

MARCH/APRIL 2018

The Helen Delich Bentley Port of Baltimore

Poplar Island

Hart-Miller Island

Planting Grasses

GREEN Initiatives

MDOT MPA Funds Oyster Restoration

Wildlife Habitat

Masonville Cove



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The Helen Delich Bentley Port of Baltimore



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JASON GASPARIK, KALMAR GLOBAL

CORRECTION

In the January/February issue's article on the Maryland Port Commission, we attributed a quote from Water Tilley, Jr. to his fellow commissioner Robert Huber. We regret the error.



COVER: (images clockwise from top left)

- Turtles, marine life thrive at Poplar Island (by Kathy Bergren Smith)
- Dredged materials restore vanishing islands
- Engaging the next generation in wetland preservation (by Bill McAllen)
- Deer and other wildlife keep Masonville vibrant (courtesy of Masonville Cove)
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GOVERNOR'S MESSAGE

Environmental Initiatives Underscore Port's Overall Success

The Helen Delich Bentley Port of Baltimore is off to a great start in 2018! Last year was a record time for the Port, handling more cargo tonnage than its previous 38 years, including an all-time high of 10.7 million cargo tons at its state-owned public marine terminals. So far this year, the Port has begun a new roll-on/roll-off service, added additional yard cranes to help with its increasing container business, received a ninth consecutive 'excellent' security rating, and set more monthly cargo records. With our administration's strong commitment to protecting the environment, we are proud of the Port's environmental advances. We have an award-winning dredged material program that has rebuilt long-eroded islands in Maryland that now serve as home to many different species of wildlife. The Port's Clean Diesel program works with truck owners

to replace older dray trucks with newer and cleaner models and replaces engines in different pieces of cargo-handling equipment. This has led to more than 9,000 tons of air pollutants being removed around our Port.

As one of Maryland's top economic generators, the Port creates more than 13,600 direct jobs and supports more than 127,000 indirect jobs in our state. Under the leadership of Transportation Secretary Pete Rahn and Port Executive Director Jim White, the Port is stronger than ever before. Our administration will continue to invest in the necessary improvements to ensure that the Port of Baltimore remains a world-class port. The State of Maryland is "Open for Business," and nowhere is this more evident than at the Port.

Larry Hogan, *Governor*

EXECUTIVE VIEW

Port Leads the Way on Environmental Awareness with Award-winning Programs

When people think about seaports, the first things that usually come to mind are ships, cargo that crosses the docks and the good-paying jobs that are generated. Today's ports, including the Port of Baltimore, are about so much more than that. We are also about reducing our carbon footprint, environmental awareness and having greener marine terminals.

At our state-owned public marine terminals, the Maryland Department of Transportation Maryland Port Administration's (MDOT MPA) environmental management system is helping to create some significant sustainable advances that will benefit our Port for years to come. In the same way, our Dredged Material Management Program is creating innovative and beneficial reuses of sediment dredged from our channels to rebuild long-eroded islands in Maryland waters that are now home to hundreds of different species of

waterfowl and other wildlife.

Besides the efforts of the MDOT MPA, key partnerships with groups like the Baltimore Port Alliance, Maryland Department of the Environment, Maryland Environmental Service, individual marine terminal operators, other Port businesses, as well as our industry and regulatory partners have also all contributed greatly to a greener Port of Baltimore.

Looking ahead to the years to come, successful seaports will need to meet challenges with strategies that are both commercially and environmentally viable. I can confidently say that our great Port of Baltimore is already moving full steam ahead on that front!

James J. White, *Executive Director*
Maryland Department of Transportation
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.

NEWSMAKERS

Tradepoint Atlantic Receives a \$20 Million Federal Development Grant

Tradepoint Atlantic, the redevelopment project at the former site of the Sparrows Point steel mill, is set to receive \$20 million from the U.S. Department of Transportation (DOT).

The grant is part of DOT's Transportation Investment Generating Economic Recovery (TIGER) program and will be used to make infrastructure improvements, such as structural upgrades to the eastern portion of the Tradepoint terminal's 2,200-foot berth, design changes to facilitate the transfer of commodities, a complete overhaul of a 300-foot barge berth, dredging, and general site improvements, including lighting and security, said Aaron Tomarchio, a Senior Vice President at Tradepoint Atlantic.

Among other things, the end goal of Tradepoint's improvements will be to enable easier transfer of bulk cargo to trucks or railroad cars, according to *The Baltimore Sun*. The dredging operation should allow larger ships to dock at Tradepoint.

In 2017, Tradepoint handled 2.5 million tons of bulk material. "The TIGER Grant is to be used for the marine and berth



improvements needed to reposition and upgrade our bulk material terminal to 21st-century standards," said Tomarchio. "By partnering with Baltimore County to secure this federal grant for infrastructure investment, we can continue our commitment to creating a first-class facility dedicated to increasing long-term job creation in the Baltimore region and lowering prices of American export and import consumer goods."

Current tenants at the Tradepoint site include FedEx Ground, Harley-Davidson, C. Steinweg and Pasha Automotive Services. 🌐

NEWSMAKERS

Women's Traffic Club Welcomes Past Officers, Members

The Women's Traffic and Transportation Club Inc. of Baltimore held its monthly meeting March 14 at the historic Sparrows Point Country Club, where many of its gatherings have been held over the years.

The meeting welcomed the group's past officers and board members. Pictured from left are: Mary Jane Norris, Stacey Hylenski, Peggy Zulkowski, Michele Dorsey, Karen Bush, Susan Ringer, Diane Price, Kathi Smero, Paige Schisler, Luanne Ciaccio, Carol Calhoun and Bridget Lowy.

The guest speaker was Jack Burkert, an educator with The Baltimore Museum of Industry. His presentation covered the history of the Port of Baltimore with a concentration on the early years, dating back to the 1700s, through the 1900s.

The Women's Traffic Club was established in 1933 with a

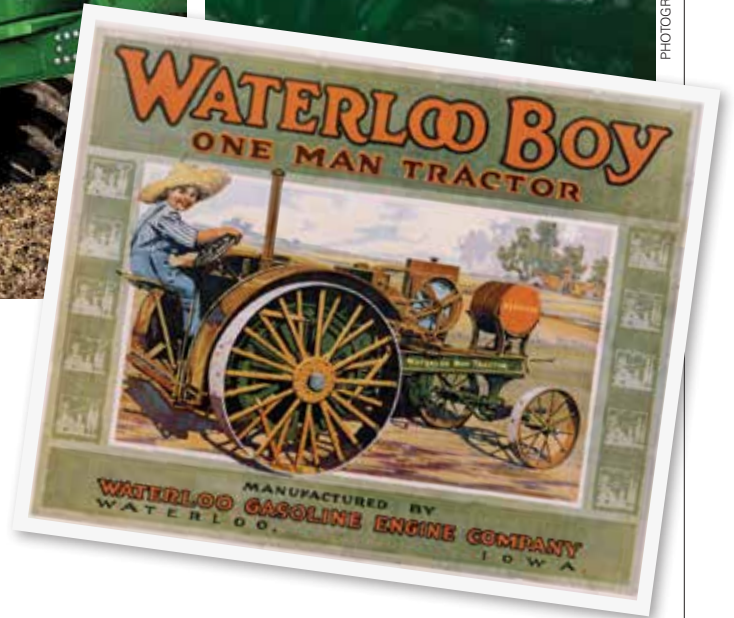


steadfast goal: to share industry news, further education, network, promote charitable events, develop friendship and foster an industry-wide spirit of sharing and community.

For more information, visit womenstrafficclub.com. 🌐



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MILESTONE

John Deere Celebrates A Century of Excellence

John Deere is celebrating 100 years of manufacturing tractors in 2018 and will place a commemorative badge on several models, including the 6 Series, 7 Series, 8 Series and 9 Series machines, to celebrate that milestone.

The company has a long history of moving equipment through the Port of Baltimore to locations around the world.

Deere entered the farm tractor business in March 1918 with the acquisition of the Waterloo Gasoline Engine Company in Iowa. The Smithsonian's National Museum of American History is celebrating Deere's milestone by putting a 1918 Waterloo Boy tractor on display as part of its "American Enterprise" exhibit.

"John Deere is excited the Smithsonian has chosen to present one of Deere's most iconic tractors in the context of technological change in America. The display provides an opportunity to educate the public about the importance of agricultural innovation," said Neil Dahlstrom,

Manager, Corporate History and Archives at John Deere.

The Smithsonian's John Deere steel plow, the oldest known in existence — it dates back to 1838 — will be on display until June at the Peoria Riverfront Museum in Peoria, Ill. The plow is one of many artifacts featured in "Celebrate Illinois: 200 Years in the Land of Lincoln." The Peoria Riverfront Museum exhibition will highlight the achievements of the people of Illinois, and is the first Illinois bicentennial exhibit hosted in the state.

John Deere has been producing innovations in farm machinery for nearly two centuries, helping customers feed the world. For the past 100 years, John Deere tractors have been the machines that best portrayed agricultural productivity.

To commemorate its centennial in the tractor business, John Deere is also planning several other activities to celebrate the historic anniversary.

John Deere will be placing iconic tractors on display at the John Deere

Tractor & Engine Museum in Waterloo, Iowa, the John Deere Pavilion and John Deere World Headquarters in Moline, Ill., and at the John Deere Forum in Mannheim, Germany.

In June 2018, 100 John Deere tractors and engines will be displayed at the John Deere Tractor & Engine Museum and the Waterloo Convention Center.

The venues will include exhibits, food and family-friendly activities. The displays will include a mix of company and customer-owned equipment and will feature tractors and engines spanning across John Deere product lines and from around the world.

The National Farm Toy Museum in Dyersville, Iowa, features an exhibit that highlights the history of John Deere via farm toys. In addition, the State Historical Museum of Iowa in Des Moines will feature John Deere tractors and equipment to tell the story of the last 100 years of agriculture in Iowa. 🌐

NEWSMAKERS

Vane Brothers Rolls Out Expanded Launch Division

The Vane Brothers Company of Baltimore has opened a new division, VANE LAUNCH, combining the resources of Marine Launch at the Port of Baltimore and Philly Launch at the Port of Philadelphia. The new division builds upon the company's existing launch service and its bunkering operations.

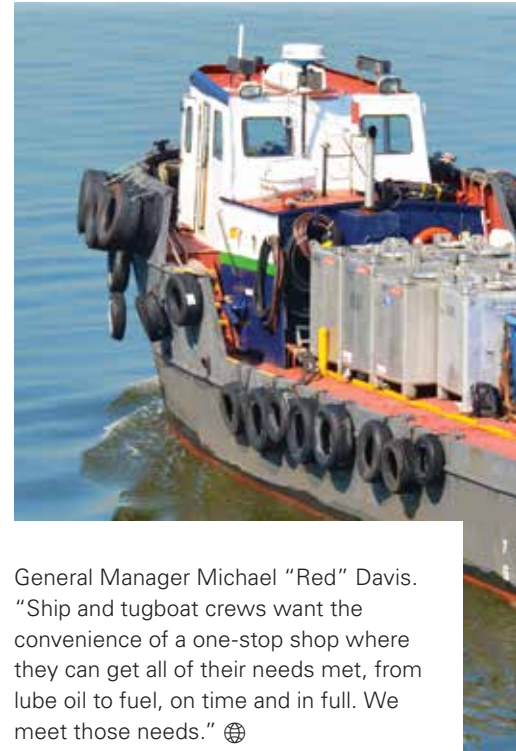
VANE LAUNCH provides service from the Chesapeake Bay to the Delaware River and wherever the marine transportation firm operates its fleet of 120 tugboats and barges along the U.S. East Coast. The new division and Vane Brothers' bunkering operations are linked by an order-and-delivery processing system that allows them to coordinate deliveries and

improve responsiveness.

"Though launch services have long been a part of the Vane Brothers' catalogue, the emergence of VANE LAUNCH signals a new era of expansion and increased commitment to this important business segment," says Vane Brothers President C. Duff Hughes.

Among its many services, VANE LAUNCH delivers ship's stores and supplies, including fresh and frozen foods; transports passengers on U.S. Coast Guard-inspected vessels; delivers lube oil bulk and package products via launch or truck; delivers nonpotable water; and is authorized to remove U.S. Department of Agriculture-regulated garbage from vessels.

"Leveraging Vane Brothers' assets and working together for a common purpose only makes our marine lubricant and launch services more efficient and accessible to a larger customer base," says VANE LAUNCH



General Manager Michael "Red" Davis. "Ship and tugboat crews want the convenience of a one-stop shop where they can get all of their needs met, from lube oil to fuel, on time and in full. We meet those needs." 🌐



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NEWSMAKERS

Wallenius Wilhelmsen Launches Restructuring, Rebrand

The former Wallenius Wilhelmsen Logistics is being restructured into two entities: Wallenius Wilhelmsen Ocean and Wallenius Wilhelmsen Solutions, the company announced in March.

Under the new structure, ocean transportation and land-based logistics will operate as distinct, but connected units. The change will help Wallenius Wilhelmsen as it positions itself for shifts in the automotive and rolling-equipment industries.

“We see shifts from car ownership to car usership, increase in scale of autonomy, increased electrification of vehicles and new entrants providing mobility solutions in very different ways — all challenging existing supply chain, retail and servicing models for vehicles. To meet this development, we aim to develop our logistics infrastructure and service capability, on sea and on land,” said Wallenius Wilhelmsen Group CEO Craig Jasienski in the announcement.

Along with its restructuring announcement, Wallenius Wilhelmsen also unveiled a new logo — a “new, modern take on the traditional W, made up of two lines and a circle.” While the track-like lines symbolize land-based logistics, the circle is designed to evoke both the degrees used in navigation and the “O” in “ocean.” 🌐

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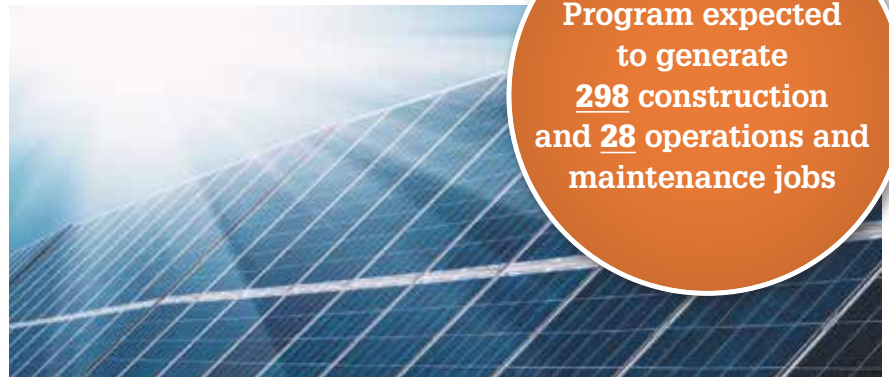
Up to 35 MDOT Sites Could Soon Go Solar

The Maryland Department of Transportation (MDOT) is moving forward with a plan to start running a number of its facilities with solar power. The Board of Public Works approved the plan, which will come at no additional taxpayer cost, in February.

MDOT could install solar panels at up to 35 of its sites within 18 months. Sites under consideration include those owned by MDOT's business units, such as the MDOT Maryland Port Administration.

"Going solar at MDOT facilities helps to grow a green economy while advancing our ambitious greenhouse gas-reduction goals to combat the effects of climate change," said Ben Grumbles, Maryland Secretary of the Environment.

MDOT expects the program to



Program expected to generate **298** construction and **28** operations and maintenance jobs

generate 298 construction and 28 operations and maintenance jobs, with both numbers expected to grow as the solar initiative expands to more sites in the future.

At facilities where solar panels are installed, MDOT projects its utility payments will drop from 10 to 11 cents per kilowatt hour to 6 to 8 cents per kilowatt hour. Neighboring residents and businesses will be able to sign up

to receive energy from the solar panels through Maryland's Community Solar Pilot Program.

The next step is a bidding process for companies hoping to construct, operate and maintain MDOT's solar infrastructure. Six companies that responded to a request for proposals last summer were found to meet the minimum qualifications for bidding and will compete for an initial five-year contract. 🌐

Photo: Kathy Smith

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NEWSMAKERS

Choptank Transport Opens Sales Office in Baltimore

Choptank Transport, a Maryland-based third-party logistics company, is putting the finishing touches on a new sales office in Baltimore located at 333 West Ostend Street.

Located near the historic neighborhood of Federal Hill, which is home to an array of restaurants, quaint stores and Cross Street Market, the office will be convenient for employees seeking a career downtown or within walking distance of the light rail.

The new 4,000-square-foot office space will be opening around June 1. Choptank is interviewing for all positions.

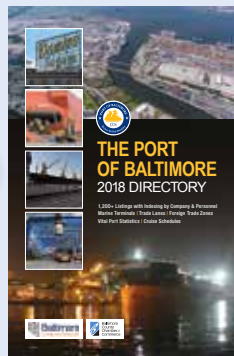
"We are excited to begin hiring for this new location," said Geoff Turner, Choptank's President and CEO. "We hope to fill about 30 positions in sales and operations by the end of the year. Our growing customer base has created the need to offer additional services and add a larger workforce. We

are fortunate to be a business that offers career-seekers ample opportunities for advancement and financial success."

Dave Regulski, Choptank's Vice President of Business Development, is in charge of the company's four regional offices: Tampa, Dallas, Denver and Atlanta. He oversees the opening and staffing of new locations, such as Baltimore.

"We are pleased to leverage the enormous talent from our Tampa office by bringing its Regional Manager, Jacob Griffith, back home to Maryland," said Regulski. "Jake has done an outstanding job in Florida, and we are confident that he will be equally successful in Baltimore. We also are happy to announce the acquisition of our new Tampa Regional Manager, Brandy McMullen, who brings with her years of experience in the third-party logistics industry." 🌐

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GreenPort



Environmental Stewardship at the Port of Baltimore *BY MARY MAUSHARD*



PHOTOGRAPHY COURTESY OF ANCHOR QEA LLC

Below: Water is pumped into the algal flow-way, where algae are allowed to grow. Left: Algae are harvested into a decant tank (far left), where they settle before being fed (middle tank) into the first digester (right), which looks like a small greenhouse.



Port Project Produces Algae-powered Electricity

An experiment in the Patapsco River near the Dundalk Marine Terminal is giving green power a boost. The algae in the river's water are now producing electricity.

The recently completed pilot project is an extension of the earlier algae-as-water-purifier trial — using the algae to produce enough electricity to sustain the system that harvests the algae, breaks them down and produces biogas that will power a fuel cell to produce electricity.

"The electricity powered lights the entire time the fuel cell was operated (October to December, when it was turned off for the winter) and the pump intermittently," said Elaine Darby, Project Engineer at

AnchorQEA, an environmental engineering and consulting firm that worked with the project's partners, including the University of Maryland (UMD) College of Agriculture and Natural Resources, the Maryland Department of Transportation Maryland Port Administration (MDOT MPA), the Maryland Environmental Service and the Maritime Administration of the U.S. Department of Transportation.

The project integrated several technologies into one operating system. First, water from the river was pumped onto a 200-foot-long by 6-foot-wide runway consisting of plastic sheeting covered by a screen where naturally occurring algae were

allowed to grow. As the algae grew, they consumed undesirable nutrients (nitrogen and phosphorus) from the water, explained Emily Chen, Project Manager for AnchorQEA.

The algae were then harvested and fed through a series of three digesters — small, greenhouse-like structures — where microorganisms broke down the algae, producing biogas. After water and hydrogen sulfide were removed, the biogas was supplemented with natural gas and fed into a fuel cell.

The project began in 2016, when scientists determined that biogas resulted from digesting the algae. UMD researchers then received a grant to design the algae digesters. In 2017, the system was designed, built and

operated successfully.

“What I love about this project is that we are taking traditional agricultural practices and water quality work and applying them to an urban setting in a unique way that hasn’t really been done before,” said Stephanie Lansing, Associate Professor in UMD’s Department of Environmental Science and Technology. “We are cleaning up the bay, improving water and air quality, reducing pollution and creating renewable energy using innovative green technologies for the Port, all at once.”

If funded, the effort could move into Phase III, focusing on three areas: evaluating biomass (i.e., algae) handling and recovery methods and their effect on the design of a full-scale algal flow-way underway by MDOT MPA; better control of the digesters; and opportunities for fuel cell use at the Port. 🌐

Port Welcomes Community with Close-up Tour

Representatives from a dozen environmental and community organizations and foundations got a first-hand look at the Port of Baltimore during the fall tour sponsored by the Baltimore Port Alliance (BPA).

“After 25-plus years in Baltimore, I had never been to the Port,” said tour member Elizabeth Harber, the Abell Foundation’s Senior Program Officer. “It was helpful to understand the scope and geography on the ground.”

The tour began with presentations and a discussion at the Ports America Chesapeake Administration Building at Seagirt Marine Terminal, which also offers a bird’s eye view of the terminal’s container operations.

Presenters included Barbara McMahon of the Maryland Department of Transportation Maryland Port Administration, Aamer Qureshi of Ports America Chesapeake and Mike Derby of Wallenius Wilhelmsen Logistics (WWL).

Speakers and tour participants discussed how they could help publicize the Port and its growth. Suggestions included subscribing to the quarterly *GreenPort* newsletter and the bi-monthly *Helen Delich Bentley Port of Baltimore* magazine and promoting and disseminating the Port of Opportunity video



Speakers and tour participants discussed how they could help publicize the Port and its growth.



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series available on YouTube.

WWL's Derby then led a guided bus tour of the Dundalk Marine Terminal.

"It was a great tour and exciting to see the various green initiatives that the Port and its members are undertaking to reduce air and water pollutants," said Mark Cameron of Watershed Planning and Partnerships at the Baltimore City Department of Public Works.

Organizations represented included Blue Water Baltimore, Baltimore Harbor Waterkeeper, Maryland Environmental Health Network, Strong City Baltimore, Chesapeake Bay Foundation, Dundalk Renaissance Corporation, Abell Foundation, Chesapeake Climate Action Network, Mount Royal Improvement Association, C.A.R.E Community Association of East Baltimore and the city's Department of Public Works.

BPA sponsors the Port tours each spring and fall. 🌐

Packed Agenda Set For First U.S. GreenPort Congress

The inaugural American 2018 GreenPort Congress lands in Baltimore in mid-May for two-and-a-half days packed with events exploring the theme of "Green Ports Are Smart Ports."

Kicking off the Congress will be keynote speaker Raymond Fitzgerald, Chief Operating Officer for Logistics at Wallenius Wilhelmsen Logistics, a global transportation and logistics company with a major presence at the Port of Baltimore. Fitzgerald will speak about environmental efforts from a shipping and

logistics perspective.

With more than 30 years in shipping management, Fitzgerald is responsible for shipping and land-based business activity throughout the Americas, Europe, Middle East and Africa. He is also Chairman of American Roll-on/Roll-off Carrier (ARC), the leading U.S. flag carrier operating liner services in the ro/ro sector, and Vice Chairman of the Board of Governors at the nonprofit Ocean Exchange.

The second-day keynote will be a lunchtime address by Patrick

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Verhoeven, Managing Director for Policy and Strategy at the International Association of Ports and Harbors. Verhoeven, based in Antwerp, Belgium, will speak about the world ports sustainability program. His organization represents more than 350 regular and associate members from ports and related organizations in more than 90 countries.

The program features eight major topics that blend policy with best practice, ranging from adapting to climate change to collaborating between ports and shipping. Each topic session will have a moderator and several presenters exploring different aspects of that subject.

Leading experts from the Port of Baltimore, as well as other domestic and international ports and related businesses, will talk about measuring air emissions, reusing brownfield sites, reducing marine litter and collaborating to build and sustain green ports, among other subjects. One session will feature Baltimore-area community leaders, activists and nonprofit representatives focusing on building partnerships for healthy neighborhoods.

More than 200 shipping company representatives are expected at this first American Congress, which runs May 16–18 at the Baltimore Convention Center. It will open with an evening reception May 15 at the World Trade Center. The Congress is offering a selection of Port tours on the last day. 🌐



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GREEN Initiatives

IN 2017, PORT'S AWARD-WINNING PROGRAMS BROUGHT RESULTS FOR THE ENVIRONMENT

BY MARY MAUSHARD



The Port of Baltimore's environmental efforts are proving to be a winning strategy — winning results, winning friends and winning awards.

Tapping innovative technologies as well as proven best practices, the Port enjoyed not only a record-setting business year but also a solid year of improving water and air quality, solving flooding problems, engaging the community and extending its conservation and beautification efforts well beyond the Port's property line.

The Port is a proven economic engine for Baltimore and Maryland. It is fast becoming an environmental engine as well, fueling innovation and investment in reducing emissions, reusing dredged materials, managing storm water, conserving energy and opening wetlands and usable open space around the state.

These efforts are attracting the spotlight as well. In May, the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) will host the first American GreenPort Congress in Baltimore, bringing together shipping professionals from around the world to further the green agenda for all ports.

MDOT MPA's Environmental Management System, which outlines environmental goals and best practices, was recertified in 2017 with an emphasis on take-charge initiatives.

"At the MDOT MPA, we believe that taking responsibility for clean air, land and water not only complements good business, but drives it. Through the GreenPort Initiative, Port leaders, employees, tenants and community volunteers are working together to grow sustainably, be good stewards of the environment and deliver excellent business results," said David Thomas, Deputy Executive Director of Logistics and Port Operations at MDOT MPA.



KATHY BERGREN SMITH

Water Quality

The Port pours tremendous effort into maintaining and improving water quality, controlling storm water, reducing flooding, keeping tons of sediment out of the Chesapeake Bay and bagging litter that endangers marine life.

The young Jellyfish® system of storm water management is meeting expectations in straining oil, trash and debris out of storm water at the Fairfield Marine Terminal. This state-of-the-art underground system filters and treats the water before it flows into the Patuxent River. "It's still early but the system has met expectations so far," said Bryce Selby, Environmental Specialist for the Maryland Environmental Service (MES).

The continuing efforts of the MES and the Port's maintenance department resulted in the collection of more than 160 tons of sediment

through street sweeping and storm-drain monitoring programs at all terminals. The collected sediment goes into a landfill instead of the Bay.

A new anti-litter campaign, "Throw Away Don't Blow Away," at Dundalk Marine Terminal, is attacking surface litter such as coffee cups and plastic bags. Because the terminal is largely open lots, there is little to stop these items from blowing into the nearby water, creating hazards for marine life. They can also damage the many cars stored at the terminal.

A partnership between MDOT MPA and Wallenius Wilhelmsen Logistics LLC, the anti-litter campaign named four Trash Champions. They are employees from various departments who lead by example and gentle suggestions.

Upgrading the Dundalk Marine Terminal's drainage system to prevent damaging flooding is also proving to be beneficial. Prolonged rainstorms that flooded the terminal lots and damaged vehicles led the Port to update its 1929 drainage system.

Working with Whitney Bailey Cox and Magnani LLC, MDOT MPA installed a storage vault that holds up to 56,000 cubic feet of run-off, provides water quality treatment through a sand filter and pumps the water into Colgate Creek. Since the huge vault was installed, no flooding has occurred.

Environmental Programs Garner Awards



The many environmental initiatives happening around and beyond the Port did not go unnoticed. Recent honors include:

ENVIRONMENTAL EXCELLENCE:

The Port of Baltimore earned top honors in the MDOT Environmental Excellence competition.

ENVIRONMENTAL QUALITY AWARD:

R. Earl Lewis, Deputy Secretary of MDOT, presented the Environmental Quality Award for the Port's Air Quality Voluntary Agreement.

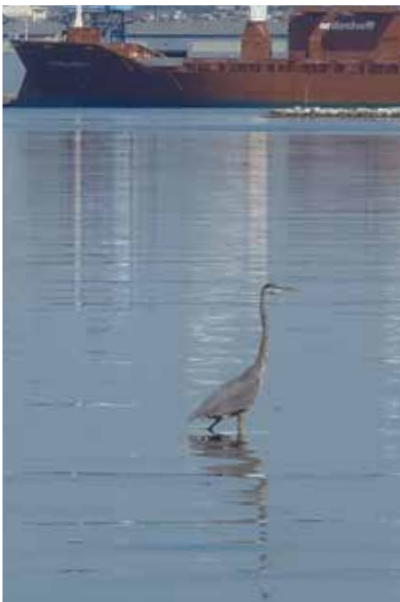
AWARD OF EXCELLENCE:

The Maryland Quality Initiative consortium presented this award for managing storm water while preventing flooding.

GREEN SUPPLY CHAIN PARTNER:

Inbound Logistics named the Port a Green Supply Chain Partner for its combined environmental efforts, especially the dray truck replacement program.

COURTESY OF MASONVILLE COVE



Air Quality

MDOT MPA is committed to reducing air emissions at its public terminals at the Port of Baltimore, working closely with its tenants and port-users to identify and implement air emission-reduction strategies for terminal activities.

The first step is to assess air emissions from cargo-related operations and develop air emission inventories (EI). MDOT MPA voluntarily conducts these inventories and uses them to track and quantify emissions. MDOT MPA has conducted landside inventories for calendar years 2006, 2012 and 2016.

MDOT MPA's 2012 and 2016 inventories were comprehensive,

gauging landside, cargo-related activities, including operations of cargo-handling equipment, heavy-duty diesel vehicles (HDDVs) and rail and mobile cargo, such as automobiles and roll-on/roll-off equipment. The inventories measured the emissions for pollutants from greenhouse gas carbon dioxide (CO₂) and criteria air pollutants, including carbon monoxide (CO), nitrous oxides (NO_x), particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide (SO₂) and volatile organic chemicals (VOCs). These inventories provide a current picture of landside, cargo-related air emissions at the MDOT MPA-owned terminals for

evaluating emission-reduction efforts.

Between 2012 and 2016, the cargo moving through these terminals increased by 10 percent. During that same time, however, emissions per ton of cargo handled decreased by an average of 23 percent for all pollutants (*Figure 1*). Emissions are a function of fuel type, fuel consumption, engine type and emission controls on engines. The reduction in emissions is attributed to the modernization of cargo-handling equipment, newer heavy-duty diesel vehicles servicing the terminals and more efficient gate and terminal operations.

Modern cargo-handling equipment includes terminal tractors, top loaders, forklifts and cranes. Between 2012 and 2016, the number of terminal tractors with tier 4 diesel engines increased from 11 to 50 and use of these modern tractors increased from 5 percent to 47 percent (*Figure 2*).

Replacing older cargo-hauling equipment to reduce pollution and greenhouse gases at the Port is the newest phase of the Port's Clean Diesel Replacement Program.

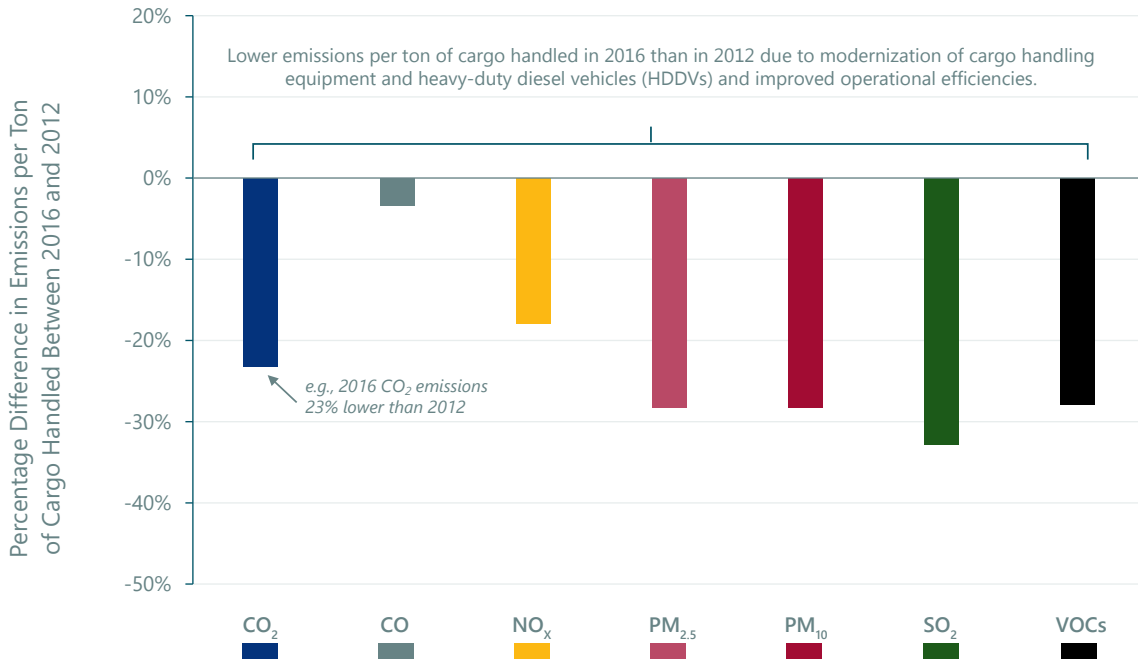
Fully launched in 2017, the cargo-hauling project encourages companies working at the Port to update their equipment by offering them up to 25 percent of the cost of a new (or newer) vehicle that meets the most current emissions criteria.

At least 10 equipment owners have enrolled in this Environmental Protection Agency-funded program and will be putting new forklifts or terminal tractors, for example, on the road soon.



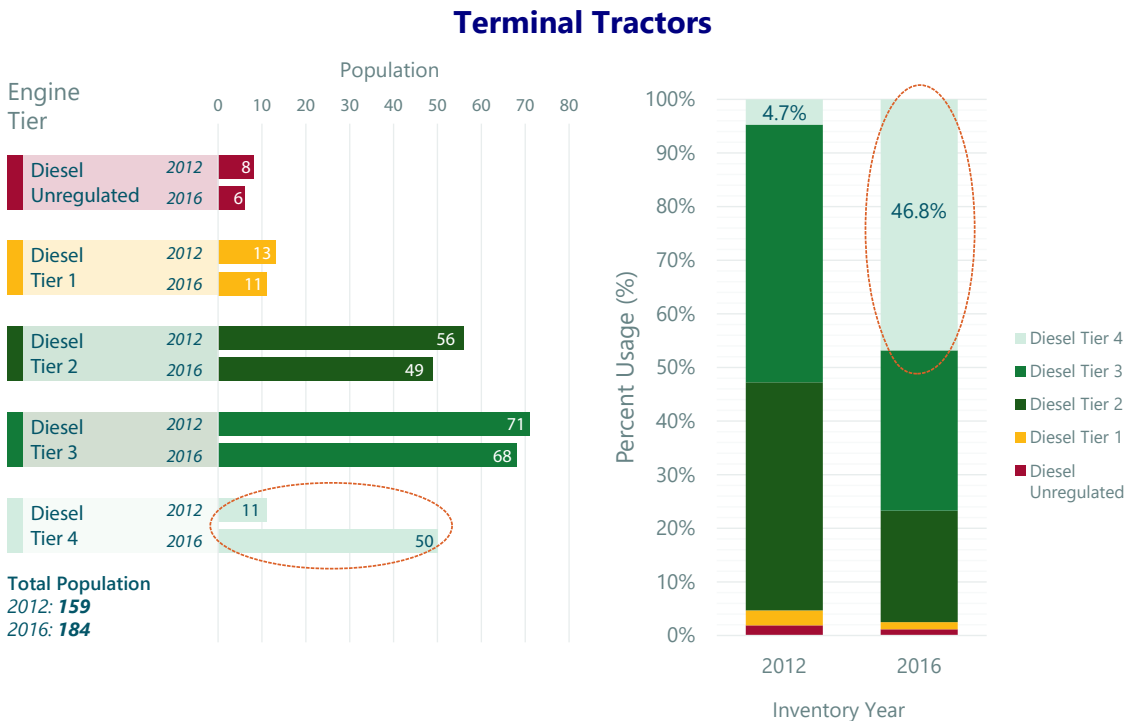
← **Three new dump trucks replaced 2008 models, reducing diesel emissions and cutting the Port's fuel and maintenance costs.**

Figure 1. Decreases in Landside Emissions Per Ton of Cargo Handled at MDOT MPA Public Terminals (2012-2016)



↓ Since 2012, the Port of Baltimore has added 39 Tier 4 terminal tractors. Tier 4 terminal tractors move 47% of the cargo through the Port. This leads to a significant reduction in diesel emissions. Tier 4 refers to the latest emission milestone established by the U.S. Environmental Protection Agency applicable to new engines found in off-road equipment, including terminal tractors.

Figure 2. Modernization of Cargo Handling Equipment at MDOT MPA Public Terminals (2012-2016)



Part of the same grant also enabled the Canton Railroad Company to install idle-reduction technology in its six switcher locomotives, most of which operate at the Port. These systems reduce idling time, cut fuel use, oil, emissions and wear and tear on engines, decrease noise because the locomotives idle only when necessary and take the guesswork out of a conductor's job. These SmartStart microprocessors have also extended the lives of these aging locomotives.

The success of the Dray Truck Replacement Program continues with 172 older trucks replaced with newer, more energy-efficient ones. The program, which grants up to \$30,000 per vehicle, has been in effect since 2009.

In addition to the diesel replacement program, MDOT MPA added to its Green Fleet initiative with three new 2018 Western Star dump trucks to replace three 2008 model trucks. The new vehicles, certified as compliant with 2010 EPA and California Air Resources Board emission standards, will save the state money on fuel and maintenance and enhance air quality.



➤ *Volunteers spread out in the median of U.S. Route 40 in West Baltimore to plant trees as part of MDOT MPA's partnership with Blue Water Baltimore.*

Tree Canopy

Trees play many important roles in environmental health. Increasing the urban tree canopy inhibits runoff that can foul Maryland's waterways. Trees also improve air quality, provide shade, cool the atmosphere, beautify neighborhoods and bring communities together.

MDOT MPA's partnership with Blue Water Baltimore Forestry Program achieved all these goals in 2017. Port employees and their families helped to plant at least 80

saplings in the median of U.S. Route 40 in West Baltimore. The program is committed to increasing the region's tree canopy by planting and maintaining 500 trees.

The Baltimore Port Alliance (BPA) extended its community outreach by adding neighborhoods to its community improvement efforts. BPA teamed up with BMORE Beautiful, a pilot peer-to-peer beautification project in 22 communities in Baltimore City and County. BPA pitches in with crews of willing workers and by providing tools and equipment to residents.



KAREN WYMM



Community Engagement

The Port reached more than 23,300 community members through tours, school presentations and community events in 2017. These events help Port representatives know what nearby communities care about and how they can help.

In addition, thousands of visitors used the recreational areas restored through the dredged material reuse program. Birders are especially fond of Cox Creek and Hart-Miller Island, where many birds, some rare in these areas, make stops. “Our sites continue to be among the top in the birding world,” said Katrina Jones, Outreach Director for Harbor Development for MDOT MPA.

MDOT MPA also engaged the community through two contests in 2017.

Residents of Brooklyn and Curtis Bay and students from schools in those areas chose Captain Trash Wheel as the name for the third trash wheel, which will be introduced this spring.

Amateur photographers submitted more than 45 entries in MDOT MPA’s photo contest, “Sediment to Solutions” — images the photographers thought best represented the Port. Winners were published in the *Port of Baltimore* magazine. 🌐

← *One of the amateur photographer “Sediment to Solutions” photo contest winners. Above, Captain Trash Wheel will start work this spring. At right, moss and drought-resistant plants flourish on part of the Port’s green roof. Soon they will be planted on the entire roof.*

Innovative Green Roof Challenges Builders



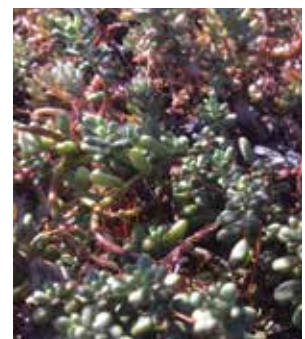
The Port of Baltimore’s first Green Roof is set to bloom, thanks to a lot of hard work over the past two years. The roof, installed on one of the Port’s metal sheds and financed through a grant from the Department of Natural Resources (DNR), is a testament to innovation and creativity, as it had to be far lighter and thus shallower than most green roofs.

“A typical green roof weighs 30 pounds per square foot; we agreed to be a partner with the Port and build a roof at less than 10 pounds per square foot that will hold an inch of rainwater,” said Michael Furbish, President and Founder of Furbish Co. of Baltimore, which has been building green roofs for 14 years. The water accounts for about half of those 10 pounds.

To meet this weight challenge, Furbish installed the roof with just over one-quarter inch of soil, compared to the industry standard of 4 inches.

“It’s taken a fair bit to get a particular green palate to grow,” said Furbish. But with experimentation and research, the firm has come up with a combination of moss and drought-resistant plants that are growing in a section of the roof. Once that flourishes, which Furbish is confident will be this spring, the firm will plant the rest of the 20,000-square-foot roof.

The DNR grant included enough money for a second roof, but his firm and the Port decided to build a bio-retention cell instead because it will provide more water management for the same price as another roof, Furbish said. This wetland pond will be completed in 2018.



Partners

PORT, REAL ESTATE OFFICIALS SUPPORT
MUTUAL CUSTOMERS' SUPPLY CHAINS



BY TODD KARPOVICH

in Growth

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) works closely with customers to find the best sites for moving their cargo through the Port of Baltimore.

MDOT MPA and the local real estate community support mutual customers' supply chains from the site selection process through to cargo movement. Port officials understand how Baltimore can fit the needs of prospective clients, and this helps beneficial cargo owners (BCOs) to determine sites for new locations.

This also means working closely with local real estate brokers and developers to articulate and reinforce the benefits of the Port. Many of these real estate professionals serve as effective ambassadors for the Port, luring clients to the region because of its vibrant maritime sector and the Port's updated infrastructure.

This process demonstrates the MDOT MPA's collaborative relationships across the community and its role in attracting new shippers to the Port.

"In addition to the growing complexity of international supply chains, they have become much more integrated in all facets of cargo delivery from origin to consumption," said Donovan Murray, General Manager, Intermodal/Trade Development for MDOT MPA. "Our valued commercial real estate partners provide a critical linkage to the Port, and we work closely together supporting our mutual customers' needs. Whether it's the initial site selection process or expansion of an existing footprint, our collaborative approach resonates with them and provides the best solution for their business."

For example, Thomas M. Mink, Jr., Senior Vice President at CBRE, the largest commercial real estate services and investment firm in the world, collaborates frequently with Port officials. He said that Murray and his colleagues are an "incredible resource" for the CBRE team when the company has a potential port-user.

"The Port of Baltimore continues to be one of the most robust drivers of demand in our industrial market," Mink said. "The

← *This aerial photo shows the Chesapeake Commerce Center, an industrial campus located on the former General Motors assembly plant site in eastern Baltimore City just off I-95. The space, developed by Duke Realty, is strategically located by the Port of Baltimore and offers rail service by Norfolk Southern and CSX railroads. CBRE, the largest commercial real estate services and investment firm in the world, collaborates frequently with Port officials to find this type of available industrial space.*



↑ The building located at 5901 Holabird Ave. (top left) has convenient office space for firms working closely with the Port of Baltimore. The property (lower left) at 6615 Tributary St. has between 4,800 and 28,200 square feet of industrial space for rent. Both buildings are being leased by CBRE.

Port of Baltimore is the most inland port on the Eastern seaboard and acts as a direct conduit to the Midwest via Interstate 70. This, combined with the fact that the Baltimore/Washington Metropolitan Statistical Area is the fourth largest in the U.S., gives our Port excellent connectivity to consumers and retailers. We interact daily with customers that are considering moving/expanding their business in and around the Port.”

JLL, founded as a London auctioneer

in 1783, has evolved into a global financial and professional services firm specializing in commercial real estate that works closely with the MDOT MPA. The company provides advisory and transaction services to commercial real estate users, owners and investors, and the company works closely with firms that have a presence at the Port.

Todd Hughes, Managing Director of JLL and leader of the Baltimore Industrial Practice Group; Dr. Walter Kemmsies, Economist and Chief Strategist; and Benjamin T. Meisels, Managing Director, Industrial Advisory and Transaction Services, focus their attention on JLL’s industrial sector.

The firm’s clients span the breadth of industries that use the Port, including consumer goods, retail, food and beverage, third-party logistics and automotive. JLL has also played a vital role in representing the ownership of Port-related projects, including Tradepoint Atlantic, a 3,100-acre redevelopment of the former Sparrows Point steel mill.

“The Port of Baltimore is a very significant selling point to many of the occupiers of industrial and commercial real estate,”



Hughes said, lauding the Port for consistently improving its infrastructure to move cargo more seamlessly.

“It’s attractive to those that are port-users because having world-class facilities is key. The area is also attractive to firms that are not port-users themselves because they want to be in a market where there are surrounding world-class logistics services,” he added. “When you have a port that has those types of facilities, it just helps to grow the overall base of logistics services.”

Kemmsies has a Ph.D. in economics and specializes in global trade and infrastructure development, experience that has helped him at the Port. He works closely with Mark Levy, a JLL Managing Director who leads its U.S. Ports, Airports and Global Infrastructure Practice. This group has supported the master planning and marketing of Tradepoint Atlantic since its inception.

In 2006, Kemmsies and other experts anticipated that container ships would become increasingly larger and ports would have to adjust to accommodate them. The Port of Baltimore has done so, making it more

“ [The Port of Baltimore] is attractive to those that are port-users because having world-class facilities is key. The area is also attractive to firms that are not port-users themselves because they want to be in a market where there are surrounding world-class logistics services.”

— *Todd Hughes, Managing Director of JLL*

attractive to JLL’s clients.

Kemmsies also pointed to the Port’s access and proximity to Midwestern markets as additional selling points. “It’s a particular advantage because we do have to send containers there by truck,” he said. “But there is a substantial mid-Atlantic population concentration and we service that very well. MDOT MPA has also instigated all kinds of great opportunities for the private side.”

Meisels agreed that the Port is attractive to potential clients, especially as more companies want access to mid-Atlantic markets. He said

↑ Improvements at the Port of Baltimore continue to spur interest in new investment and development in the area. A speculative 1 million-square-foot distribution facility is being completed at Tradepoint Atlantic. JLL provides advisory and transaction services to commercial real estate users for space at this site.

“ The Port of Baltimore does an excellent job of proactively identifying and soliciting companies to use the Port. It is not often that we mention a prospect to the Port that the Port doesn't already have a good line of existing, ongoing communication with.”

— James P. Lighthizer, President of Chesapeake Real Estate Group (CREG), LLC

the nation's ports are enjoying record traffic, and Baltimore is no exception.

“Port-proximate real estate has never been more important,” Meisels said. “Tradepoint Atlantic aligns well with MDOT MPA, as the site has 3,100 acres and two Class 1 railroads. Cargo that comes into Baltimore needs a place to be stored and deployed, and Tradepoint is certainly well suited to handle these needs going forward. That is ultimately what attracts companies to the Port.”

Perhaps most importantly, waterfront facilities still have capacity — potential that fits well with a renaissance in industrial growth around Baltimore as a whole, Kemmsies said.

“The Port is critical in reactivating that capacity,” he added. “There is ample room to grow and create more jobs.”

Tradepoint will play a key role. Ownership demolished 15 million square feet of buildings and is rebuilding to meet the needs of the current market. More than 3 million square feet of modern facilities have already been built.

Tradepoint recently received a \$20 million TIGER grant to further boost infrastructure, the largest amount allocated to any port in 2018. Kemmsies adds, “The public sector is dealing with budget deficits and high debt levels, and therefore, has to be careful about allocating funds to developments that will support growth and generate a high return. The award to Tradepoint, therefore, indicates that its importance to the economy — locally and nationally — is significant.”

In addition, the Port of Baltimore is the top-ranked U.S. port for handling autos and light trucks, farm and construction machinery and imported sugar. Overall, Baltimore is ranked ninth for the total dollar value of cargo and 14th for cargo tonnage out of all U.S. ports.

McLane G. Fisher, the Director of Cushman & Wakefield's Industrial Services Group, said, historically, the most real estate value around the Port was in silos for specific industry segments, such as metal, lumber, auto and roll-on/roll-off cargo. The perception is that current and future 20-foot equivalent unit (TEU) growth will revolve around additional ocean carriers calling at Baltimore. Additional support by the U.S. Department of Commerce



↑ The Tradepoint Atlantic redevelopment provides clients with new opportunities to locate in the immediate vicinity of the Port of Baltimore. JLL has played a key role in attracting companies to sites around the Port because of the modern infrastructure and easy access to roads and rail.



could also be a catalyst for growth, according to Fisher.

“To date the growth has been incremental in its effect on industrial real estate, but there’s optimism coming from both the occupier and real estate communities,” he said.

On the development side, James P. Lighthizer, who founded Chesapeake Real Estate Group (CREG), LLC, with his partner and Executive Vice President Matthew Laraway, estimates that 75 percent of his firm’s clients want to locate near the Port. He said the new cranes, deeper berths and road improvements along Holabird and Broening highways have helped the flow of goods through the Port.

“The Port is a big part of the demand for many companies operating around the entire Maryland region. I would not say that it is a selling point to potential clients because

companies are educated long before we ever have contact with them,” Lighthizer said.

“They know about the Port of Baltimore, and we don’t often get involved in selling it for that reason.”

CREG is working with AGCO, a tractor wholesaler/distributor that uses the Port extensively. The company is here because of the Port, and CREG is building it an expansion facility on Trimble Road in Harford County.

“We meet and talk regularly with the Port to compare notes on prospects who use the Port and are looking to expand or who may come to town and begin to use the Port,” Lighthizer said. “The Port of Baltimore does an excellent job of proactively identifying and soliciting companies to use the Port. It is not often that we mention a prospect to the Port that the Port doesn’t already have a good line of existing, ongoing communication with.” 🌐

↑ **Chesapeake Real Estate Group (CREG) is leasing space at 5350 Holabird Ave., in the new Port 95 Industrial Park. The site is adjacent to the Port of Baltimore and has more than 140,400 square feet of industrial space available to clients looking for easy access to I-95. CREG estimates that 75 percent of its clients want to locate near the Port.**



TECHNOLOGY ENHANCES EFFORTS TO MEET CHALLENGES ON MANY FRONTS

BY MARY MAUSHARD | Photography Courtesy of U.S. Coast Guard

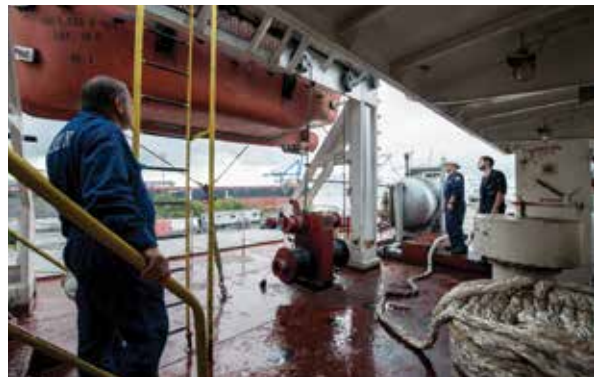
With six terminals spread over 1,300 acres, access from land and water, thousands of employees and visitors and billions of dollars of cargo coming and going, the Port presents a significant security challenge — on many levels.

But due to diligence, a dedication to safety and security and committed employees, the Port consistently ranks high on the security spectrum. The U.S. Coast Guard has, in fact, just awarded the Port's six public terminals its highest security ranking — "excellent" — for the ninth consecutive year, based on its annual inspections to ensure the terminals are complying with federal security regulations.

"The success of this year's exam was due in large measure to the outstanding professionalism, commitment and dedication exhibited by the Port's Security Department, Maryland Transportation Authority Police and Allied Universal," said Coast Guard Captain Lonnie Harrison, Sector Commander for the Maryland-National Capital Region, in a letter to James White, Executive Director of the Maryland Department of Transportation Maryland Port Administration (MDOT MPA).



← **U.S. Coast Guard Petty Officer 2nd Class Zaid Filleul, a marine science technician from Sector Maryland-National Capital Region, Baltimore, explains and demonstrates the inspection process at the Seagirt Marine Terminal, Baltimore, March 23, 2018.**



➤ *Clockwise from above: Filleul refers to something called a job aid, which has the criteria for a waterfront facility's inspection.*

Survey Vessel Catlett in front of the Fort McHenry National Monument and Historic Shrine, conducting hydrographic surveys of channels associated with the Port of Baltimore.

Chief Warrant Officer Jeff Brown, a port state control inspector at Coast Guard Sector Maryland-National Capital Region, tests the emergency equipment on board the Asphalt Trader.

One of the major technologies is a sophisticated closed-circuit television (CCT) system that allows security officers to monitor all access points and the interior and exterior areas of the terminals.

"I appreciate and commend these efforts as they greatly enhance our ability to meet our mutual goal of maintaining the safety and security of the Port of Baltimore," wrote Harrison.

David Espie, Director of Security at MDOT MPA, agrees that the substantial security operation at the public terminals takes commitment, cooperation among several agencies and able employees. It gets a boost from high-quality, advanced technology.

"Since 2001, the Port has received \$21 million in federal port security grants from the Federal Emergency Management Agency (FEMA)," Espie explained. "We've been very fortunate." This federal money, covering 75 percent of projects with the remainder from state funds, makes the Port's technology "second to none among ports."

One of the major technologies is a sophisticated closed-circuit television (CCT)

system that allows security officers to monitor all access points and the interior and exterior areas of the terminals. "CCT is used throughout the terminals and can be adjusted to monitor certain special cargo," such as military equipment or large shipments of luxury cars, he added.

The CCT system has an analytics feature that enables cameras to pick up abnormal activities and send alerts to security staff. "It's amazing technology," said Espie, adding that most, if not all, of the technology was made possible by the FEMA grants.

The security department is responsible for securing the Port on land and from the water and has a busy cruise terminal, plus the cargo terminals, to oversee. For its waterside surveillance, it employs military-grade SONAR around the cruise terminal to look out for objects or dangers below the surface of the water.

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— about 100 to cover day-to-day operations at the six terminals, Espie said. There are 45 officers from the Maryland Transportation Authority (MDTA) Port Detachment, who also have marine, canine and forensics capabilities, and 50 security officers from the private security firm Allied Universal. The security officers staff all access points and perform other necessary duties.

The Coast Guard, which performs the annual inspections, is the regulatory body for Port security, writing and communicating policy changes and overseeing the Port's required five-year security plan. The annual visual inspections review access-control procedures and ensure that physical security features, such as lighting and fencing, meet federal standards.

"The size and scope of the Port are large. Security threats can come from anywhere, but the Port addresses them all. They have it pretty well buttoned up. They operate safely," said Coast Guard Petty Officer Dane Grulkey. The Coast Guard also conducts an annual hazardous materials inspection.

Espie described a complex identification system for people and vehicles, including the mVisitor gate pass, a radio frequency ID program (RFID) and the federally mandated Transportation Workers Identification Credential (TWIC) — all meant to ensure that individuals have legitimate reasons to enter the Port.

"We do everything we can to secure each terminal while facilitating commerce," said Espie. The security measures pay off. "We have very little criminal activity."

There are other payoffs as well: "Security has become another point of marketing," he added. "We can say, 'your workers will be safe, your cargo will be safe, your tools and equipment will be safe.'"

"The Port of Baltimore has a consistent record as one of the most productive and secure ports in the nation," said Gov. Larry Hogan. "The Port continues to be one of Maryland's leading economic engines, and our administration congratulates everyone who had a role in this well-deserved recognition." 🌐



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Baltimore Is a Winning Location for Chesapeake Real Estate Group

MAJORITY OF REAL ESTATE COMPANY'S CLIENTS WANT TO LOCATE NEAR THE PORT

BY **MERRILL WITTY** | *Photography Courtesy of CREG*

The name Lighthizer is well known in Maryland. O. James Lighthizer was Anne Arundel County Executive from 1982–1990 and Maryland's Secretary of Transportation from 1990–1994.

His art of collaboration and teamwork influenced his son, James P. Lighthizer, who emulated these qualities and acquired an appreciation for the regulatory process and the intertwined roles of government and business.

The younger Lighthizer put these lessons to good use. After graduating from Mount St. Mary's University in Emmitsburg, Md., he joined CBRE, the largest commercial real estate services and investment firm in the world. He spent 16 years

there as an industrial broker. "I received great training on the asset management, investment and corporate representation sides of the business," he said.

Lighthizer entered real estate and business development because of the "sky-is-the-limit nature of commercial real estate," he said. "That's what appealed to me. The projects and potential seemed limitless, and they are!"

In 2004, James P. Lighthizer launched his own company, Chesapeake Real Estate Group (CREG), LLC, with his partner and Executive Vice President Matthew Laraway, so he could follow through on his creative entrepreneurial ideas. Since then, the Hanover-based company has successfully implemented

→ **James P. Lighthizer launched Chesapeake Real Estate Group (CREG), LLC, with his partner and Executive Vice President Matthew Laraway in 2004. About 75 percent of CREG's clients seek to open space near the Port of Baltimore.**



KATHY BERGREN SMITH

an investment strategy of acquiring and developing more than 30 properties, with more than 5 million square feet of industrial, office and retail property in the Baltimore-Washington metropolitan area. CREG's 425,000-square-foot facility in White Marsh receives all Starbucks green beans enroute to being roasted at a plant in York, Pa.

Most of CREG's work is in building large industrial distribution and office/warehouse facilities, but the company also has some office and retail projects. The Maryland Department of Transportation Maryland Port Administration itself is not involved in the projects, but about 75 percent of CREG's clients want to locate near the Port of Baltimore.

"An obvious recent example of the Port's impact is the Amazon fulfillment center" on Broening Highway, Lighthizer said. Amazon's products come from across the country and around the world, with many of them moving through the Port.

"Our Port 95 project on Holabird Avenue is another direct illustration of



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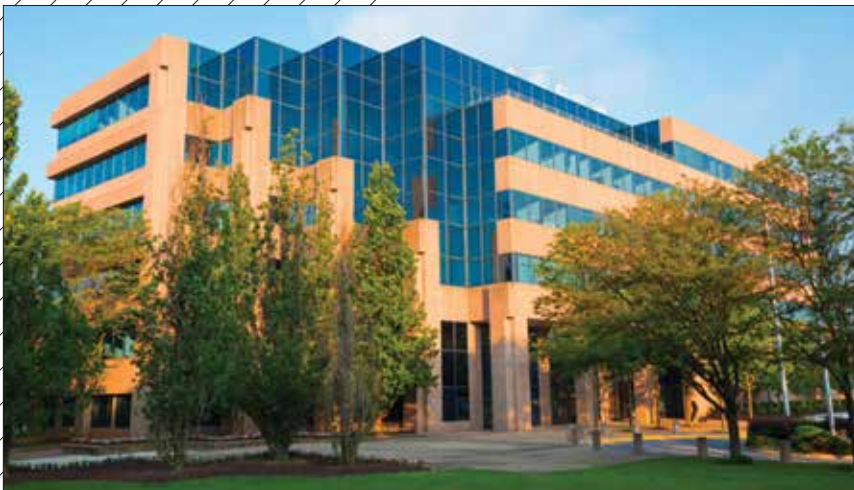
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→ **PORT BUSINESS**



Chesapeake Real Estate Group's Port 95 project (upper left and aerial) on Holabird Ave. has 1 million square feet of new industrial space available. The company purchased the former Unilever Detergent manufacturing facility and created more than 600,000 square feet of multistory space in a best-in-class, state-of-the-art logistics park. Parliament Place (center) is a 122,000-square-foot Class-A office building in Prince George's County and is the new corporate headquarters of the Thompson Creek Window Company.



demand for a Port location. We have 1 million square feet of new available industrial space across the street from the new Amazon facilities.

"We bought the former Unilever Detergent manufacturing facility and demolished over 600,000 square feet of multistory space to create a best-in-class, state-of-the-art logistics park," he explained. "Johns Hopkins has recently committed to 165,000 square feet there, and numerous other prospects have expressed interest."

CREG also built, on speculation, a

571,000-square-foot cross-dock building in Harford County and signed a lease with XPO Logistics, which provides direct third-party logistics for Amazon. "Most of our industrial tenants use the Port to one extent or another," Lighthizer said.

Another brand choosing CREG's expertise is AGCO, a global leader in the design, manufacture and distribution of agricultural equipment and related services. AGCO products are sold through five core brands: Challenger®, Fendt®, GSI®, Massey Ferguson® and Valtra®.

"CREG continues to be a critical

partner in supporting AGCO's growth," said James Shurts, Director of Operations for Imported Products at AGCO. He noted that his firm has worked with CREG for more than eight years and recently selected CREG as the general contractor for its new warehouse.

"AGCO's Baltimore Assembly Center is responsible for the final assembly and distribution of the Massey Ferguson brand of compact and utility tractors in North America," Shurts said. "The Baltimore team is also responsible for the final inspection and completion of the Fendt and Challenger brand tractors imported from our European operations."

AGCO also imports a large volume of material for its products through the Port.

"Our facility in Baltimore is extremely important to our North American operations as it distributes to the northeastern U.S. and Canada," he explained.

About the new warehouse project, Shurts explained the process that led to the expansion contract. "In this case, Chris Murray and the team from CREG initiated the discussion. They were aware of AGCO's recent compact tractor growth and our need for more warehouse space. CREG presented a solid business proposition that met our needs, coupled with a very positive past support relationship. That made the decision for AGCO very easy."

Lighthizer noted that while infrastructure requirements always present challenges, the process for meeting water, sewer, electrical, storm water and road state and local regulations has become easier, especially close to home.

"Baltimore City is business friendly and is one of the better places to do business in the state," he said.

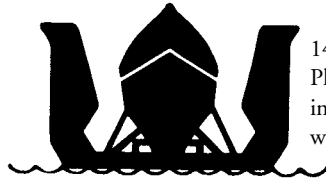
Lighthizer and his wife, Jennifer, have a home on the water in Severna Park with their two boys, ages 8 and 9. "I spend my free time helping to coach them in youth sports, and any more free time is spent boating the Severn River!" 🌐

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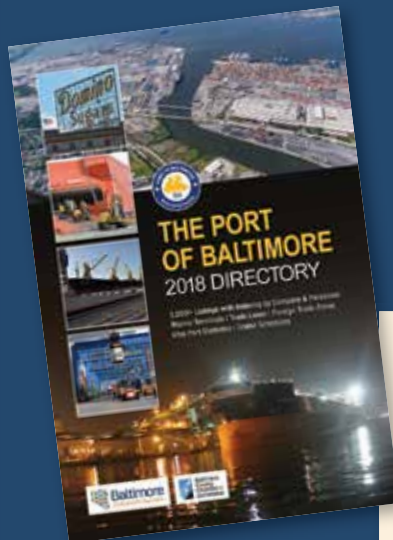


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Keeping a Century-old Promise

PORT'S TRUSTED PARTNER KALMAR GLOBAL HELPS BOOST SEAGIRT GROWTH WITH RTG CRANES

BY MARY MAUSHARD | Photography by Jason Gasparik, Kalmar Global



International cargo-hauler Kalmar Global pledges to help its customers make their “every move count.” That’s not necessarily easy when those customers are moving multi-ton intermodal containers filled with cargo.

But with a history that goes back to its start in the Netherlands more than 100 years ago, a track record of delivering cargo on time and within budget, and a philosophy that espouses openness and innovation, Kalmar has been successful in keeping its promise.

It’s not surprising then that Ports America Chesapeake (PAC), which operates Seagirt Marine Terminal, contracted with Kalmar when it wanted to purchase more cranes for moving cargo at Seagirt. Six rubber-tired gantry cranes (RTGs), manufactured in China and shipped through the Panama Canal, arrived in late January. “We shipped



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them fully erect and almost fully commissioned," said Jason Gasparik, Director of Sales, Parts and Terminals for Kalmar Americas. "That is a pretty big thing in the world of cranes."

And in the world of cranes, Kalmar is a pretty big player. One out of every four containers in the world is moved by Kalmar, said Gasparik, who oversees the company's business throughout North America.

"These machines are the most advanced RTGs Kalmar has produced for North America," said Darren Thompson, Director of Operations for PAC. "Kalmar is a trusted and reliable industry partner with Ports America."

Part of the Finnish stock-listed firm Cargotec, Kalmar is one of the world's largest cargo-haulers, providing not only cranes, but also forklifts, terminal tractors, reach stackers and other equipment, along with automation solutions and services for ports, terminals, distribution centers and heavy industry. Its products are manufactured in China, Poland and the U.S.

Kalmar USA does not have an office or employees in Maryland, though it has an estimated 600 to 700 U.S. employees in at least nine other states. Kalmar also maintains a service network of more than 1,500 technicians who work on all brands of equipment. Overall, Kalmar has about 5,700 employees in 30 countries.

A team of 20 people from Kalmar was on hand for the recent crane delivery at Seagirt. It took an additional three weeks to complete the



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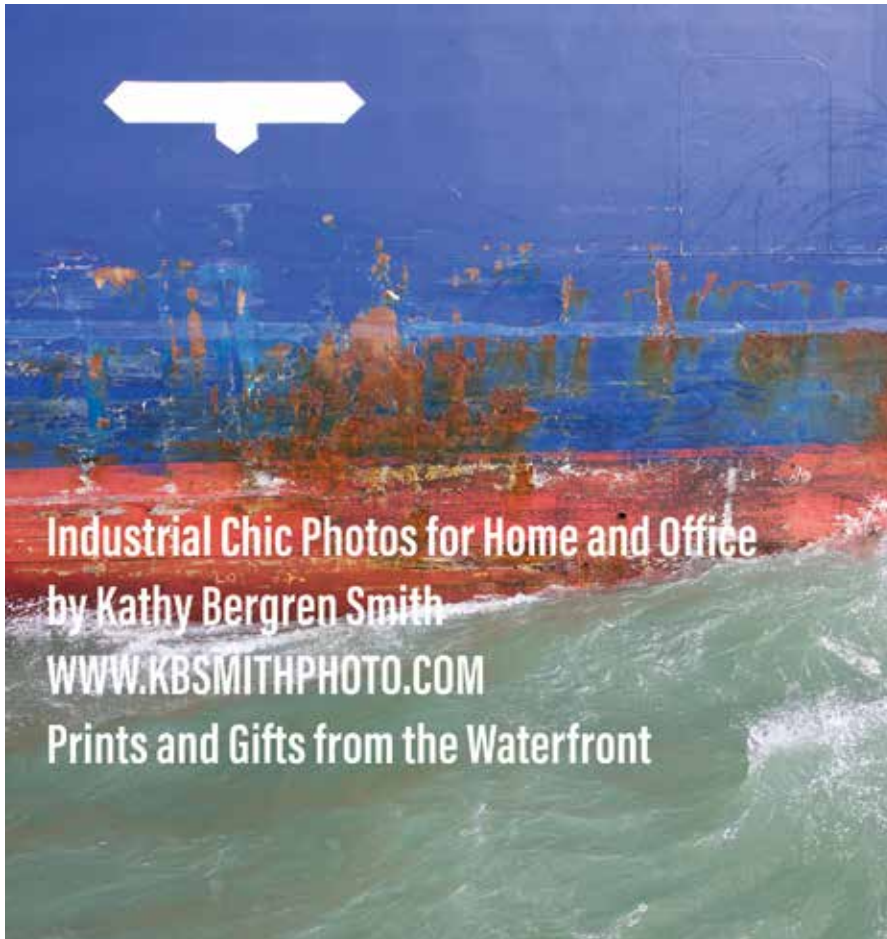
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→ PORT BUSINESS



↑ One of the six Kalmar rubber-tired gantry cranes is lowered into place at Seagirt Marine Terminal this winter. Ports America Chesapeake now has 22 cranes at work.

commissioning before the cranes were operational. After that, technical staff remained onsite to provide training and consultation.

The six new cranes were put to work alongside PAC's existing 16 cranes, enabling the terminal to handle more containers more efficiently. "We are delighted to increase our RTG fleet to 22 with the addition of six new Kalmar RTG cranes," said Thompson.

"They will be deployed primarily to service the over-the-road trucks picking up import containers daily at our Seagirt Marine Terminal, significantly increasing terminal efficiencies and capacities," he added.

Costing about \$12 million total, the cranes will enable PAC to accommodate the continued growth in Port activity since it welcomed the first big container ship to travel through the Panama Canal in 2016.

Each crane weighs 325,500 pounds and can accommodate up to 30 containers

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(six wide and five high), with an open row on top and at one side to move the containers.

Kalmar is not a newcomer to the Port. Its forklifts are at work there, and the company provides its SmartPort process automation solutions to enable port operators to work more efficiently by streamlining inventory management and helping trucks move more quickly, for instance, Gasparik said.

Kalmar is also one of the sponsors of the international GreenPort Congress that's to be held in Baltimore this May.

SmartPort is part of Kalmar's new direction, building on technological advances and its innovative bent, said Gasparik. "We are a leader in automation, while not forgetting where our roots are. We were steel benders and steel movers."

Kalmar's foundations lie deep in Finnish and Swedish engineering expertise, yet the organization is made up of many great businesses from around the world — all of which have contributed to the knowledge and expertise that got Kalmar where it is today. In the 1950s, the firm expanded into North America, where the first terminal tractor was manufactured in 1958 in Ottawa, Kan. That facility continues to build these off-road trucks for distribution throughout the Americas.

One of the firm's recent innovations is the use of drones to inspect equipment, such as the RTG cranes. "The drones allow us to get close-up high-resolution images of critical stress areas that can help us identify areas that do or do not need further inspection by a person," said Gasparik. This reduces the length of time a crane must be out of service for regular safety inspections and increases overall industry safety, with fewer workers climbing to the top of the cranes.

Gasparik stresses that Kalmar is indeed forward-thinking — trying to anticipate shippers' needs and technological advances into the next decade and, thus, ensuring that the company continues to make "every move count." 🌐

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DISTINGUISHED CAREER EQUIPPED OUTGOING COAST GUARD SECTOR COMMANDER TO JUGGLE COMPLEX WORKLOAD

STORY & PHOTOGRAPHY BY TINA IRGANG LEADERMAN

When Capt. Lonnie Harrison hands over command of the Coast Guard's Maryland-National Capital Region on April 27, there will be a sense of déjà vu.

Harrison's successor is Capt. Joseph Loring — who also took over command of the Coast Guard's Marine Safety Unit in Savannah, Ga., when Harrison left that job in 2011.

"He's following me around," Harrison quipped.

Since taking over as Sector Commander in 2015, Harrison has clocked untold hours traveling around Maryland and the Washington, D.C., area, meeting with important partners and building relationships.

"Just in the [National Capital Region], we have more than 100 partners," he said. "I have to maintain those healthy relationships not only there, but in all of Maryland. ... You don't want to have something bad happen, and the first time you deal with somebody is during a

bad incident. So, the familiarity and the trust and building those relationships is important."

Harrison's typical workday starts with an operations brief, where he receives updates on what is going on across the sector's 64,000 square miles. From there, things become a lot less predictable. "Somebody could have people that are hurt or boats that are down, or having other issues that are a hindrance to operations," he said. "Depending on what the issue is, it will dictate how we move forward."

In a sense, Harrison's talent for overseeing complex marine operations is in his blood. His father was a career naval officer, and Harrison knew he wanted to follow the example of military service, while also working toward a college degree.

Harrison recalled that a high school friend's father, who served in the Coast Guard, invited him along for a one-day trip on a Coast Guard cutter — "and the rest was history."

At the same time, the humanitarian aspects of Coast Guard service, such as performing rescue missions, appealed to Harrison. His first assignment after graduating from the Coast Guard Academy allowed him to experience those missions firsthand.

Harrison was assigned to a 210-foot cutter in Cape May, NJ, during the early 1990s, when political unrest gripped the Caribbean island of Haiti and caused a major refugee crisis.

"We went down to the Caribbean just looking for Haitians in trouble, and there were plenty," Harrison said. "We literally saved thousands and thousands of Haitian lives, and that was a pretty remarkable thing to be a part of. It was also harrowing at the same time to see people who tore down their houses to make makeshift boats just to try to get a better life and risk everything they had."

A decade later, 9/11 and its aftermath marked another milestone in Harrison's career. He was assigned to Coast Guard headquarters in Washington at

the time. "There was this whole new security mission that we had to take on in reference to the maritime industry. We oversee a lot of the maritime industry, and we represent U.S. shipping. So the big shift was trying to insert security into this whole genre of industry that ... was not in the mindset," he said. Harrison spent the next four years of his career working on domestic and international security regulations that are still in use today.

A few years later, in 2008, Harrison took over the command in Savannah, followed by four years in Virginia Beach, Va. His next assignment was the Maryland-National Capital Region sector command, based at the Port of Baltimore's Coast Guard Yard.

Working at the Port of Baltimore "has been great," he said. "I work with a myriad of people, from commercial industry ... to federal, state, local and private agencies. Across the board, everybody's been wonderful."

During his tenure here, Harrison served as Federal Maritime Security Coordinator at the most recent inauguration. Securing that event involved a massive coordination effort with the Secret Service and numerous air- and land-based partners, such as the Washington Metropolitan Police Department and the U.S. Department of Energy, which oversaw radiological and nuclear detection. "There's literally six months of solid, hard planning and work that leads up to that," Harrison said.

For his next step, Harrison has already lined up a private-sector job in Savannah. As for the Maryland-National Capital Region command, he's confident that he's leaving things in good hands. Capt. Loring "is a great, hard worker. He's got a great demeanor — a very calm, collected individual and very smart. A lot of those qualities are going to serve him well in the job."

Harrison's advice for his successor? "Take it one day at a time. This job is a marathon that you run at a 50-yard-sprint pace, so you just have to sometimes sit back and take a deep breath." 🌐

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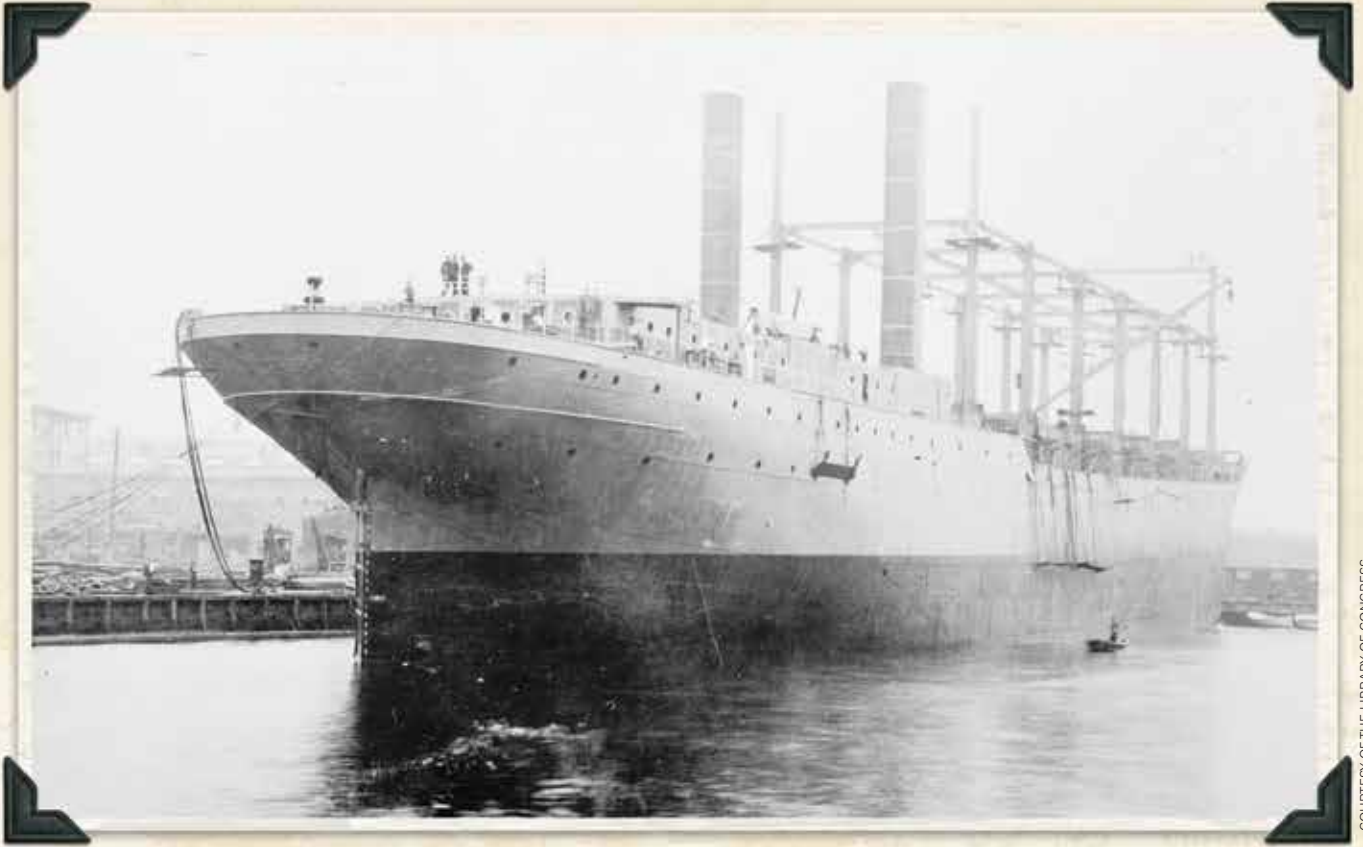
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STORY BY KATHY BERGREN SMITH

Vanishing of USS *Cyclops* 100 Years Ago Remains a Tragic Mystery

In February 1918, the USS *Cyclops*, a Navy ship collier, set sail from Rio de Janeiro for the Port of Baltimore. Somewhere between Barbados — its last stop — and the Chesapeake, something happened.

The 522-foot ship vanished without a trace somewhere in the Atlantic, within what would become known as the “Bermuda Triangle.” Its fate is one of the most enduring mysteries of modern history and the loss of 309 crewmembers and passengers makes it the deadliest incident in U.S. Navy history.

The ship was designed to carry coal and provide fuel to other ships as part of

the Navy’s Overseas Transport Service. As the United States had entered World War I at this time, the *Cyclops* was mainly engaged in fueling English ships along the Atlantic coast. On its fateful voyage, it was carrying 11,000 tons of ore from Brazil to Baltimore for steel and munitions manufacture.

The captain, Commander George Worley, reported before departure a cracked cylinder in the starboard engine. The heavily laden ship stopped in Barbados at the captain’s urging to check the stability of the load, as she had not carried ore before and wasn’t designed for the dense cargo. The *Cyclops* was

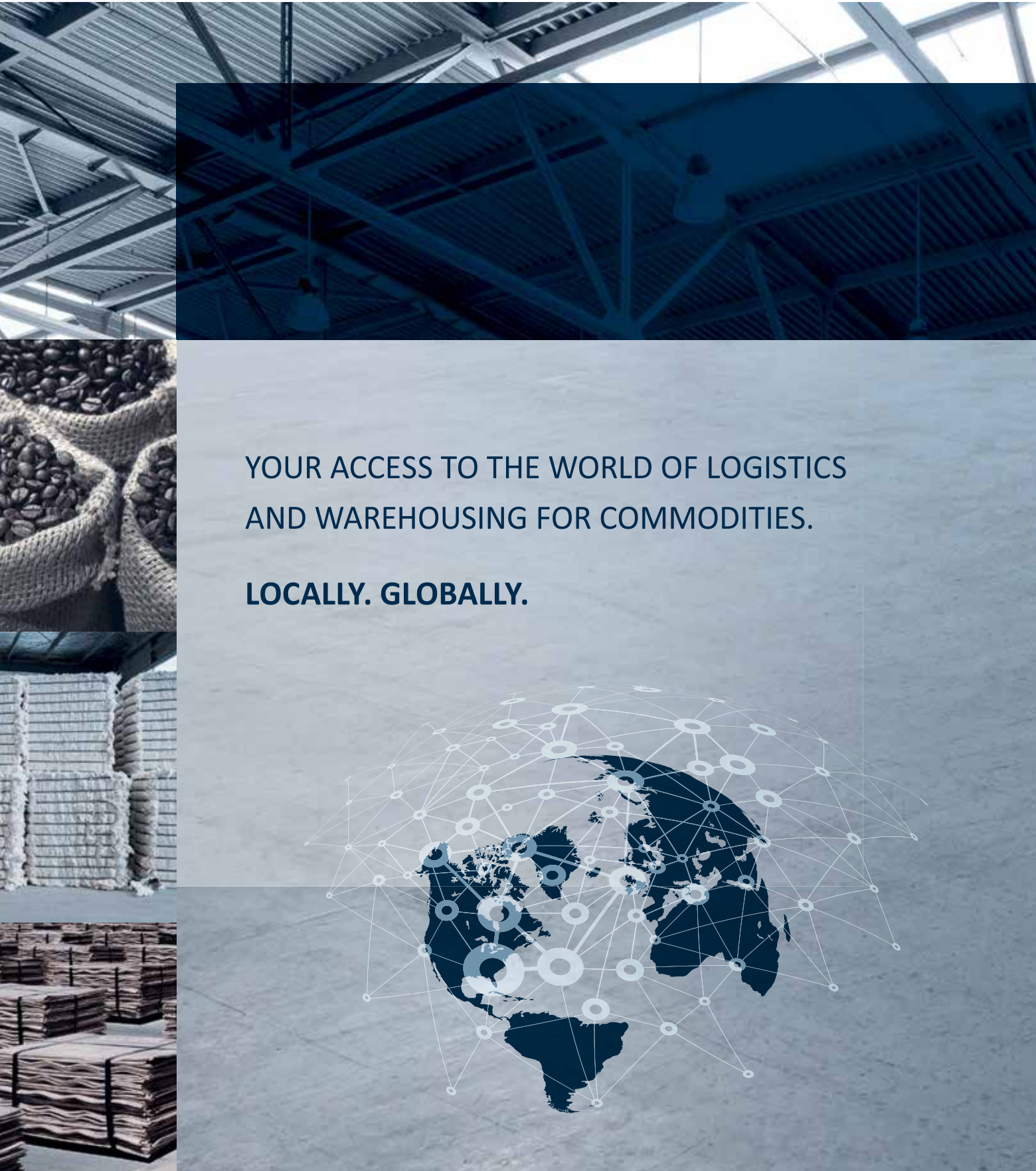
found to be properly loaded, so they added more fuel and set off for Baltimore.

After the ship disappeared, the Navy launched a massive search to no avail. The Navy’s probe of the incident runs to some 15,000 pages without reaching a conclusion. Theories abound about the fate of the *Cyclops*, from its sinking by a submarine to sabotage by the German-born captain, and it is often the centerpiece of “Bermuda Triangle” tales of aliens and electro-magnetic fogs. More realistic theories involve the facts that the ship was overladen, underpowered and most probably sank before the crew was able to send off a distress signal. 🌐



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