantic Operations for WWL; Joseph Marecki, Maryland Port Administration; Capt. Kenneth DeGroof; and Capt. Alex Ramirez.

*Photo: Kathy Smith*

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## NEWSMAKERS

### Port Firm Finds Partner for Expansion

Maryland Screen Printers has partnered with ML Kishigo to open a showroom in its Holabird Avenue warehouse, showcasing high visibility apparel used by companies at the Port of Baltimore.

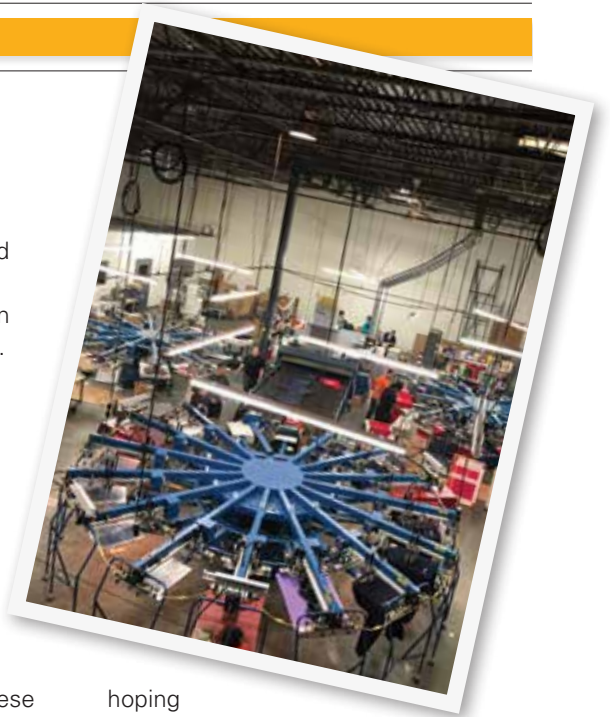
Craig Pfeifer founded Maryland Screen Printers in 1988. Four years later, the company moved from West Baltimore to Holabird Industrial Park to be closer to the Port.

The company has 10 automated screen-printing and embroidery machines, which makes it one of the largest production shops in the region. Maryland Screen Printers also carries thousands of promotional items that can be branded with clients' logos.

Clients include many large and small local businesses, including the Discovery Channel, Marriott, the Special Olympics of Maryland and others. With its automated equipment, the company can turn over many items within 24 hours.

"Over the last few years, we have found that many of our Port customers have been using more and more Hi Vis apparel, and we have decided to partner with ML Kishigo and open a showroom in our warehouse," Pfeifer said. "We will be stocking many of the Hi Vis products and can brand company logos on all of these items with 12-piece minimums. With our quick turn program, we will be able to deliver their logoed apparel in just a few days, allowing our customers to keep less inventory on hand. We are

hoping that being so close to the Port, we can become a valuable asset to the hundreds of companies serving the Port of Baltimore." 🌐



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**Environmental Stewardship at the Port of Baltimore** BY NANCY MENEFFEE JACKSON

## Chithaluru Paving the Way for Air Quality Solutions at the Port

Chandra Chithaluru has been intrigued by the Port of Baltimore for quite some time.

He relocated to Maryland in 2008 and worked for the Anne Arundel County Department of Public Works. "I always kept my eye on the Maryland Port Administration (MPA) because I thought it would be a very interesting place to work," he said.

When the new position of Air Quality, Policy and Program Manager was created by the MPA in 2016, he was quick to apply.

"I initially knew about the MPA from the complexity of dredged materials and how they handled it," he said. "But I didn't realize how much they do with air quality. I was fascinated by all the things the Port does."

Chithaluru, a native of Nellore, India, has bachelor's and master's degrees in agricultural science from India. He came to the United States to earn a master's degree from Arizona State University in environmental resources, and that was more than 20 years ago. After graduating, he was promptly hired as an environmental remediation specialist at the Arizona Department of Environmental Quality. Since then, his career has included consulting work that focused on regulatory, compliance and air quality issues

in fields as varied as copper mining and closed mining towns. He relocated to Baltimore because his wife, Nancy, is from here, and they wanted to raise their two children, now 12 and 5, closer to family.

Ports, he notes, are unique entities.

"Ports are concerned about air quality issues — mostly diesel emissions from trucks, cargo-handling equipment, locomotives and the ships themselves and are taking steps to reduce emissions."

As part of the Environmental Protection Agency's Ports Initiative,



**Hiring an Air Quality, Policy and Program Manager will allow the Port to proceed systematically as it identifies and crafts solutions for areas where emissions could be reduced.**



the Port of Baltimore is voluntarily working to reduce emissions. It's been extremely successful with programs like its Dray Truck Replacement Program, which helped truckers with older vehicles replace them with more fuel-efficient models, and it recently was awarded a Diesel Emissions Reduction Act (DERA) grant to replace or repower cargo-handling equipment.

Hiring an Air Quality, Policy and Program Manager will allow the Port to proceed systematically as it identifies and crafts solutions for areas where emissions could be reduced.

Chithaluru notes that his first job is to collect data to prepare the air emissions inventories. "What are the best or emerging technologies out there to reduce emissions?"

Another challenge is that the Port of Baltimore doesn't own all the vehicles working at the Port — many are owned by tenants, so Chithaluru will work with them to find ways to reduce emissions.

Chithaluru indicated that the MPA, with the assistance of the Maryland Department of the Environment and the EPA, acquires grants and funding to help tenants and other port users.

The Port has been responsive not just to the surrounding communities but to the region as well, meeting with community groups and interested stakeholders across the city.

"Our overarching goal is to reduce emissions," Chithaluru said. "This really benefits public health for all Baltimore communities." 🌐

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## Adopt-A-Road: Willow Spring Road in Dundalk

Ports America Chesapeake (PAC) believes in the importance of supporting and promoting environmental responsibility in and around the Port of Baltimore. This commitment includes keeping the area clean, green and safe.

PAC participates in a wide variety of activities and events in the area throughout the year in the Dundalk and Turner Station locations, including a large port-wide annual spring cleanup every April.

In addition, PAC has adopted roads to improve their appearance and decrease the amount of litter. In 2014, PAC adopted its first road in Baltimore County, and, in 2016, PAC was able to adopt another road in the neighboring community: Willow Spring Road. This road is one of the main roads that run through the heart of the St. Helena neighborhood, which is located directly next to the Port of Baltimore's Seagirt and Dundalk Marine Terminals.

Since adopting Willow Spring Road a few months ago, the PAC Environmental Committee has already completed more than three roadside cleanups, collecting more than 30 large bags of trash. These monthly cleanups will continue throughout 2017. 🌐



↑ *Ports America Chesapeake promotes environmental responsibility around the Port of Baltimore. The firm has also adopted area roads to decrease litter. Participating in a recent clean-up event were (left to right): Dick Gibbs, Timothy Jones, Solomon Egbe, William Rhode, Todd Keller and Sean Sweeney.*



PHOTOGRAPHY BY CAPTAIN WILLIAM BAND AMP

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# Working in Harmony

**Public and Private Terminals Collaborate to Make  
Port of Baltimore One of the World's Top Maritime Destinations**

BY TODD KARPOVICH | Photography by Kathy Bergren Smith

**T**he working relationships between the public and private terminals at the Port of Baltimore have led to record success.

The two sides strive for a common goal: Making Maryland one of the premier maritime destinations in the world.

This partnership between the private and public sectors at the Port has been vital to boosting infrastructure and drawing new business to the state. The two sides have a valued relationship and the goal is to build on this bond in the coming years.

“The Port of Baltimore would not be

as successful as it is today without the productive relationship between our public and private marine terminals,” Maryland Port Administration (MPA) Executive Director James J. White said. “It does not matter whether the cargo goes to a public or private terminal as long as it goes within the Port of Baltimore. That is what creates jobs and economic benefits for the state.”

The MPA has also developed a Quality Cargo Handling Action Team (QCHAT) — a workgroup that brings all the stakeholders at the Port together once a month to improve the process of handling automobiles, ro/ro

➔ *The Port of Baltimore enjoys a unique partnership between the public and private sectors. Companies like CNX Marine Terminals (top left), Domino Sugar (top right) and Alcoa (middle right) have each been able to boost their business at the Port. Firms, such as Rukert Terminals (bottom right), have a collaborative relationship with the MPA.*





CNX

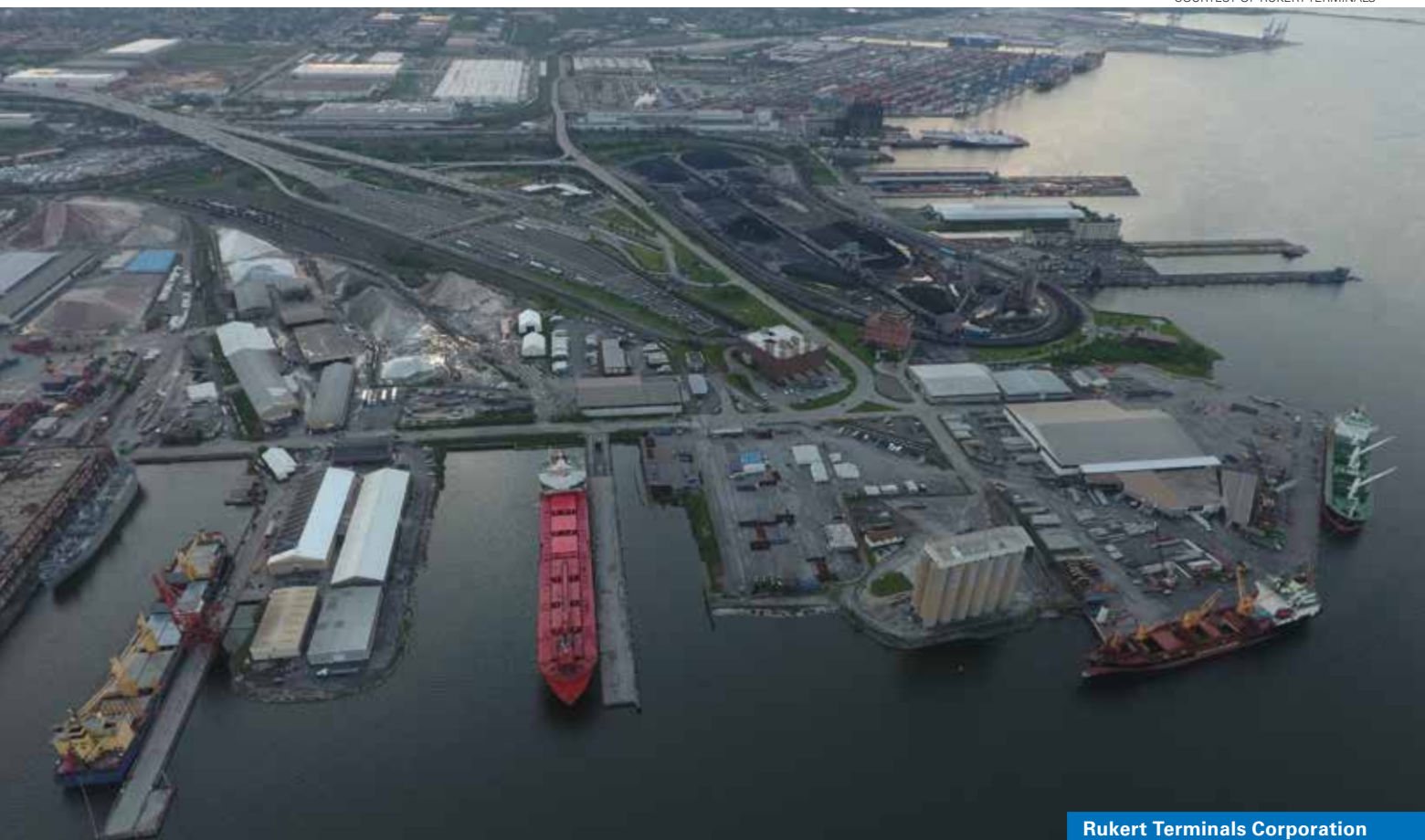


Domino Sugar



East ALCOA Terminal

COURTESY OF RUKERT TERMINALS



Rukert Terminals Corporation

“ Different private-sector and public-sector entities and individuals in the Port of Baltimore trust that they can work better together than apart and thus work together — as appropriate — to promote the best interest of the Port without sacrificing their own objectives for growth and success.”



COURTESY OF MCALLISTER TOWING

and containers. These meetings have been vital to boosting overall efficiency, according to the members. A main goal of QCHAT is to measure overall quality factors to prevent problems from occurring.

“The relationship between AMPORTS and the Maryland Port Administration has been forged over many years of working side by side in many capacities,” said Leo McFadden, Senior Vice President, Operations, East for AMPORTS. “The equal effort of both entities is to provide superior customer service. The strength of the relationship is evidenced by QCHAT, a quality initiative that meets monthly with all working groups on the Port, including OEMs, ILA, processors, shippers and truckers. QCHAT is one of a kind in the port industry. Cooperation and consideration are the cornerstones of the relationship the Port has with all groups and key reasons for the success of both public and private terminals.”

Mike Reagoso is Vice President of McAllister Towing of Baltimore and the Chairman of the Baltimore Port Alliance (BPA), which plays a vital role in bringing the private and public entities together through monthly meetings, outreach efforts, such as neighborhood cleanups, and other programs that work with area high school students.

Reagoso said the relationship between the MPA and the companies that work in and around the Port has been beneficial to both sides, and there is a robust working relationship that has led to ongoing success.

“Essentially, I believe it is a matter of trust,” Reagoso said. “Different private-sector and public-sector entities and individuals in the Port of Baltimore trust that they can work better together than apart and thus work together — as appropriate — to promote the best interest of the Port without sacrificing their own objectives for growth and success. We have a sort of camaraderie that other ports don’t have, and it is essential to our collective success.”

John L. Coulter, President of Rukert Terminals Corp., said the Port has always enjoyed a competitive advantage over other East Coast ports due in large part to the strength of the relationship between the MPA and the private terminals. He called the

↑ Mike Reagoso, Vice President of McAllister Towing (above), has lauded the outreach efforts produced by the public and private partnership at the Port. Some of these efforts include neighborhood cleanups and helping area high school students pursue careers in the maritime industry.

→ National Gypsum (top left), Mid Atlantic Terminal (top right), Rukert Terminals (middle right) and Lehigh Cement (bottom) maintain a strong presence at the Port. The infrastructure at the Port has helped these firms expand services and thrive.





National Gypsum



Mid Atlantic Terminal



Rukert Terminals Corporation

COURTESY OF RUKERT TERMINALS



Lehigh Cement



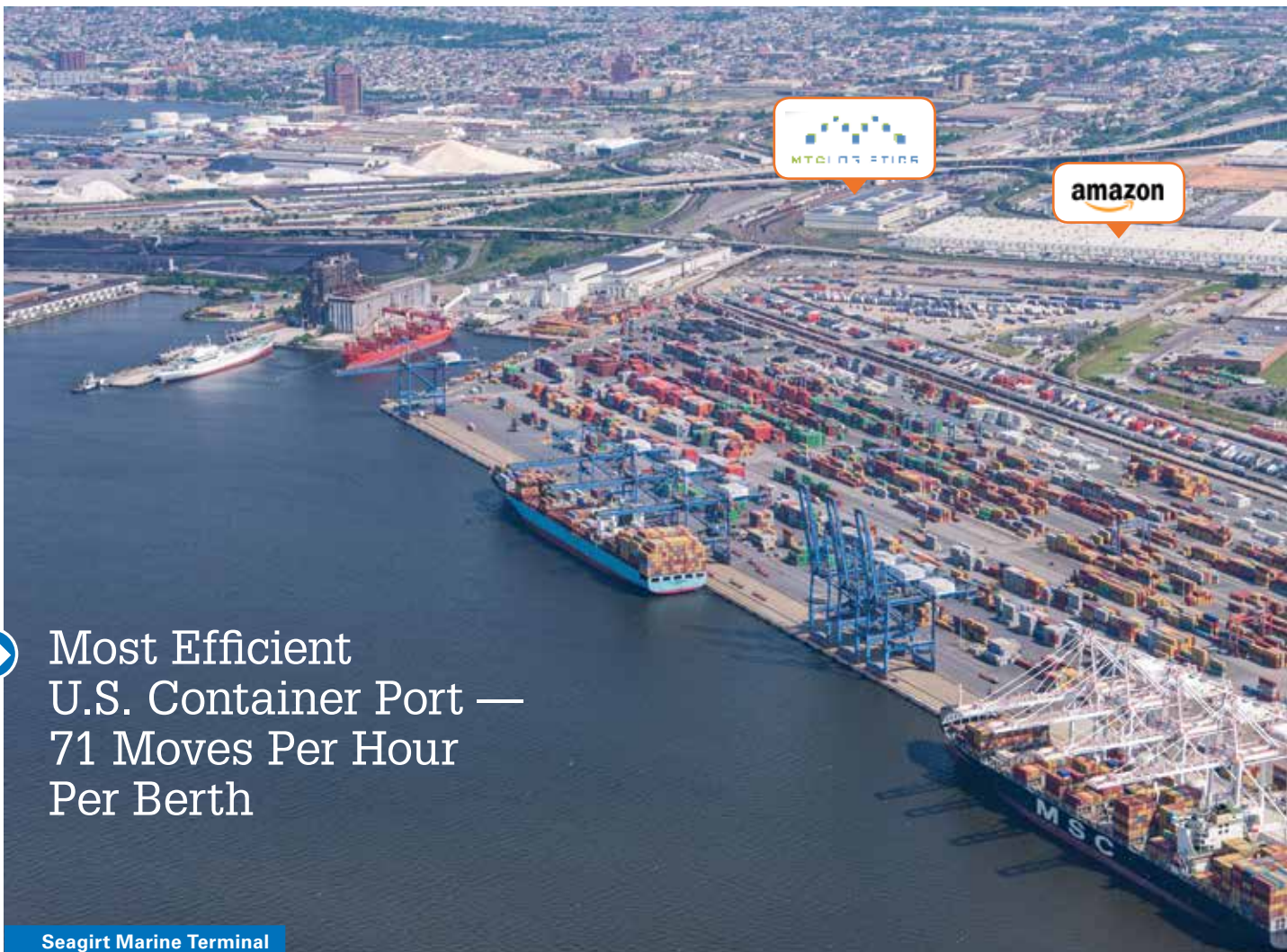
relationship a “collaborative effort,” and one that is the envy of other port communities. Coulter said the BPA is an excellent example of a coalition of the leadership of both groups resulting in positive synergies.

“Much of the credit should be given to our Executive Director, Jim White,” Coulter said. “When he first took over in 2007, he really led the charge around the idea that the public and private terminals should complement each other. Jim has always stated that ‘as long as the cargo comes here, it does not matter if it goes to a public or private terminal, the state of Maryland benefits.’ We are fortunate to have Jim at the helm, ensuring that we all rise and fall on the same tide.”

The overall success of these partnerships is perfectly underscored by the MPA’s long-standing partnership with Ports America Chesapeake (PAC).

In 2010, the MPA and PAC reached a public-private partnership. Under that agreement, PAC constructed a 50-foot-deep berth and installed four super-post-Panamax cranes. Both of those improvements, along with the 50-foot-deep channel that the Port of Baltimore has had since 1990, were needed to handle the world’s largest ships.

The MPA planned a new berth prior to the concession in preparation of the pending canal expansion. PAC was able to implement the plan ahead of schedule and under budget. The four super-post-Panamax cranes



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Seagirt Marine Terminal

arrived in June 2012 and went live in January 2013.

These relationships have also led to unprecedented success.

For the third consecutive time, the Port was named the most efficient container port in the U.S. by the *Journal of Commerce*. Baltimore averaged 71 container moves per hour per berth. More shippers have taken advantage of terminal and gate efficiencies at the Seagirt Marine Terminal. That facility is operated by PAC under a unique public-private agreement with the MPA.

Also in 2016, Baltimore welcomed its first big container ship that came through the newly expanded Panama Canal. The Port is one of only

a few East Coast ports that have the necessary infrastructure today that can accommodate some of the largest ships in the world.

That momentum has already carried over to this year. In January, the Port handled a record 923,030 tons of general cargo, a 14 percent improvement from January 2016. The Port also handled a record 37,694 loaded containers in January.

Business could expand even further with potential improvements to the Howard Street Tunnel. The state is looking to boost business at the Port even more by making infrastructure improvements to the Howard Street Tunnel. To help achieve this goal, Maryland Gov. Larry Hogan, the



COURTESY OF THE MPA

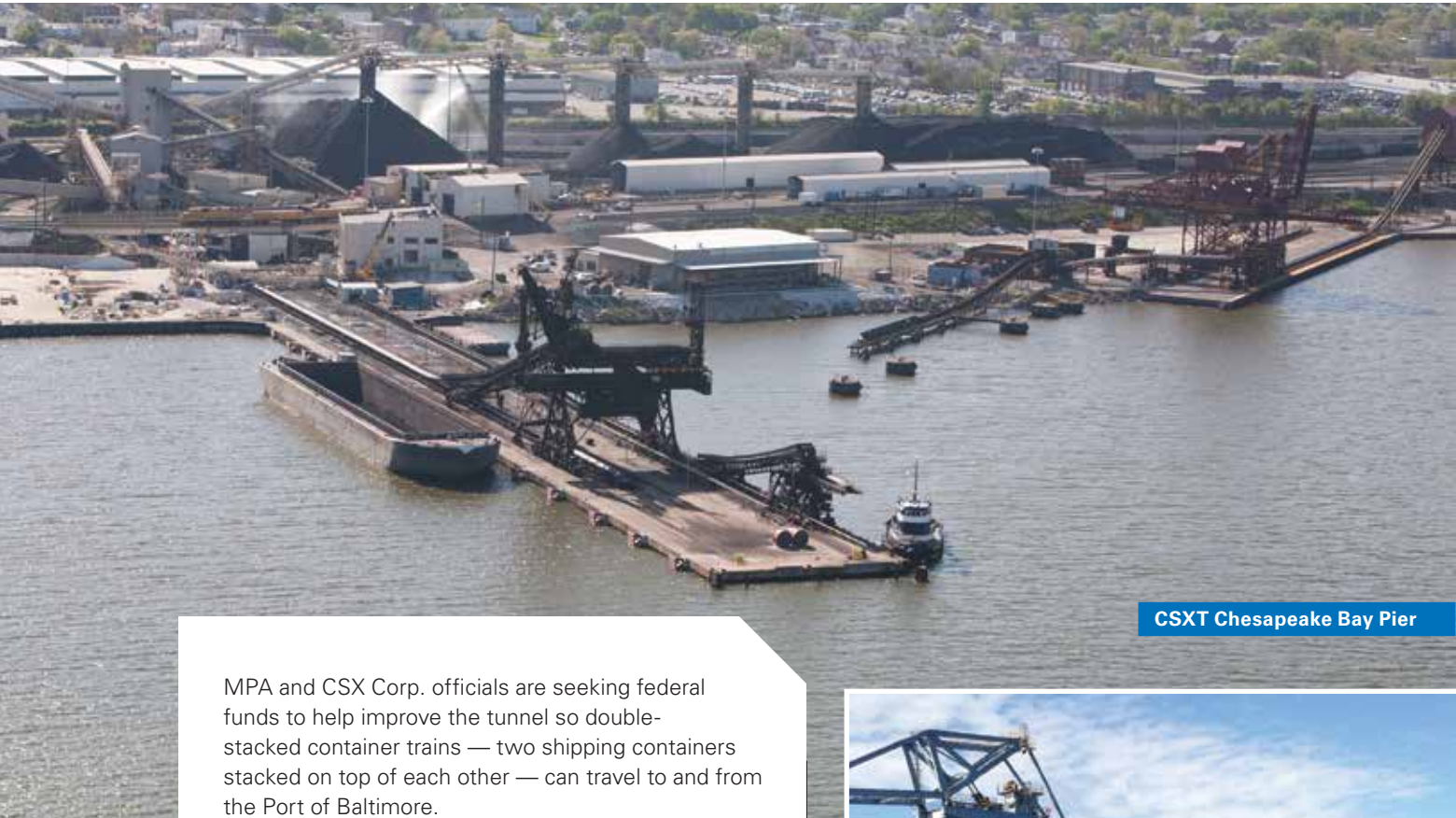
← *The Port of Baltimore (left) is the closest Atlantic port to markets in the Midwest. The location is a strategic advantage to lure business from around the world. The Port has been named the most efficient container port in the U.S. by the Journal of Commerce three consecutive times.*

↓ *Access World (below) has taken advantage of the Port of Baltimore's modern infrastructure with a dynamic warehouse and distribution center. The company maintains a local office at 2200 Broening Highway in the heart of Port operations.*



Access World





CSXT Chesapeake Bay Pier

MPA and CSX Corp. officials are seeking federal funds to help improve the tunnel so double-stacked container trains — two shipping containers stacked on top of each other — can travel to and from the Port of Baltimore.

CSX and the state have already committed a combined minimum of \$270 million toward this potential project, and Gov. Hogan is seeking federal funds for the balance of the project cost.

That type of cooperation underscores how the public and private entities at the Port have seamlessly worked together to boost business, create jobs and improve the local environment. Companies that own warehouses around the Port offer support for the tons of cargo that arrive each day. Private line handlers and tugboats help massive ships enter the Port. Every day, there is a symmetry among the public and private sector that helps the Port run smoothly.

John Timmins, Administrator, Sales & Marketing — Forest Products, Specialized Cargo, for the MPA, lauded the work of the BPA and how it successfully brings together representatives from the public and private terminals. Timmins said QCHAT has been successful in allowing members to meet regularly and discuss quality cargo handling while exchanging ideas on how we can work together to continually improve port operations.

“The Port of Baltimore succeeds when we all work together for our common goal of maintaining current business and securing new opportunities,”



CNX Terminal

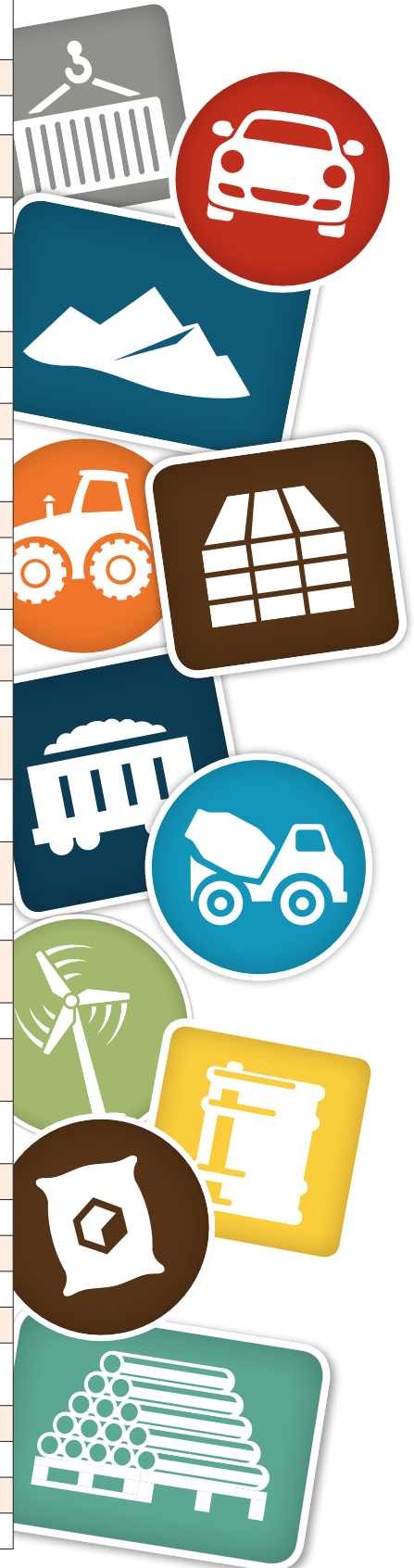
↑ *The Curtis Bay Pier/CSX Coal Terminal (top) is strategically located on the CSX network and the Chesapeake Bay. CNX Marine Terminals (bottom) provides rail-to-water coal transshipping worldwide to coal producers, utility companies and coal brokers. The products handled at the Port include steam coal, metallurgical coal and anthracite.*

Timmins said. “In my role with the MPA, I work closely with both public and private terminals. The various private terminals within the Port have their own expertise and the ability to handle different types of cargo and vessels. While promoting the Port, I receive many cargo inquiries that I pass along to both public and private terminals based on the cargo type and their handling capabilities.” 🌐



# Port of Baltimore Private Terminals

<b>Domino Sugar</b> (American Sugar Refining, Inc.)	www.asr-group.com	Dry Bulk
<b>National Gypsum</b>	www.nationalgypsum.com	Dry Bulk
<b>Bitumar USA</b>	www.bitumar.com	Liquid Bulk
<b>C. Steinweg</b> (Baltimore, Inc.)	www.steinweg.com	Breakbulk
<b>Canton Marine Terminal</b>	www.cantonmaritime.com	Multi-purpose
<b>Canton Stevedoring</b>	www.cantonmaritime.com	Multi-purpose
<b>CNX Marine Terminals</b> (CONSOL)	www.consolenergy.com	Dry Bulk
<b>CSXT Chesapeake Bay Pier</b>	www.csx.com	Dry Bulk
<b>Liquid Transfer Terminals, Inc.</b>		Liquid Bulk
<b>Rukert Terminals Corporation</b>	www.rukert.com	Multi-purpose
<b>Sparrows Point Shipyard</b> (Barletta Willis)	www.spshipyard.com	Ship Yard
<b>Westway Terminal Co., LLC</b>	www.westway.com	Liquid Bulk
<b>Atlantic Terminal</b>	www.amports.com	Auto RO/RO
<b>Chesapeake Terminal</b>	www.amports.com	Auto RO/RO
<b>US Gypsum</b>	www.usg.com	Dry Bulk
<b>Host Terminals</b>	www.hostterminals.com	Dry Bulk
<b>Lehigh Cement</b>	www.lehighcement.com	Dry Bulk
<b>Blue Circle Cement</b> (Lafarge)	www.lafarge-na.com	Dry Bulk
<b>Vulcan Materials</b> (Arundel Sand & Gravel)	www.vulcanmaterials.com	Dry Bulk/Barge
<b>Petroleum Fuel and Terminal Co.</b> (Apex)	www.apexoil.com	Liquid Bulk
<b>NuStar Energy Storage Terminal</b>	www.nustarenergy.com	Liquid Bulk
<b>BP Products</b> (Amoco Curtis Bay Terminal)	www.bp.com	Liquid Bulk
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<b>Buckeye Terminals</b> (Amerada Hess)	www.buckeye.com	Liquid Bulk
<b>Baltimore Asphalt Refinery Dock</b> (Targa Terminal)	www.targaresources.com	Liquid Bulk
<b>Vane Brothers, Canton Pier 10/11</b>	www.vanebrothers.com	Tug & Barge
<b>General Ship Repair</b>	www.generalshiprepair.com	Ship Repair
<b>Smith Brothers Barge</b>		Barge Terminal
<b>Tyco - Submarine Cable Operations</b>		Cable Vessels
<b>Yara North America, Inc</b>	www.yara.com	Liquid Bulk
<b>HOST Terminals</b> (East ALCOA Terminal)	www.hostterminals.com	Dry Bulk
<b>Motiva Terminal</b>	www.motivaenterprises.com	Liquid Bulk
<b>Mid States Oil Terminal</b>	www.midstatesoil.com	Liquid Bulk/Barge
<b>Dominion Cove Point Terminal</b>	www.dom.com	LNG
<b>Access World</b>	www.accessworld.com	Multi-purpose





# Nurturing *the* Environment

PORT WORKS CLOSELY  
WITH LOCAL COMMUNITIES

BY TODD KARPOVICH

*Turner Station in Dundalk, Md., works closely with the Maryland Port Administration and the Baltimore Port Alliance for neighborhood cleanups and other programs that benefit the local communities around the Port of Baltimore.*



ver the course of the year, the Maryland Port Administration (MPA), company officials and members from local communities roll up their sleeves and help clean up area neighborhoods and waterways around the Port of Baltimore.



**Members of the Baltimore Port Alliance (BPA) volunteer their time to help areas around the Port of Baltimore remain clean and sensitive to the environment. In these photos, members are removing a waterlogged mattress and other debris from a local waterway. The BPA's environmental committee provides status reports at its monthly meetings for environmental initiatives around the Port.**

These groups have a tight-knit relationship, and they respect the delicate balance between building business and protecting the environment. The Port prides itself on the stewardship of the state's natural resources and its neighboring communities.

"We are also committed to meeting our obligations for improved air and water quality, reduction of impacts to the Patapsco River and the Chesapeake Bay, and sound environmental management for dredging projects," said James J. White, Executive Director of the MPA. "We are working to reduce diesel emissions, manage storm water in a responsible manner, become more energy efficient, and offset environmental impacts from Port operations with green projects that meet stewardship goals and provide community benefits."

Communities around the Port also appreciate the outreach efforts. The strong bond between the Port and local communities helps keep areas clean, promotes jobs and is an overall benefit to the local neighborhoods. St. Helena and Turner Station in Dundalk are two of the areas that have benefited from these cleanups. The Baltimore Port Alliance secured dumpsters to store trash and debris.

The Dundalk Renaissance Corporation (DRC) is a non-profit community development corporation that helps generate greater investment in Dundalk's neighborhoods, economy and overall quality of life. Amy Menzer, Executive Director of the DRC, has lauded the relationship between the Port and local communities.

The DRC recently announced the recipients of its Renaissance Milestone



COURTESY OF VANE BROTHERS



COURTESY OF VANE BROTHERS

Awards, which were established to recognize the contributions of the many people and institutions that help boost revitalization. The Renaissance Cornerstone Award was presented to the The Vane Brothers Company for “providing maritime services that keep the Port strong while being a great industry neighbor, supporting many community cleanups and other initiatives that help make Dundalk a great place to live.”

“Dundalk’s neighborhoods are grateful to have the support of employees from the Maryland Port Administration, Ports America, Vane Brothers and other members of the Baltimore Port Alliance in numerous community cleanups and neighborhood improvement projects,” Menzer said. “More broadly, I can say that we appreciate the way the community has been incorporated into the Port’s deliberations regarding dredge management.

“Entities such as the Port’s Harbor Options Team have been a model for how government can involve community leaders in decision-making about complex issues of all sorts. We hope that other government agencies can learn from the Port’s success,” she said.

Community leaders and several local students were also recognized by DRC for their work, including volunteer John Melzer; Edythe Brooks, Vice President of the Turner Station Conservation Teams; and Roy Plummer, a retired teacher from Dundalk High School.

The Port has developed a comprehensive strategy to boost environmental stewardship. The Environmental Strategy and Action Plan of the MPA provides a roadmap for the agency’s environmental responsibilities, including voluntary goals for improvement.

The plan simply builds on the MPA’s track record of environmental stewardship through practices, policies and active engagement with port users, employees, communities and cargo owners. As a result, this plan outlines steps that make both environmental and economic sense. Full implementation of this plan is expected by 2019.

A main environmental goal of the MPA is to reduce diesel emissions, thus building on



COURTESY OF VANE BROTHERS



*(Top) Vane Brothers was honored by the Dundalk Renaissance Corporation (DRC) for its service to local communities and work at the Port. (From left) John Shkor accepts the Renaissance Cornerstone Award for Vane Brothers, along with Shirley Gregory, of the St. Helena Community Association, and Amy Menzer, Executive Director of the DRC. The Baltimore Port Alliance secures dumpsters and other equipment to store debris and other material gathered during community cleanups.*

# 115

Volunteers who collected 9.26 tons of debris in the St. Helena neighborhood.



**\$978,302**



Diesel Emissions Reduction Act grant to Maryland Environmental Services on behalf of the MPA.



MARYLAND DEPARTMENT OF THE ENVIRONMENT/MAX TUCKER

previous MPA initiatives that effectively reduced and/or mitigated the potential adverse impacts of diesel engines at its terminals, including:

- ▶ Retrofitting or replacing more than 80 pieces of equipment.
- ▶ Installing diesel oxidation catalysts on 12 rubber-tired gantry cranes.
- ▶ Replacing more than 160 dray trucks.
- ▶ Purchasing hybrid vehicles when available.
- ▶ Using only ultra-low sulfur fuel in diesel equipment.
- ▶ Replacing a heating oil furnace with natural gas.
- ▶ Installing a program to replace or repower 26 pieces of cargo-handling equipment.

The MPA also has a voluntary agreement with the Maryland Department of the Environment to work cooperatively on developing air emissions-reduction initiatives and programs, including working with environmental advocacy groups to understand their priorities.

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Members of the MPA perform other types of outreach, such as providing tours of the Port to community members, environmental groups and other interested parties. Port officials also participated in a Diesel Roundtable, a diverse group of about 30 community, business, state agency, health, union and environmental representatives who met to share perspectives on reducing diesel emissions pollution.

These types of environmental strategies have been widely recognized. In October, the MPA earned an award from the American Association of Port Authorities (AAPA) for the Baltimore Inner Harbor Water Wheel. The initiative was recognized under the "Mitigation" category. The innovative Water Wheel, located at the mouth of the Jones Falls and powered by its currents, collects trash, preventing it from entering the Inner Harbor. In just under two years, the Water Wheel has gathered more than a million pounds of trash.

Barbara McMahon, head of Safety, Environment and Risk Management at the Maryland Port Administration, regularly meets with local community leaders to discuss issues

related to the Port and listen to feedback from residents, business leaders and community and environmental groups.

"Being a good neighbor is not only the right thing to do, it is good business," McMahon said. "It has been immensely rewarding to go out into the neighborhoods and meet so many wonderful people who have dedicated themselves to improving their neighborhoods and the quality of life for those living in their neighborhoods." 🌐

**\$200,000**

Funds provided by the MPA toward the installation, operation and maintenance of a trash wheel.



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DREDGING

# TEAMWORK

CORPS OF  
ENGINEERS &  
MPA MAINTAIN  
EFFECTIVE  
PARTNERSHIP





**A**

massive dredging project at the Baltimore Harbor underscores the tight, cooperative relationship between the U.S. Army Corps of Engineers and the Maryland Port Administration (MPA) — a bond that has been vital to the state’s maritime success.

The goal of this latest venture is to remove about 1 million cubic yards of mud, silt, sand, shell and other materials as part of a \$14.1 million contract. The finished product will have the depth and width required for shipping channels around the Port of Baltimore, which is one of the top maritime destinations in the world.

“Maintaining the shipping channels associated with Baltimore Harbor is extremely important economically to the City of Baltimore, State of Maryland, and throughout our entire region,” said Baltimore District Commander Col. Ed Chamberlayne, who also serves as the Supervisor of the Harbor for Baltimore Harbor. “That is why we are committed to continuing to work closely with our partners in the Maryland Port Administration to maintain these critical water transportation systems.”

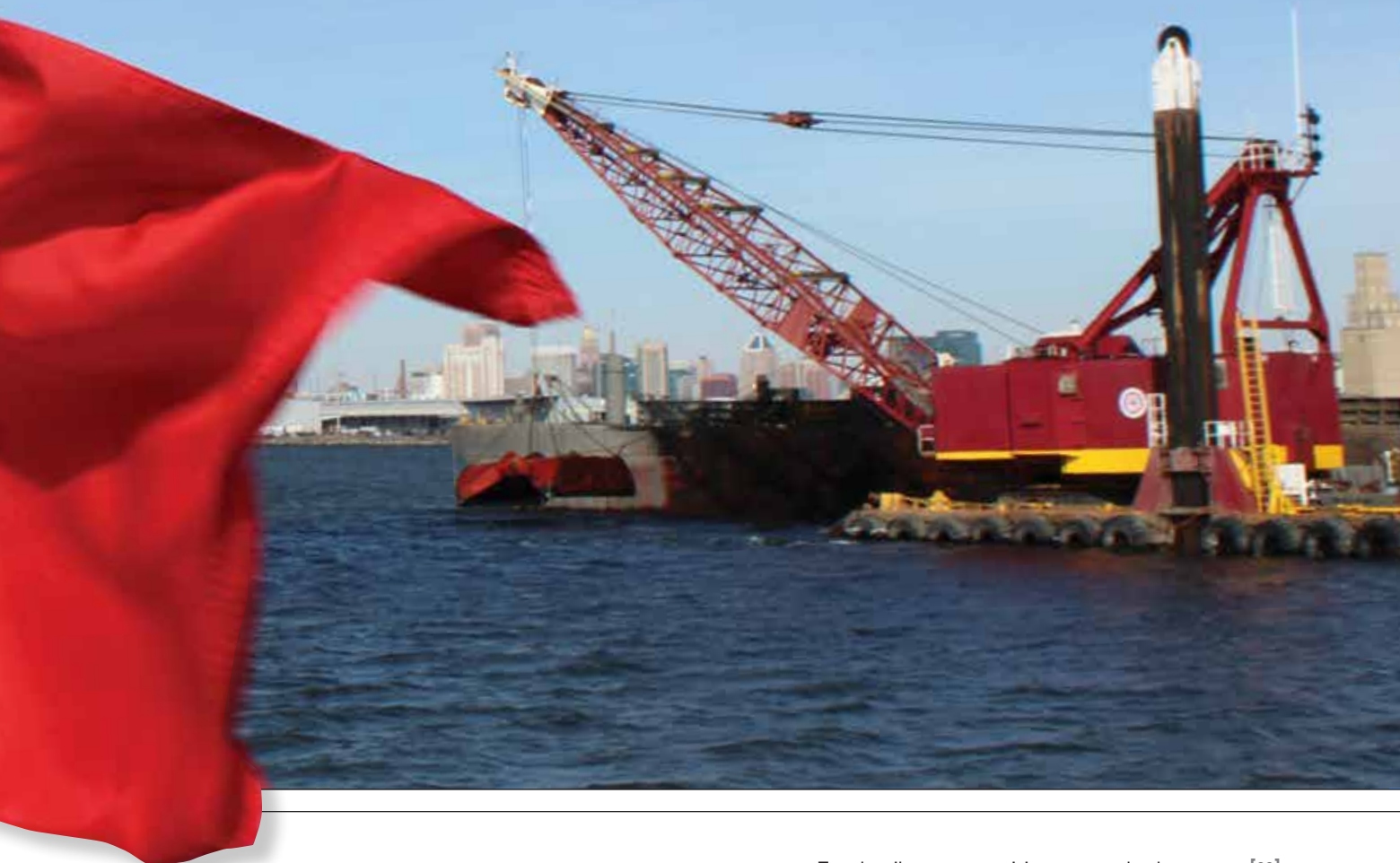
The main work of this project, under a contract awarded to Great Lakes Dredge and Dock of Oak Brook, Ill., will be done to the following areas:

▶ **BREWERTON ANGLE**  
to a depth of 51 feet and width of 700 feet (roughly 540,000 cubic yards)

▶ **CRAIGHILL ANGLE**  
to a depth of 51 feet and width of 700 feet (roughly 460,000 cubic yards)

▶ **FERRY BAR** to a depth of 42 feet and width of 600 feet (roughly 73,000 cubic yards) →

*BY TODD KARPOVICH | Photography Courtesy of U.S. Army Corps of Engineers*



The Corps of Engineers and the MPA are also ensuring that the work will be beneficial to the environment. The roughly 500,000 cubic yards of material dredged from Craighill Angle will be reused at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island, which is located on the eastern side of the Chesapeake Bay.

The roughly 540,000 cubic yards of material dredged from Brewerton Angle will be placed at the Cox Creek Dredged Material Containment Facility (DMCF). Finally, the material removed from Ferry Bar will be placed at a Confined Aquatic Disposal Cell located adjacent to the Masonville DMCF.

The relationship and stewardship of the Corps of Engineers and the MPA goes well beyond dredging. The two sides actively embark on projects that help the area's waterways and

surrounding communities.

"The quality working relationship that we enjoy with Col. Chamberlayne and the Army Corps of Engineers is a key reason for the success of our dredging program," MPA Executive Director James J. White said.

"Working hand in hand, together we have been able to rebuild eroded islands to their original acreage that are now home to different species of wildlife and waterfowl."

The Corps of Engineers and MPA have been partnering since the late 1990s to restore Poplar Island using dredged material from the Port's shipping channels. The Poplar Island project restores 1,140 acres of remote island habitat in Chesapeake Bay, including 570 acres of tidal wetlands and will hold 40 million cubic yards of dredged material. This partnership and

the project's benefits to the Port and the Bay have been so successful that it is being expanded by another 575 acres, which began in 2016. The expansion will use an additional 28 million cubic yards of material from the Port's 50-foot deep shipping channels to expand the upland and wetland habitat.

"The partnership between MPA and the Baltimore District Corps drives success for the entire Port of Baltimore by keeping the shipping channels open for waterborne commerce while beneficially using dredged material to help with Bay restoration," said Chris Correale, MPA's Director of Harbor Development. "Projects like Poplar Island and its expansion showcase the Baltimore District's innovative thinking and problem solving capabilities — a hallmark of the partnership between MPA and the Baltimore District Corps that is the envy of other ports."



*The U.S. Army Corps of Engineers is removing about 1 million cubic yards of materials at the Baltimore Harbor as part of a massive dredging contract. Also, the agency supports the natural habitat of waterways and is developing 500 acres of new oyster bars in Maryland.*



#### **OVERALL, THE CORPS' BALTIMORE DISTRICT:**

- ▶ employs 1,200 civilian and 15 active military personnel;
- ▶ maintains 290 miles of federal channels;
- ▶ oversees 148 miles of federal flood protection levees, preventing approximately \$16 billion in damages to date;
- ▶ manages 15 reservoir projects, preventing approximately \$4 billion in damages to date;
- ▶ runs 11 recreation projects that have hosted more than 15 million visitors; and
- ▶ supports oyster habitat by constructing 500 acres of new Maryland oyster bars.

The Corps' Baltimore District, which is moving from 10 S. Howard St. to 2 Hopkins Plaza in the city's central business district by early 2018, has





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recently been recognized for its work. In February, Mary Foutz, U.S. Army Corps of Engineers, Baltimore District Military Design Branch, Mechanical Section Chief, received a national award as an agency winner during the "Federal Engineer of the Year Award" ceremony at the National Press Club in Washington, D.C., Feb. 17, 2017.

"It's a big deal that you're a part of this small group," said Lt. Gen. Todd T. Semonite, Chief of Engineers and Commanding General of the Corps.

The Corps' mission has led to some state-of-the-art programs in Maryland. In the past year, the Corps of Engineers' Baltimore District resumed the construction of oyster reefs in the Tred Avon River Oyster Sanctuary in Talbot County. On Sept. 26, 2016, the Corps awarded an approximately \$1 million contract to Blue Forge LLC, a service-disabled, veteran-owned small business, to construct the reefs.

Eight acres of reefs will be restored using aged mixed shell in water depths greater than nine feet. The mixed shell, which comes from processing plants in the mid-Atlantic, will be imported and placed in the river.

"Our team is excited to continue restoration work in the Tred Avon River to reach established oyster restoration goals," said Angie Sowers, Corps, Baltimore District Integrated Water Resources Management Specialist. "Successful oyster restoration is a key component of overall Chesapeake Bay restoration efforts, and we look forward to continuing to work with all of our partners to ensure we are conducting restoration efforts as effectively and efficiently as possible."

There is a total of 78 acres of reef restoration work identified in the Tred Avon River Oyster Restoration Tributary Plan, plus placement of spat-on-shell (baby oysters) on an additional 69 acres of existing low-density oyster reefs, for a total of 147 acres. 



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# “K” Line Successfully Balances Business with the Environment

VENERABLE FIRM HAS HELPED CHANGE THE SHIPPING INDUSTRY

STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH

“K” Line has been a pioneer in shipping roll-on roll-off cargo since the *Toyota Maru No. 10* went into service in 1970, the first vessel dedicated to the ocean transport of automobiles. Kawasaki Kisen Kaisha, the “K” Line, also developed the *European Highway* in 1973, the largest “pure car carrier” (PCC) of its time, capable of carrying 4,200 vehicles. These ships changed the way rolling cargo was moved globally.

In the early days of vehicle transport, fuel and batteries were removed and the cars were handled like other bulk cargo. The ship’s cranes lifted them piece-by-piece from the holds. Nowadays, the car carrier allows cars to be driven onto vehicle decks via a ramp and then secured to the deck

for ocean voyages. It is a far faster and more efficient way of transporting all sorts of rolling stock.

Today, “K” Line continues to innovate with the introduction of the Drive Green Project. This project seeks to use a variety of cutting-edge technologies to increase fuel efficiency and reduce emissions. The flagship of the project, the *Drive Green Highway*, was launched in 2016. It is the first of ten environmentally friendly ro/ro carriers planned and under construction.

The ship’s engine uses advanced systems, such as a water emulsifier that mixes water with the fuel to cut down on nitrous-oxide emissions, an exhaust gas recirculation system and an automatic system to match the output of the turbocharger to the engine’s output. The vessel’s exhaust unit is also

equipped with a scrubber that removes sulfuric oxides using seawater.

These high-tech propulsion enhancements are complemented by a high-efficiency propeller and asymmetrical fins mounted alongside it to increase speed and fuel efficiency. The ship’s hull design is also a move away from the car carrier’s typical shoebox shape toward a faster, more aerodynamic form that increases stability. Even the low-friction bottom

## “K” LINE AT A GLANCE

**PARENT COMPANY:** Kawasaki Kisen Kaisha, Ltd.

**ESTABLISHED:** February 16, 1972 (renamed to present name on July 1, 1994)

**OFFICES:** 21 throughout North America

[www.kline.com](http://www.kline.com)





paint is meant to help reduce fuel consumption. The ship carries 7,500 passenger vehicles but has flexible decks for high and heavy cargo as well.

Overall, the *Drive Green Highway* reduces sulfur-oxide emissions by a staggering 90% and nitrous-oxide emissions by 50%, when compared to other ships. The ship also generates its own energy. Nine hundred solar panels on deck, one of the largest solar panel arrays at sea, power all the lighting on the car decks. There is even a hydroponic greenhouse aboard that grows fresh greens for the crew to enjoy.

The *Drive Green Highway* calls at the Port of Baltimore regularly as part of "K" Line's ro/ro service. "K" Line also has container operations in Baltimore.

Homer "Butch" Crane is "K" Line's North American Vice President of Sales for ro/ro, and he has been with the company since 2001. He says that the carrier's relationship with the Port of Baltimore is long and rich.

"Our ships have been calling here since long before my time, and we are in the port six or seven times a month with our regular liner services," said Crane. Regular, direct service to Baltimore from Northern Europe is provided by the North Atlantic Shuttle Service. "In fact, the *Drive Green Highway* is on that service," said Crane.

Other Baltimore services include calls from the Mediterranean, Europe, Asia and South America. Crane said that the ro/ro division is launching a new short-sea shipping service this spring that will call at Baltimore. The dedicated short-sea service will call at Baltimore from Mexico twice every 30 days.

"K" Line's commitment to innovation and conservation is embodied in the *Drive Green Highway* and is part of the company's Environmental Vision 3050, a long-term vision of sustainable shipping practices. 🌍

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# Seabridge Passes Torch to American Lamprecht Transport

VERNON MARTIN SPENT 25 YEARS BUILDING FIRM AT THE PORT

STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH

**V**ernon Martin spent 25 years building Seabridge International and its partner firm, Strait Lines, at the Port of Baltimore.

So, at 64, when he began to contemplate turning the reins over to the next generation, he wanted to be sure that his employees, customers and reputation would be safe. His

thoroughness has paid off. He sold Seabridge to another family business, American Lamprecht Transport, and not only secured his firm's future, but formed a symbiotic partnership that will help it grow.

Seabridge International started in 1991 as a freight forwarder and customs brokerage when Martin, a Maryland native, returned to the area

with years of logistics management under his belt. Some of his first clients were servicemen returning from Europe with their vehicles and household goods. "It was a fantastic opportunity to earn a living and give thanks to our brave military service members," Martin reflected.

"These were people who had no experience with shipping



↑ *Seabridge International, founded by Vernon Martin, was recently sold to another family business, American Lamprecht Transport. Pictured are Zachary Pickens (seated on left), along with colleagues Danielle Smeehuyzen (standing), new branch manager Mike Albi (standing) and Brenda Lang (seated).*

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Merger between Seabridge International (est. 1991) and American Lamprecht (est. 1968). Parent company: Lamprecht Transport Ltd.

[www.seabridge.com](http://www.seabridge.com)







Seabridge expanded its offerings by signing contracts with the major shipping lines calling at the Port of Baltimore. This made them a nonvessel-owning cargo carrier (NVOCC).

internationally and needed a lot of guidance," recalled Martin. "We would literally meet these families at the airport and escort them to the terminal so they could pick up their vehicles. We gave them true 'door-to-door' service."

This hands-on service culture permeates Seabridge to this day. The firm grew, gaining contracts with major manufacturers of agriculture, road building and construction equipment. Seabridge expanded its offerings by signing contracts with the major shipping lines calling at the Port of Baltimore. This made them a non-vessel-operating common carrier (NVOCC).

Vernon Martin prides himself on having built a small staff of highly capable people. "I surrounded myself with the best people I could find," he said. The team developed a reputation for expertise in handling ro/ro cargoes. Seabridge worked closely with the Maryland Port Administration (MPA) in developing a unique business line.

"We arranged the transport of many, many motorhomes both to and from Europe," said Martin. Again, these were customers with

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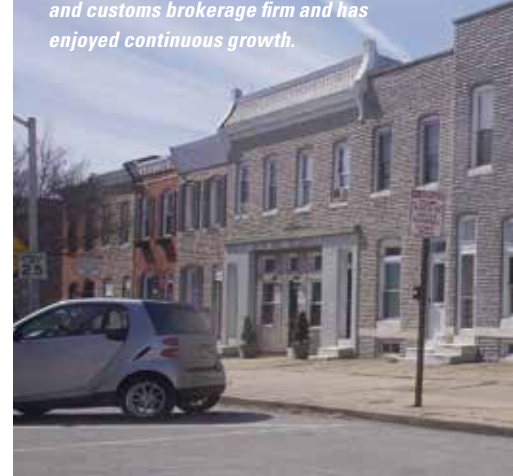
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## → PORT BUSINESS

↓ *Seabridge International has operated its headquarters along a block of rowhouses in the 800 block of South Conkling Street in Southeast Baltimore. Seabridge was founded in 1991 as a freight forwarder and customs brokerage firm and has enjoyed continuous growth.*



little shipping experience, so when European tourists shipped their vehicles over to do some extended touring in the U.S. and Canada, Seabridge offered assistance far beyond just getting them through customs and on the road.

"We always go over and above for our customers," said Martin.

When Martin first met with Lamprecht representatives, he got "a warm and fuzzy feeling." The company, a family-owned business based in Switzerland, now has eight offices in the U.S. these offices are part of American Lamprecht Transport, which was founded in 1968 as a subsidiary of Lamprecht Transport Ltd., the parent company in Switzerland.

Martin sold Seabridge to Lamprecht last year and stayed on for six months to smooth the transition. Michael Albi will succeed him as branch manager of Seabridge-Lamprecht.

Albi came to work with Martin in 2005 from a shipping line where he was an import account manager. He moved to Seabridge and learned all aspects of the freight-forwarding and customs business in their office.

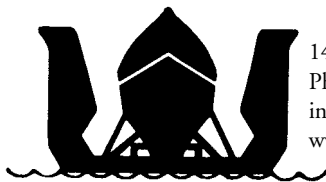
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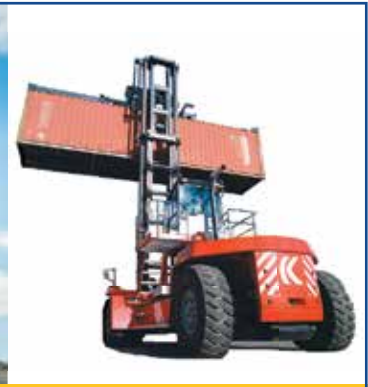


said Albi. "Whenever a customer stops by our office, they are surprised by how few of us there actually are; they think we are a much larger organization because we are facile with so many aspects of shipping."

Now that Seabridge is part of American Lamprecht, Albi is happy to be able to offer customers a wider palette of services.

"We can now leverage a global company's resources," Albi said. "We will be expanding our market into handling more air freight since that is an area of focus for Lamprecht. In fact, we are already gearing up in that direction."

Vernon Martin has done an excellent job with Seabridge International over the last 25 years," said Chairman of the Board Thomas Lamprecht, "and I look forward to continuing and building upon the excellent reputation and customer service that Vernon has established and built with his customers." By purchasing Seabridge International, Thomas Lamprecht is fulfilling his goals of adding an office in Baltimore, MD to the American Lamprecht family. 🌐



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## A New Focus on the Port

TIMONIUM RETIREE LOGS 22 YEARS  
SUPPORTING SEAMEN, FINDING ADVENTURE

BY MERRILL WITTY | Photograph by Kathy Bergren Smith

“A llene Taylor is our Volunteer Supreme, having worked three full days a week for over 22 years,” says Rev. Mary Davisson, Director of the Baltimore International Seafarers’ Center.

After retiring from a career in banking more than 20 years ago, Taylor tried her hand at various volunteer gigs, but nothing quite clicked. Not until she visited the seafarers’ center at the suggestion of Brother Edward Munro, a founder whom she met at the 1995 Episcopal Diocese of Maryland convention. “He invited me to visit the Dundalk Marine Terminal and the center. That visit in July was the beginning.”

“The day I went over there, a husband and wife team was there from Annapolis. They were so dedicated and enthusiastic.”

*Allene Taylor (second from left) has worked with sailors from around the world as a volunteer with the Baltimore International Seafarers’ Center. For the past 22 years, she has spent three days a week helping the interfaith ministry with its mission.*

So here Taylor is, decades later, happily touting the benefits of volunteering there. Now 85, she muses, “How can I explain what this has really meant to me?”

Not many days at the center are “average,” she says. It all depends on the time constraints of the seafarers themselves and of the vessels — now spending fewer hours in port. “Weekdays, volunteers are out the door, driving to the terminals, by 9:15,” she says. “We can be busy most of the day. Our priority is to provide transport to shopping centers for the crews, since they rely on us to take them from their vessel through the security gates. We volunteers have a Transportation Worker’s Identity Card (TWIC), which we wear all the time.”



The Baltimore center is one of about 400 worldwide. They offer WiFi, refreshments and supportive staffers who, besides driving the crews on errands, can often reunite them with family members. "It has been satisfying to escort crew members from the vessel to meet relatives, often not seen for years, and for helping relatives visit aboard," Taylor says.

Sometimes Taylor can be a comforting shoulder to lean on. "Many years ago," she remembers, "I was invited to lunch with a captain on a bulk vessel. Recently widowed, he was worried about his daughter in Manila who was without a mother. We talked for a long time; I encouraged him. I can still recall his parting words: 'A captain rarely has anyone to hear his worries, but you really listened. Thank you.'"

Another time, she escorted a Romanian crewmember to a legal hearing, helping him through his language difficulties, to tell his story so he could be released and returned to his home near the Black Sea.

Taylor has also experienced "one of the highlights of my life." After years of observing the crane operations at the Port, she worked up the courage to ask David Stambaugh, General Manager of the Baltimore Maritime Exchange, if she could try her hand at operating a crane. Naturally, he couldn't let her do that, but he contacted the Maritime Institute of Technology and Graduate Studies (MITAGS), which operates training simulators and has a world-renowned teaching staff. Taylor was able to train virtually and quickly became an expert at it. Another tick off the bucket list!

Despite some recent health setbacks, the Timonium widow has no plans to stop her work at the seafarers' center. It's clear that helping others keeps Taylor going strong. 🌐

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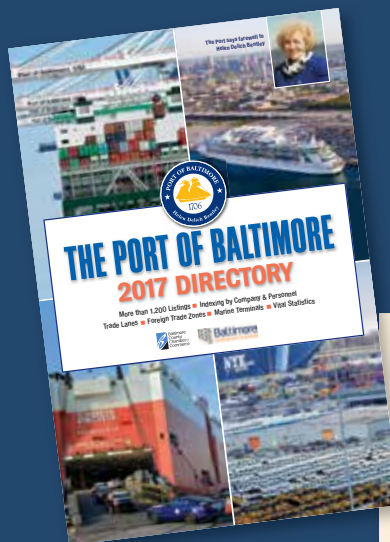


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STORY BY KATHY BERGREN SMITH

## Steamboat Service in the Chesapeake and Delaware Canal Proved to Be a Vital Part of History

**T**he Chesapeake and Delaware Canal is a 14-mile protected passage between Philadelphia and Baltimore. During the early 19th century until World War II, there was regular steamboat service between the cities along the C&D Canal.

The Philadelphia and Baltimore Steamboat Company operated narrow-beamed boats, like the *Arthur Groves, Jr.* shown here in 1940. Their

distinctive hull form was designed to get through the locks on the canal (these were removed by 1927). Instead of a side-wheel, the boats used a screw propeller, invented by John Ericsson, for propulsion. Hence, the line was commonly known as the Ericsson Line. While they would have been unstable in the Atlantic, they were an elegant, efficient design for the canal.

The steamboats carried freight and a few passengers, and a few

*A. Aubrey Bodine*



passengers as freight. Several escaped slaves recounted their voyages crated up as cargo from Baltimore to escape to freedom in Philadelphia. Later boats, like the one shown here, built in 1893, had staterooms for an overnight trip.

As trucks and roadways evolved in the early 20th century, the steamboats became a less competitive way to move cargo, and automobiles made the trip much shorter for passengers. 🌐

This image is from the archive of A. Aubrey Bodine (1906–1970). During his nearly 50-year career as a *Baltimore Sun* photographer, Bodine captured the city with an artist's eye. His fine art work is known worldwide. Bodine's work is available for viewing, and prints and books may be purchased at [www.aubreybodine.com](http://www.aubreybodine.com).





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