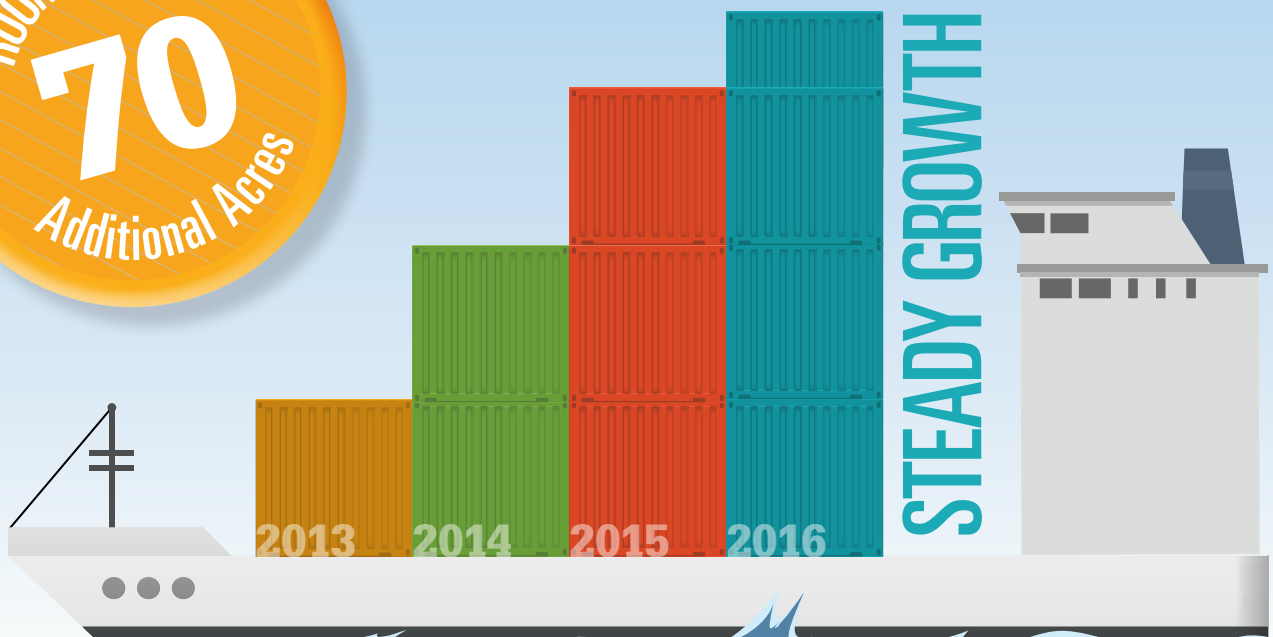


MAY/JUNE 2017

The Helen Delich Bentley Port of Baltimore

MD Board of Public Works Approves Point Breeze Business Center for **Container Expansion**



Port of Baltimore Public Terminal Container Statistics: [2013] 439,828 units / [2014] 484,410 units / [2015] 523,848 units / [2016] 538,567 units

As Port's container totals continue to break records,
expansion allows MDOT MPA to meet the demand

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The Helen Delich Bentley Port of Baltimore



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410-828-0120 | Fax: 410-825-1002
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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.



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GOVERNOR'S MESSAGE

MDOT Invests in Port of Baltimore's Future

As one of four U.S. East Coast ports with the extensive infrastructure to accommodate the ever-increasing massive container ships that travel our oceans today, the Helen Delich Bentley Port of Baltimore is Open for Business!

The Maryland Department of Transportation recently made a significant investment in the Maryland Port Administration (MPA) by purchasing 70 acres of land behind the Port of Baltimore's Seagirt Marine Terminal. This represents the first significant land acquisition for cargo opportunities by the MPA in 30 years.

The land will be used for the expansion of the Port's container business now and in the future. With the purchase of additional land, the Port will have more ability to handle the increased economic activity and will

generate approximately 1,650 new job opportunities for Maryland citizens.

There's also more great news to report. In 2016, the Port of Baltimore handled a record 538,567 containers. The Port also got off to a fast start in 2017 by posting a record first quarter with 2,560,065 tons of general cargo. And, the Port was recently named the most productive port in the U.S. for the third consecutive time in an independent analysis conducted by the *Journal of Commerce*.

The Port is well on its way to having another record-setting year. Our administration remains fully committed to the future of the Port and ensuring that it remains one of our state's leading economic generators.

Larry Hogan, Governor

EXECUTIVE VIEW

Successful Partnership Helps Port of Baltimore Set More Container Records

The past year has been a rewarding year for the Port of Baltimore's container business. In July 2016, we welcomed our first big container ship to travel through the newly enhanced Panama Canal. This complemented the excellent news that Baltimore would be receiving ships from two of the three newly formed major international container alliances. The past 12 months also included new records for containers handled.

When we initiated our partnership with Ports America Chesapeake in 2010, it did more than just provide us with a 50-foot deep berth and state-of-the-art, Neo-Panamax cranes. It sent a strong message to ocean carriers and cargo owners around the world that the Port of Baltimore was one of only a few U.S. East Coast ports that could accommodate today's massive ships RIGHT NOW.

Our abilities as a container port played a big part in the decision of two of the three newly formed international container shipping alliances to include Baltimore in their rotations. That was huge news. As the container industry

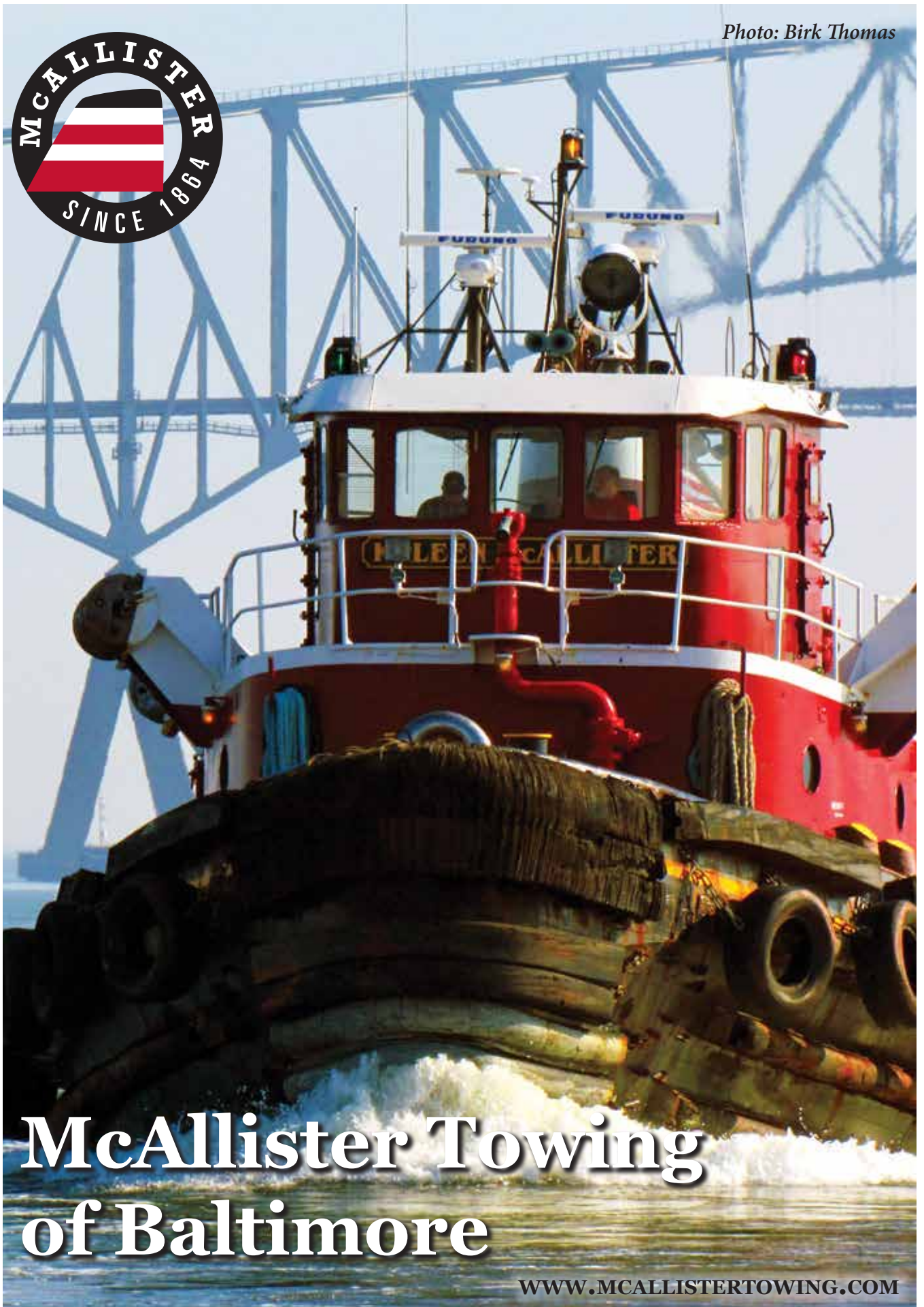
continues to evolve and we all witness some of the biggest changes to that industry ever, it is no small accomplishment.

We have recently also seen a new record set for containers handled in one calendar year, along with a very strong start to 2017. Containers at the Port of Baltimore are currently up 9 percent over the same time period last year. Usually, we experience 3 to 4 percent growth. Complementing that strong performance, we were recently honored for the third consecutive time as being the most efficient container port in the U.S.

All of these achievements are excellent, but NONE would have been realized without the work of the best ILA labor force in the nation. Our longshore workers are without equal. We can give them the tools to succeed, but they are the ones who execute. I congratulate and thank the men and women who helped make these successes happen.

James J. White, Executive Director
Maryland Port Administration

Photo: Birk Thomas



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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.

AWARD

Reagoso Named Port Person of the Year

The Propeller Club of Baltimore named Capt. Michael Reagoso, Vice President of Mid-Atlantic Operations for McAllister Towing Inc., the Port Person of the Year.

A ceremony was held May 16 at Tabrizi's Harborview to formally present the award to Reagoso, who is also chairman of the Baltimore Port Alliance (BPA).

"I am sincerely humbled by this honor," Reagoso said. "I am so lucky to have a job that I enjoy doing, and that the McAllister family encourages their managers being active in the community, which has allowed me to be involved with the BPA, Baltimore International Seafarers' Center (BISC) and other organizations, and this is perhaps why I am being recognized. I thoroughly enjoy being active in the maritime community and interacting with so many of the great port partners that have become friends over the years."

At McAllister, Reagoso is responsible for profit and loss, sales, marketing and operations. Prior to joining McAllister, Reagoso was with Höegh Autoliners, where he was a port captain responsible for the loading and discharge of ro/ro ships



throughout the East and Gulf coasts of the United States.

In addition to his experience in operations with Höegh, Reagoso held numerous positions in the maritime community in management, operations and sales in the ship repair, cargo handling and logistics sectors both domestically and internationally. Reagoso also has experience operating tugboats both in ship docking and towing.

Reagoso graduated from SUNY Maritime College, Fort Schuyler, with a degree in marine transportation and a third-mate unlimited tonnage license. In addition to serving as the chairman of the BPA, Reagoso has also served on the group's executive steering committee and was the environmental committee chairman. 🌐



OTHER ORGANIZATIONS REAGOSO HAS SERVED INCLUDE:

- Propeller Club of Baltimore
- Baltimore International Seafarers' Center
- Maritime Exchange for the Delaware River and Bay
- State Board of Maryland Pilots
- Area Maritime Security Committee

OTHER AWARDS RECEIVED BY REAGOSO:

- Annapolis Maritime Society 2016 Duke Adams Award

EVENT

Truck Pull Showcases Port Logisticians of Tomorrow

Anne Arundel Community College (AACC) held its sixth annual Truck Pull on April 20, hosted by the Transportation, Logistics and Cargo Security Program at the school. The primary focus of the event is to promote career opportunities in the maritime and transportation industries.

The event provided learning activities for students in the areas of career awareness, academic and career pathways, and job opportunities. Students were able to participate in transportation-related activities in a “fun learning environment while interacting with industry professionals.”

THE EVENTS INCLUDED:

- **The Truck Pull** — Students and other participants pulled a 28-foot delivery truck over a course of approximately 90 feet with a rope.
- **The Passport Game** — In a round-robin format, students visited local industry companies, associations and educational departments to learn about academic and career pathways that exist in the transportation, logistics and supply-chain industries.
- **Supply-Chain Relay** — Students competed in a relay, moving a customer’s order through a supply chain. Participants were timed during the process and judged for accuracy.
- **Load-the-Truck Competition** — This relay consisted of loading boxes into a delivery truck using barcode-reader technology. Participants were timed and judged for accuracy in loading the truck and delivering the boxes to the right customer.
- **Backwards Brain Bicycle** — In this event, students tried to ride a specially designed bicycle where the handlebars operate in a backwards manner and learned about bike sharing and National Bike to Work Day.
- **Transportation Day Forum** — Guest speakers from the local transportation industry talked about jobs and careers that exist in their industry.

Representatives from the Maryland Department of Transportation’s Maryland Port Administration (MDOT MPA) were on hand at the event, along with other Port business and transportation and logistics company representatives. These entities included the Maryland Environmental Service, the Maryland State Highway Administration, the Southeast Maritime and Transportation Center, the Baltimore Port Alliance, the Baltimore Metropolitan Council and FedEx. All the organizations and companies in attendance had booths from which they provided information on the industry and career opportunities. 🌐



PHOTOGRAPHY COURTESY OF ANNE ARUNDEL COMMUNITY COLLEGE

EVENT

Ro/Ro Rodeo Provides Opportunity for Workers to Showcase their Skills

Tons of precious cargo move through the Port of Baltimore every day. As a result, it's imperative that local workers have the skills to navigate the heavy equipment to move these goods.

That's one of the reasons why the MDOT MPA's Quality Cargo Handling Action Team (QCHAT) developed the Ro/Ro Rodeo. The two-day program is aimed at training longshore workers on the correct operation of the vehicles that cross the piers at the Port.

On May 8-9, several manufacturers took part in the rodeo. They sent representatives to the Dundalk Marine Terminal, along with the latest models of equipment — from combines to bulldozers. There were about 25 pieces of equipment to try in all, and the program was once again a rousing success.

Last year marked the 20th anniversary of the event. 🌐



→ (Above) Longshore workers begin two days of training at the recent Ro/Ro Rodeo. (Top right) David Eister provides Barbara Killen with pointers on how to drive a Komatsu HM300. (Middle, left) Sean Manigault, of WWL, instructs Carlos Worshan on the CAT 323F. (Middle, right) Piotr Ryzner lashes a vehicle as instructor Walter Clarkvelenis observes. (Bottom) The Ro/Ro Rodeo features the latest state-of-the-art equipment.



PHOTOGRAPHY BY BILL MCALLEN

SHIPPING

“K” Line transports donated emergency vehicles to El Salvador — free of charge



Kawasaki Kisen Kaisha, Ltd. — also known as “K” Line — provided free ocean transportation for emergency-response vehicles donated to the Republic of El Salvador in April.

The donations, which include a fire engine and two ambulances, were donated by the Japan Firefighters Association. With assistance from Daito Corporation, an affiliate of “K” Line, the donations were loaded onto a pure car carrier in Yokohama on April 18, en route to El Salvador.

“To contribute to the well-being of international society, mainly in terms of improvement of fire defense systems in developing countries, [the] Japanese Firefighters Association has been donating fire engines used in Japan to countries overseas,” “K” Line said in an April 20 announcement. The most recent donation is part of this effort.

“K” Line has provided free transportation of emergency vehicles to El Salvador since 2014. Altogether, seven fire engines and five ambulances have made their way to the country on four separate voyages.

In addition to supporting firefighting and other life-saving activities, the donated vehicles are used for “extracurricular safety measures,” said “K” Line. Those include, for example, efforts to teach Salvadoran children how to prevent accidents and fires. 🌐

COMMUNITY

MSC Fundraiser Provides Nearly \$7,000 for Catch a Lift

Word has gotten out about the annual Catch a Lift Pit Beef Fundraiser in Dundalk, near Seagirt Marine Terminal. This year, Port of Baltimore community sponsors served up traditional Baltimore fare and raised nearly \$7,000 for Catch a Lift, a veterans' aid group.

"I came over from my office in Canton because this pit beef is the real deal and you don't see that much anymore," said Raymond Fusco, a local office worker. Even the Lyft driver who brought him stayed for lunch and bought some raffle tickets. This is exactly what Susanne Kennedy, the event's organizer, had hoped for.

"Catch a Lift is such a great organization," said Kennedy. "Once people learn about it, they want to be part of it."

The group helps wounded vets regain physical and mental health by making grants for gym memberships, exercise equipment and providing personal support. Kennedy, who once worked for MSC and now volunteers full time for the group, said the Port community has come together to support vets each year with the fundraiser sponsored by MSC. Maryland Line Handlers provides the authentic pit beef and turkey, with support from other port companies. "This was our biggest year yet and as word spreads, it will keep growing," said Kennedy. 🌐



PHOTOGRAPHY BY KATHY BERGREN SMITH



EVENT

Pride of Baltimore Marks Vessel's 40-Year Anniversary

Pride of Baltimore Inc. recently celebrated 40 years since the original *Pride of Baltimore* was commissioned. The organization commemorated the anniversary at its first-ever Spring Sailabration, which took place April 27 at the Baltimore Museum of Industry. Guests enjoyed food, drinks, live music, a live and a silent auction, and deck tours of the *Pride II*.

The original *Pride* — the first Baltimore Clipper to be built in 150 years and the first tall ship to represent a city and a state — made its debut at a ceremony in the Inner Harbor held on May 1, 1977.

The vessel had logged more than 150,000 nautical miles — roughly the same as circumnavigating the globe six times — when it was struck by a microburst squall north of Puerto Rico in May 1986. The ship sank within minutes, and its captain and three crew members were lost at sea.

Following the tragic sinking, Pride of Baltimore Inc. received a great outpouring of public support, and plans for a new ship were soon underway. The *Pride of Baltimore II* was commissioned October 23, 1988 in Fells Point. Since then, *Pride II* has visited more than 200 ports in 40 countries. 🌐



NEWSMAKERS

Miller Environmental Group to Move into Larger Space in Curtis Bay

After experiencing significant growth, Miller Environmental Group, Inc. (MEG) is getting ready to expand its presence in Baltimore. In a press release issued

March 20, the company announced it would soon move to a much larger space in the Curtis Bay area.

"MEG will be able to meet and sustain the growth in the Baltimore market by expanding from our current space that we have occupied for the past 12 years," said George Wallace, MEG's Vice President and Chief Commercial Officer.

MEG is a diversified environmental-services company whose offerings include industrial cleaning, environmental emergency response, environmental remediation, health and safety training, marine support services and geothermal drilling coupled with heat pump sales.

The company's move is bolstered by MEG's growing customer

base across multiple industries in Baltimore, including utilities, marine transportation, railroads, insurance companies, chemical manufacturers, petroleum industries and more.

"The determined growth of our company has positioned MEG to more fully address our clients' needs both geographically and by service line," said Mark Lucy, MEG's Regional Manager.

MEG, which is headquartered in Calverton, N.Y., and has nine office locations that serve the Mid-Atlantic and Northeastern U.S., is also expanding its operations in the Harrisburg, Pa., market. 🌐

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CRUISES

Report: As Cruise Travel Becomes More Popular, Industry Poised for Further Growth

Travel agents predict a surge in cruise bookings, while cruise lines are investing in more ships and destinations, according to a report issued by the Cruise Lines International Association (CLIA).

CLIA expects 25.3 million passengers to sail in 2017, up significantly from 15.8 million 10 years ago. At the same time, new vessels, worth a combined \$6.8 billion, are making their debut this year. "We are highly encouraged by both the short-term and long-term outlook," said Cindy D'Aoust, CLIA's president and CEO, in response to the report.

CLIA's 2017 *State of the Cruise*

Industry Outlook also emphasizes a willingness among travelers to drive to their port of embarkation. "Three quarters of cruisers like the convenience of driving to a cruise ship," CLIA reports.

The Port of Baltimore is within easy driving distance from many of the country's wealthiest areas, including Howard and Montgomery counties in Maryland, and Fairfax and Arlington counties in Virginia.

Strong industry growth is expected as younger travelers begin to see the appeal of cruises. "A recent study found that younger generations — including millennials



and Generation Xers — embrace cruise travel more than ever before, rating it as better than land-based vacations, all-inclusive resorts, tours, vacation house rentals or camping," CLIA reports.

And it's not just the youngsters: Nearly half of all noncruisers surveyed expressed interest in taking a cruise within the next three years. 🌐

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IN MEMORIAM

Blair P. Browne Passes Away at 93

Blair P. Browne, the former owner of Waterfront Co. who also served as vice president of the Steamship Trade Association of Baltimore, passed away April 28, 2017, at age 93 in Towson.

After college at Carnegie Mellon, Browne joined Waterfront Co., which his father had founded in 1924.

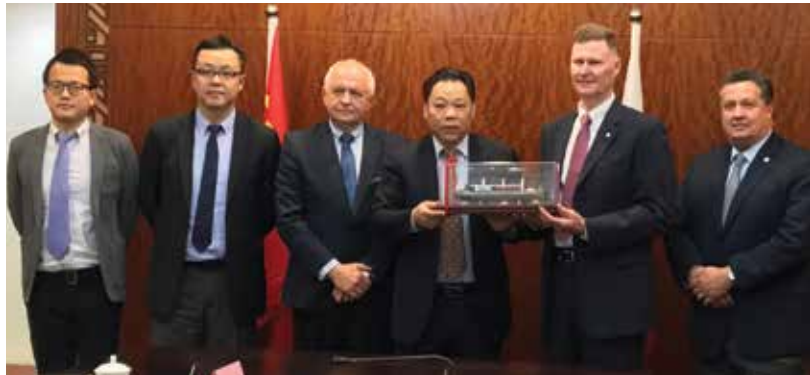
By 1945, the company was the largest of the Port of Baltimore's four ceiling companies. The firm built wooden cases and frames to hold shipboard cargo below decks in cargo holds or on deck, to keep cargo from shifting during long ocean voyages. The company had employed more than 600 employees.

Browne served as a vice president of the Steamship Trade Association of Baltimore from 1969 until his retirement in 1994. During his tenure with the association, he assisted in the computerization of its longshoreman payroll in the early 1970s. 🌐

NEWSMAKERS

Port Leadership Meets Chipolbrok Officials on Asia Trip

MDOT MPA Executive Director Jim White and Director of Sales and Marketing Rick Powers met with Chipolbrok on a recent trip to Asia. Pictured along with Mr. White and Mr. Powers are left to right: Jin Hao – manager of marketing department, Zhou Jinglal - shipping director, Roman Wozniak - director of shipping division and Qiu Bo - vice general director. 🌐



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GreenPort



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



Turning to Trees for Storm-Water Pollution Prevention

The Maryland Department of Transportation's Maryland Port Administration (MDOT MPA) is committed to improving water quality. One way to reduce pollution in waterways is to increase the urban tree canopy (UTC). The UTC intercepts storm water that could carry pollutants from paved surfaces to local waters. It also reduces the urban heat island effect, improves air quality, lowers energy consumption, creates a wildlife habitat and provides

community benefits such as an enhanced quality of life.

To accomplish its goal of supporting communities and reducing storm water pollution, the MDOT MPA formed a partnership with Blue Water Baltimore (BWB) under its Forestry Program. The program is committed to increasing the region's tree canopy by planting and maintaining 500 trees on park and school grounds and on the private property of institutions and homeowners. In return, the

MDOT MPA will receive credit for treating impervious areas as required by regulation.

"We at Blue Water Baltimore are very grateful to have such a strong partner with the MDOT MPA," said Carl Simon, Interim Director of BWB. "This urban forestry project demonstrates how the MDOT MPA is stepping up and investing in local, community-based projects that improve the environmental health of Baltimore."

“According to the Maryland Department of the Environment, one of the best management practices is urban tree planting,” added Jim Jett, an Environmental Specialist with the MDOT MPA. “We recognized that a partnership with Blue Water Baltimore is a real opportunity to engage with the community and reduce MDOT MPA’s impact on the environment.”

The saplings are mostly native varieties, such as oaks and willow oaks, and cultivated elms that are resistant to Dutch elm disease. Ginkgo trees are used next to streetlights because they are smaller and don’t block the light. The program also plants redbuds, hawthorns and seedless sweet gums, which don’t drop their gumballs. This diversity ensures resistance to disease and a pretty panorama come fall.

“Planting trees really combines community revitalization with environmental benefits,” said Darin Crew, Senior Manager of Forestry and Nursery for BWB. “It provides long-term cooling of neighborhoods and storm water management, and everybody loves the beauty of trees.”

Crew notes that BWB also supports employment for Baltimore youth by hiring temporary staff and interns from YouthWorks, Baltimore City’s summer jobs program. Most of the youth, ages 16 to 21, come from underserved communities. A team leader mentors the young people, who work for BWB for five weeks. For the ongoing maintenance of the trees, BWB has a restoration team that sustains 10 green jobs.

To date, trees have been planted in the Cherry Hill and Baltimore Highlands neighborhoods. Bill Richardson, MDOT MPA’s Environmental Manager, is pleased with the work that BWB is doing and looks forward to continuing this partnership. 🌍



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Innovative Approach Keeps Channels Open

Decades ago, dredged materials from Baltimore’s Inner Harbor channels were “dirty,” thanks to pollutants and heavy metals, a legacy of unregulated industry and land use practices. Both industry and the laws have changed, however, and industrial waste has been tightly regulated for many years.

Now, the dredged materials are cleaner, and the potential for their reuse is significant.

The results of these regulations and 40 years of annual maintenance dredging of the harbor channels have paved the way for state officials to create Sediment to Solutions: Channeling Innovation, an initiative that encourages novel reuse of dredged materials while protecting the environment and human health. Channeling Innovation developed screening criteria for the materials, which are now classified into four categories for appropriate use as fill or soil on land, and established a policy framework to close previously

existing regulatory gaps.

“The data on the material doesn’t look the same,” said Kristen Weiss, Senior Policy Analyst and Outreach Strategist in Harbor Development with the Maryland Department of Transportation’s Maryland Port Administration (MDOT MPA). “It’s not the legacy contaminated sediment it once was. Forty years of maintenance dredging has changed the opportunity for use of it as a resource.”

Not only is the material less murky, but so is the public process of using it. An overview of the *Innovative Reuse and Beneficial Use of Dredged Material* draft guidance document was available for public review and comments from March 20 through May 26, and the Maryland Department of the Environment (MDE) held a public hearing April 25 to solicit comments from all stakeholders.

“Putting valuable material to work for communities and ecosystems

makes sense, and the Maryland Department of the Environment is providing a road map to doing just that in ways that protect public health and benefit the environment,” said Maryland Secretary of the Environment Ben Grumbles.

Each year, 1.5 million cubic yards must be dredged from the Baltimore Harbor to keep the shipping channels open, thanks to constant deposits of silt and runoff. The state became a national model in effective reuse with the creation of the popular Hart-Miller Island, where dredged materials were used to restore two vanishing islands into one larger island with a containment facility and a popular recreation area that is now a state park.

Poplar Island, a similar project off Talbot County in the Chesapeake Bay, was restored using materials from the bay’s shipping channels, reproducing critical wildlife habitat and tidal wetlands. At Masonville Cove, another dredged-material containment facility, the state enhanced the surrounding community’s access to the water by restoring a degraded shoreline and developing a green wildlife management and low-impact recreational area.

Finding available parcels suitable for a large quantity of dredged materials gets harder and harder in an urban area. Hart-Miller Island was 1,100 acres, but Masonville is only 110 to 120 acres. The process of finding and permitting a site, with community involvement, can take more than a decade.

Innovative reuse helped, but several factors still needed to be addressed.

One issue was perception — people still viewed the material as contaminated. Complicating that perception is the fact that the dredged material is quite fine, consisting of silts and clays, which bind to metals, such as arsenic — a naturally occurring metal found at elevated background levels in the Mid-Atlantic region. Due to the



“

With the development of MDE’s draft guidance document and technical screening criteria, there is now a clear path forward for making innovative reuse a reality, not just for the MDOT MPA but for the private sector and related industries throughout Maryland.”

— MDOT MPA Director of Harbor Development *Chris Correale*

fine-grained nature of the sediment, and the presence of sulphides from the brackish bay waters, the naturally occurring metals could be released when the sediment is exposed to air and dries out. Previously, there was no MDE regulatory framework that could account for these concerns while also facilitating reuse with appropriate environmental and public health protections. That prevented the material from being approved for reuse on industrial or commercial clean-up sites, even though the dredged material was cleaner than what was there.

A key part of finding solutions was bringing together representatives of numerous agencies and several regulatory departments from MDE in a workgroup to coordinate among water, land, air, waste and science perspectives. The successful workgroup, part of the MDOT MPA’s 2014 revamped Innovative Reuse strategy, clarified long-held regulatory

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questions and dispersed uncertainty. The creation of a new framework from MDE allows the material to be screened and then used with appropriate controls, such as a clean cap and protecting groundwater.

"We've each done a lot of legwork and education within our own agencies," Weiss said.

A YouTube video explaining the initiative is available at www.youtube.com/watch?v=yiVhs5P0Zjg.



The dredged material shows promise for use in other forms too. A pilot project in Virginia several years ago used bay channel-dredged material to grow barley. It worked well, but the cost of transporting the material to Virginia was prohibitive. The State Highway Administration is testing several blends to see if MDOT MPA's dredged material can be reused as engineered fill, borrow material and manufactured topsoil in roadway projects.

"Finding innovative ways to manage sediment removed from the shipping channels serving the Port of Baltimore is a priority for the MDOT MPA," said its Director of Harbor Development Chris Correale. "With the development of MDE's draft guidance document and technical screening criteria, there is now a clear path forward for making innovative reuse a reality, not just for the MDOT MPA but for the private sector and related industries throughout Maryland.

"While we have encountered challenges with the material at every turn, it doesn't make it impossible," Weiss noted, adding that industry increasingly has expressed interest in working with the MDOT MPA to use the material. "What we have found is that it does have great potential." 🌐

From Recycled Concrete Aggregate to Oyster Reef

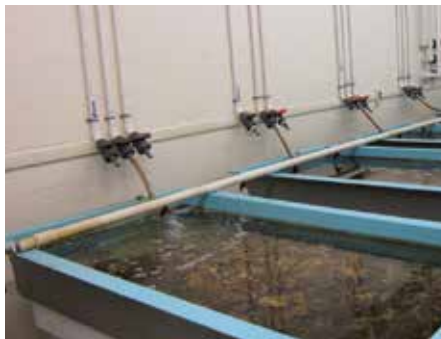
Maryland's State Highway Administration funded a five-year, three-phase study to determine if recycled concrete aggregate (RCA) from highway projects could be safely used to create oyster reefs. Reefs once were made of oyster shells, but those shells are scarce due to the declining oyster population.

The study, conducted at Morgan State University's Patuxent Environmental & Aquatic Research Laboratory (PEARL) and its National Transportation Center, first did extensive tank testing, using water drawn from the Chesapeake Bay, to evaluate whether chemicals from the aggregate leached into the water. Researchers also evaluated oyster

growth and spat (baby oysters) survival in flow tanks, comparing traditional shell and a mixture of shell with RCA as a base material.

"Native oyster populations are at less than 1 percent of historic levels due to protozoan diseases, overharvesting and pollution," said Kelton Clark, Director of PEARL. "This tremendous decline has dramatically changed the bay's ecosystem and oyster industry. Individual oysters filter 4 to 34 liters of water per hour, removing sediments and pollutants. Historic oyster populations could filter the bay's entire water every three or four days, but today that takes nearly a year."

Initial results indicated that recycled aggregate reefs could work.



↑ *The state is determining whether recycled concrete aggregate from highway projects can be used to create oyster reefs. Oyster growth and survival rates were compared in tanks. (Bottom right) Dr. Kelton Clark (left) works with a local waterman for oyster restoration.*

"The results showed that using RCA as a base for oyster reefs did not adversely affect either oyster growth or the surrounding environment," Clark said. "None of the materials leached at a rate that exceeded the Environmental Protection Agency's drinking water standards, and the RCA did not raise the pH above the threshold for introduction into Maryland waters."

The next phase of tests involved the actual construction of RCA-based reefs in two locations in the bay. Researchers also created a tank, divided in half with washboards, to simulate the deck of an oyster boat, and recruited watermen to tong for oysters. Half of the tank had a traditional oyster shell reef, while the other half had the RCA reef. The watermen discovered that the RCA reef was more difficult to tong because it weighs more than oyster shells. They suggested that it could be used with a veneer of oyster shells or in areas not used for harvesting oysters.

Because accidental oil and gas spills occur on roads, the final phase, completed late in 2016, evaluated the RCA for petroleum byproducts and provided evaluation methodologies.

"As alternative materials are introduced in marine environments, the State Highway Administration needs a testing protocol to assess their potential impacts," said Dong Hee Kang, one of the researchers. "In all of the samples, organic chemical concentrations were below the detection limit. We did detect hydrocarbons from two samples, but the detected concentrations were 100 times lower than the water quality standard of Maryland. It's safe to say that RCA is not a cause for concern for hydrocarbon components leaching when used as a base for oyster reefs."

One of the next steps will be to develop a process to issue permits for such artificial reefs. Maryland does not have any established criteria for artificial reef materials. 🌐

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MDOT MPA Plans for the Future with ...

SEAGIRT E

Extra Space Will Be Used for Additional Cargo, Other Improvements

BY TODD KARPOVICH
Photograph by Jeffrey Sauers

The Port of Baltimore continues to break records for handling cargo, with more supersized container ships arriving through the newly enhanced Panama Canal. To handle the increased amounts of containerized freight, the Maryland Department of Transportation's Maryland Port Administration (MDOT MPA) recently purchased a 70-acre property at the Point Breeze Business Center, located directly behind the Seagirt Marine Terminal on Broening Highway. The new space will be used for additional cargo opportunities and other enhancements.

EXPANSION



“The acquisition of the Point Breeze Business Center demonstrates the State of Maryland’s commitment to maintaining the Port of Baltimore as a world-class maritime destination.”

— Paolo Magnani, Quality Control and Marketing Executive Vice President, MSC.

“Ports America Chesapeake is extremely pleased about the additional acreage resulting from the recent purchase of the Point Breeze Business Center,” said Ports America Chesapeake General Manager Bayard Hogans. “This land expansion will give Seagirt Marine Terminal the necessary capacity to maintain its operational productivity to accommodate the ultra-large container vessels and related increase in cargo volumes, which is an economic win for the region.”

“Since welcoming our first big container ship through the newly expanded Panama Canal last year, the Port of Baltimore has seen a significant jump in its container business,” Maryland Gov. Larry Hogan said. “Larger ships have been arriving here and bringing more containers. This [purchase] will give the Port additional land to handle the increased business and will also generate jobs.”

“The credit for this goes to Governor Hogan and the Board of Public Works. This is the first major land purchase for cargo opportunities that we’ve made in 30 years,” said MDOT MPA Executive Director James J. White. “The governor understands our needs. Our containers are growing at a rapid rate. Without this additional land, we would have been out of space at Seagirt Marine Terminal by 2023. Now we will have further room to grow until 2030.”

Port Cited for Efficiency of Operations

The extra parcel of land should be another huge boost to the Port and its operations. Last year, the Port was

named the most efficient container port in the U.S. by the *Journal of Commerce* for the third consecutive time. Baltimore averaged 71 container moves per hour per berth, as more shippers have taken advantage of terminal and gate efficiencies at the Seagirt Marine Terminal. More than 538,000 containers were handled over the public marine terminals, an increase of 3 percent over the previous record set in 2015.

Also in 2016, Baltimore welcomed its first big container ship that came through the newly expanded Panama Canal. The Port is one of only four East Coast ports with the necessary infrastructure to accommodate some of the largest ships in the world.

The Seagirt Marine Terminal, the Port of Baltimore’s primary container facility, includes 11 cranes, four of which are Neo-Panamax, the largest cranes in the world.

The MDOT MPA plans to use the additional land it has purchased as a container storage location, but can also use it for autos and roll on/roll off storage. About 1,650 direct jobs are expected to be generated due to this purchase. In 2016, the Port handled a record 538,567 containers. Since July 2016, when the Port welcomed its first large container ship through the Panama Canal, containers are up 7 percent.

“The acquisition of the Point Breeze Business Center demonstrates the State of Maryland’s commitment to maintaining the Port of Baltimore as a world-class maritime destination,” said Paolo Magnani, Quality Control and Marketing Executive Vice President for MSC. “MSC is a longstanding partner to the Port of Baltimore, and this new investment will capitalize on

the continuous services that reach the East Coast because of the expansion of the Panama Canal. The infrastructure improvements will allow further growth for the entire Port community.”

Howard Street Tunnel Improvements Set to Boost Business

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, Gov. Hogan, the MDOT MPA and CSX Corp. officials are seeking federal funds to upgrade 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.

Height restrictions within CSX’s Howard Street Tunnel currently prevent the shipment of double-stacked intermodal containers by rail to and from the Port. Once the tunnel’s height is amended, the Port will have another important asset in competing with fellow East Coast shipping facilities.

“The acquisition of the Point Breeze property, along with the push to raise the Howard Street Tunnel, is the future of the Port of Baltimore,” said Scott Cowan, President of the International Longshoremen’s Association Local 33. “The ILA in Baltimore is excited for the growth potential that comes with the new acreage.”

For many years, the cost to reconstruct the Howard Street tunnel to accommodate double-stack intermodal trains was estimated at \$1 billion to \$3 billion. There were also overriding concerns about disruption to the surrounding communities during construction.

More recently, CSX and the Maryland Department of Transportation have determined that new construction techniques would bring the price tag down to approximately \$425 million, with a minimal impact to the community. One of these new techniques involves

lowering the tunnel floor and notching the crown of the tunnel.

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.

Port’s Dual Role: Economic Engine and Environmental Steward

The Port is able to maintain its role as a driving economic engine for the region, while also serving as an environmental steward for the Chesapeake Bay and surrounding communities. The U.S. Environmental Protection Agency (EPA) has recognized both the Port’s efficiency and how the MDOT MPA effectively uses federal funds for environmental improvements.

In October, the EPA reinforced its commitment to the Port with a \$978,302 Diesel Emissions Reduction Act (DERA) grant to Maryland Environmental Services, which will use the funds to upgrade diesel equipment that is used to move cargo at the Port. This will improve overall fuel efficiency and ideally reduce harmful pollutants impacting nearby communities.

The grant will pay for exhaust system upgrades or replacing diesel engines on up to 26 pieces of cargo-handling equipment, such as forklifts and yard tractors. The project also will install five automatic stop-start anti-idling devices on locomotives used at a nearby rail yard to move rail cars that come through the Port. 🌍

70

Additional acres of property available at Point Breeze Business Center

1,650

Direct jobs expected to be generated due to this purchase

538,567

Record number of containers handled by the Port in 2016



Maryland One

The Maryland One Hauling Permit System has become a model of efficiency for the trucking industry. Since being implemented in May 2016, this state-of-the-art permitting process has eliminated costly fees, cut the time needed to process hauling permits and replaced the manual, paper-processing system of an allied jurisdiction.

Maryland Gov. Larry Hogan is a proponent of the Maryland One System, which helps the trucking industry save about \$6 million annually. Infrastructure software specialist Bentley Systems collaborated

with the Maryland State Highway Administration to develop the platform, which has won awards both locally and internationally for its efficiency.

"The system is a Bentley Connect product, which allows us to configure for Maryland's specific requirements," said Tina Sanders, Technical Support Manager for the Maryland State



BY TODD KARPOVICH
Photography by Bill McAllen

System

AUTOMATED HAULING PERMITS FURTHER BOOST PORT EFFICIENCY

Highway Administration's Motor Carrier Division. "We worked closely with Bentley staff to configure certain options for our route network, regulations and automation preferences for both Maryland and Baltimore City. We worked together to ensure consistency across the board for permitting thresholds, harmonizing

our in-state processes to more efficiently serve our customers. Now, when you come into Maryland, you will no longer see it as the city way and the state way. It is all one way — hence our 'Maryland One System' name."

Essentially, the Maryland One System automates and centralizes the process of issuing hauling permits

for commercial vehicles on all state highways and toll facilities, plus Baltimore City roads, replacing the antiquated paper-based process that was spread across multiple agencies. The first of its kind in the nation, Maryland One has reduced hauling-permit processing from days or weeks to hours and even minutes, eliminating

engineering review fees for all auto-issued permits meeting the threshold requirements.

The Maryland One System has received international recognition for its efficiency and multi-jurisdictional application, including the Bentley “Be Inspired” Special Recognition Award as part of the “The Year in Infrastructure 2016 Conference” in London.

“With automated permits, our Port clients are getting permits faster and saving costs by shortening the process from weeks and days to just minutes. There is a quicker turnaround time with Port priority recognition,” said Parto Mazdeyasni of the Intermodal Trade Development Division at the Maryland Department of Transportation’s Maryland Port Administration (MDOT MPA). By drastically cutting the required time, the Maryland One System has eliminated costly fees for the carriers, she added.

customers. The routing function automatically selects the best route along Maryland highways and provides suggestions for route continuity when continuing onto county roads.

“We have received resounding positive feedback from industry,” said Technical Support Manager Sanders. “They are quite pleased with the improvements, the turnaround time, the cost savings, the functionality, the flexibility.”

Maryland One automation now frees staff to focus on super-load and mega-load moves — those weighing from 500,000 to more than 1 million pounds. This means a quicker turnaround on these more complex moves as well. In 2016, there were 108 mega moves in Maryland and 10 moves over a million pounds.

“It’s been very efficient for us to be able to acquire Baltimore City and other municipalities

“

With automated permits, our Port clients are getting permits faster and saving costs by shortening the process from weeks and days to just minutes.”

— *Parto Mazdeyasni of the Intermodal Trade Development Division at MDOT MPA*



Maryland receives more than 140,000 applications for overweight/oversize permits each year. Until Maryland One was deployed, structural engineers and permit staff had to manually review each application to ensure that the carrier was meeting safety regulations. Now, Maryland One is auto-issuing 69 percent of applications within hours of submission and nearly 100 percent are processed within 48 hours or less (99.2 percent).

“The Maryland One System makes transporting goods through our state significantly easier and less expensive,” Gov. Hogan said. “Maryland is delivering on our promise to be more business friendly, reduce fees and put money back into the pockets of hard-working Maryland families and businesses. Along with our thriving Port, airport and great transportation network, the Maryland One System is just one more reason Maryland Is Open for Business.”

With the new system, the trucking industry has 24/7 access to initiate, revise and update permits as needed. Having a single system for all hauling permit processing offers streamlined billing for

within the same permit,” said Kellee Jefferies, a permit specialist for Daily Express, which carries construction and agricultural equipment, machinery and wind energy products. “Maryland One also allows us to effectively manage our super-load applications, especially when we need new permits due to sudden changes. This system really helps us expedite that process, compared to the old system.”

Transportation Secretary Pete K. Rahn has also lauded the efficiency of the Maryland One System. “This tool is another great example of MDOT’s customer-driven commitment to delivering intelligent transportation solutions to our partners in the trucking industry,” said Rahn. “Time is money, and the Maryland One System allows us to save truckers both time and money.”

Steven Todd, Vice President of the Specialized Carriers & Rigging Association in Centreville, Va., said the success of Maryland One is a credit to the outstanding public/private partnership between the State of Maryland, the Port and the trucking industry.

“On behalf of our nearly 1,400 member companies, we express our sincere appreciation ... for the enhanced

**\$6
MILLION**

Money saved annually by the local trucking industry as a result of the Maryland One System.

**140,000
APPLICATIONS**

Maryland receives for overweight/oversize permits each year.

**108
MEGA-
LOAD**

moves in Maryland in 2016.

69%

Percentage of applications that Maryland One approves the same day or even within hours of submission.



oversize/overweight permit system and several other positive changes within Maryland with regard to safely and efficiently moving critical oversize loads," Todd said.

SOME OF THE PARTICULARLY EFFECTIVE BENEFITS INCLUDE:

- Enhanced automated permit systems dramatically reduce processing time for issuing OS/OW permits.
- Reduced permit-issuance time results in more permit purchases as opposed to carriers running without permits.
- Reduced permit-issuance time results in a competitive advantage moving oversize products for Maryland-based manufacturers and industry and for the Port.
- More carriers legally obtaining permits results in enhanced safety for the general motoring public, preservation of infrastructure and increased revenue for the State of Maryland. 🌐



The Port's **NEXT** Generation

NEW ERA ACADEMY STUDENTS TO
EXPLORE CAREERS IN THE MARITIME
INDUSTRY THROUGH SUMMER JOBS

This summer, 40 Baltimore City public school students will be able to work for the Maryland Department of Transportation's Maryland Port Administration (MDOT MPA), the Coast Guard Yard Baltimore, WWL Logistics and many other employers in the area.

The students are part of the Transportation Technology (TransTech) program at New Era Academy, a public secondary school in the Cherry Hill neighborhood. TransTech prepares young

BY *TINA IRGANG*

PHOTOGRAPHY COURTESY OF MAYOR'S
OFFICE OF EMPLOYMENT DEVELOPMENT
& MAROON PR

people for a career in the maritime industry as well as other transportation and logistics sectors. The Baltimore Port Alliance (BPA) is one of several partners in the program.

The 40 positions were sponsored by Kevin Plank's Cupid Foundation as part of a larger \$150,000 commitment to the YouthWorks program, which provides summer employment to Baltimore City youth. The donation creating the positions was announced at an event May 22.

"This is the next generation we need to man our industry, our ports," said Scott Senko, Area Operations Manager at NYK Line (North America) Inc., one of the employers offering placements for the students. "We're

excited about the opportunity for these 40 interns, and we also want to thank our constituents, who wanted to open their doors to these individuals."

Senko is also a member of the BPA's education and outreach committee, which has been instrumental in developing job opportunities for students around the region. Elected officials have also lauded the YouthWorks program.

"Today is a great day for the city of Baltimore, Baltimore City Public Schools, the students of New Era Academy and our partners," Congressman Elijah Cummings said in a statement read by one of his staff members at the event. "I want



to thank the Baltimore Port Alliance for securing these opportunities for our young people."

Cummings, along with the late Helen Delich Bentley, was part of a partnership to create the TransTech program at New Era several years





← From left: Cherry Hill community member Rev. Peggy Jackson-Jobe, New Era parent Seaneice Johnson, Michael Middleton of Cherry Hill Development Corporation, New Era Principal Kia Harper, New Era student Cameryn Garrison, Captain Matthew Lake of U.S. Coast Guard, Alicia Wilson of Sagamore Development Company, Philisha Lane of Congressman Elijah Cummings' office.

↓ MDOT MPA's Katrina Jones will work with one of the interns for the summer and teach them how dredged material can be used to rebuild Maryland islands and attract wildlife and waterfowl.



ago, according to the statement.

The Congressman's office is also one of the employers providing placements for the 40 students. Other employer partners include the MDOT MPA, Maryland Pilots, Ports America, Watermark's Baltimore Cruise Vessels and the Coast Guard Yard Baltimore.

"These students could well be the future leaders of the Coast Guard Yard," said Captain Matthew Lake, who is the commanding officer at that facility.

Other speakers at the event included Michael Middleton of the Cherry Hill Development Corporation, a student and a parent at New Era, and the school's Principal, Kia Harper.

"This opportunity is bridging the gap between what students learn and what they will do," said Harper. "When our students look across the water and they see all those ships, and they see the water and the boats, they can see that that belongs to them. ... They are going

to be part of the economic development they can see around them."

Students participating in the summer program will work with their assigned employers for a five-week period. They will participate in either Session One of YouthWorks, from June 26 through July 28, or Session Two, from July 10 through Aug. 11. 🌐



How Can I Help?

BECOME A HIRE ONE YOUTH EMPLOYER

The Hire One Youth strategy provides an opportunity for Baltimore's private-sector employers to help shape the future workforce by interviewing and hiring at least one responsible and motivated 16- to 21-year old. Youth participants get a high-quality work experience. You get a great worker!

To find out how your company can benefit from the skills and energy of one young person this summer, please sign up at baltimorecity.gov/hireoneyouth, call Harriett Diles at 410-396-JOBS (5627) or email Hdiles@oedworks.com.

BECOME A YOUTHWORKS WORKSITE

Government agencies, non-profit organizations and community groups that would like to serve as YouthWorks worksites can register online at youthworks.oedworks.com. Young people would be placed in summer jobs with your organization and you would provide supervision and mentoring.

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Governor Larry Hogan MDOT Secretary Pete K. Rahn MPA Executive Director James J. White



KATHY BERGREN SMITH

German-Based Fuchs Has Long, Storied Ties to Maryland

COMPANY RECENTLY OPENED NEW HEADQUARTERS IN STATE

BY KATHY BERGREN SMITH

A spice company with a long history in the Port of Baltimore, Fuchs is now settling into new North American headquarters.

The company has completed construction and is moving to consolidate its operations in a brand-new 26-acre campus in Hampstead, Md. Fuchs produces spices and spice blends worldwide. Here in Maryland, the company receives spice imports from the exotic spice marketplaces around the world and grinds and blends them for customers across the continent.

The German-based Fuchs acquired Baltimore Spice Company in 1989. That company was the originator of Maryland's most famous spice blend, Old Bay, a salty spice seasoning used

on steamed hard-shelled crabs caught in the Chesapeake Bay.

Today, Fuchs North America (NA) supplies spices and spice blends to a diverse customer base. Its research and development team of food scientists and chefs creates seasoning blends for sauces, snack foods, the fast food industry and a multitude of other consumer food products. In Europe, the Fuchs brand is ubiquitous on packaged spices. Here in the U.S., it is also ubiquitous, but behind the scenes.

"Virtually every aisle of every grocery store in America contains a Fuchs spice component," said Chris Rodski, CFO at Fuchs NA.

At the new facility, a state-of-the-art lab provides Executive Chef Elizabeth Lindemer and her team with the environment they need to create



FUCHS NORTH AMERICA AT A GLANCE

ORIGINALLY:

Baltimore Spice Company

FOUNDED: 1939 in Baltimore

ADDRESS: 3800 Hampstead Mexico Road, Hampstead, Md.

CEO: Daniel Cooper

www.fuchсна.com



KATHY BERGREN SMITH



← Executive Chef Elizabeth Lindemer (right) consults with Culinary Specialist Alyssa Chircus in the laboratory where spice blends are created.

Center: The test kitchen where Chef Elizabeth presents customers with variations and recipes using blends, like those on the right.

Bottom: Blends are packaged and readied for delivery.

COURTESY OF FUCHS



KATHY BERGREN SMITH



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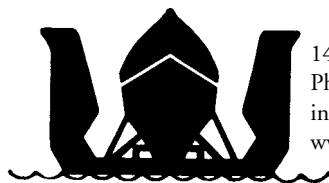
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the perfect blends. "It is a mix of science and training," said Lindemer.

"Let's say you are a snack food maker and you want to create a new jalapeño ranch-flavored chip," said Rodski. The R&D team would begin formulating blends and then offer a selection of options. "Last week, we had a customer who is creating a new sauce for pasta. Chef Elizabeth served several versions of the completed sauce for the customer to sample."

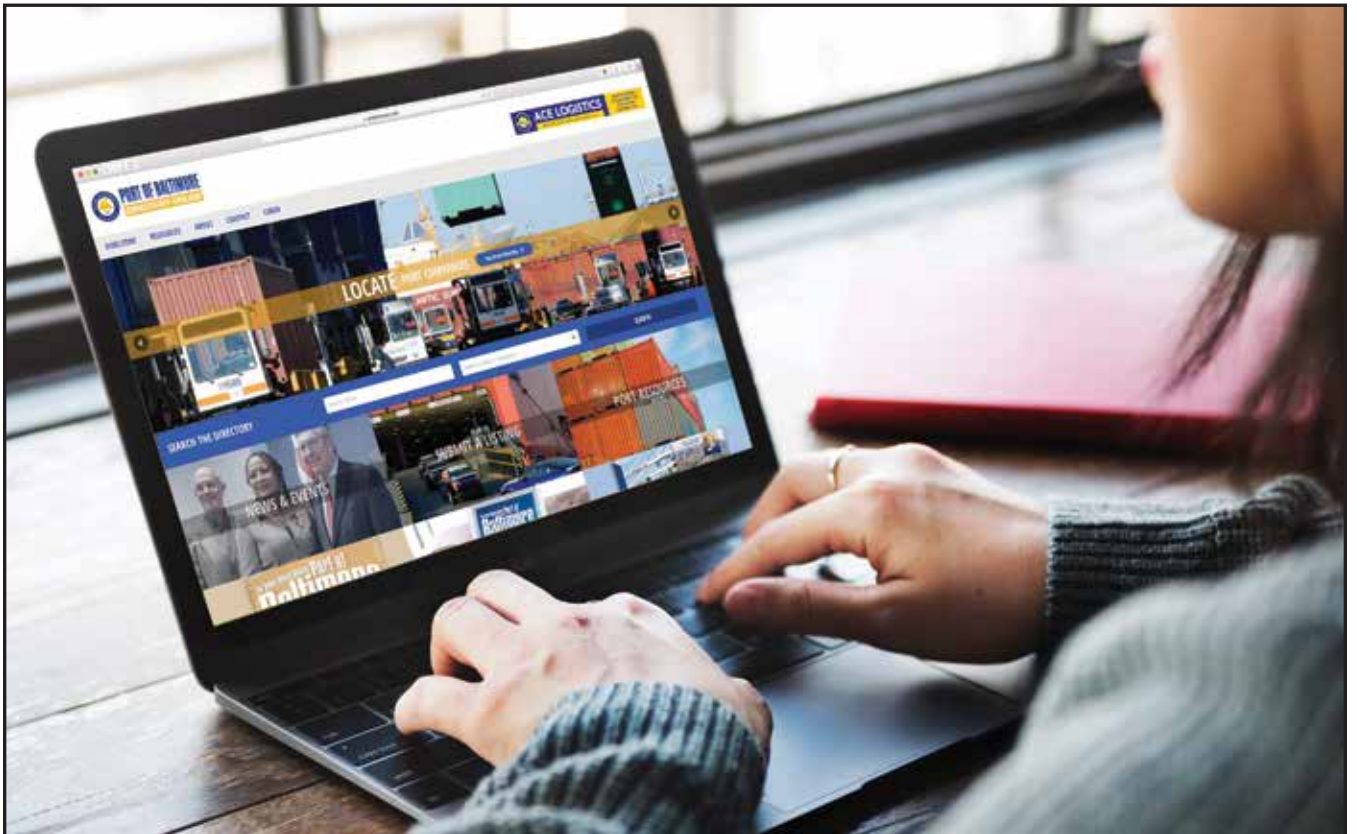
Research and development is a priority at Fuchs. The team includes culinary specialists, such as chefs, nutritionists and food technologists, along with scientists and organoleptic (how people respond to the taste, smell and feel of flavors) specialists. The R&D group tracks trends in food and eating habits and produces blends that are in line with their findings.

This spring, Fuchs introduced its African Exploration Collection of blends. These specialty blends brought together the spices of various African culinary traditions. Lindemer created a Berbere BBQ seasoning that marries East African hot chillies, ginger and cardamom spices with traditional American barbecue.

Once the customer is satisfied with the formulation, the recipe heads to the facility's brand-new blending tower. Here, 40 common ingredients are stored in silos, and others can be added as needed. The blend is entered into the computerized system, allowing large batches to be mixed with precision and consistency.

The blends are then packaged and shipped off to customers.

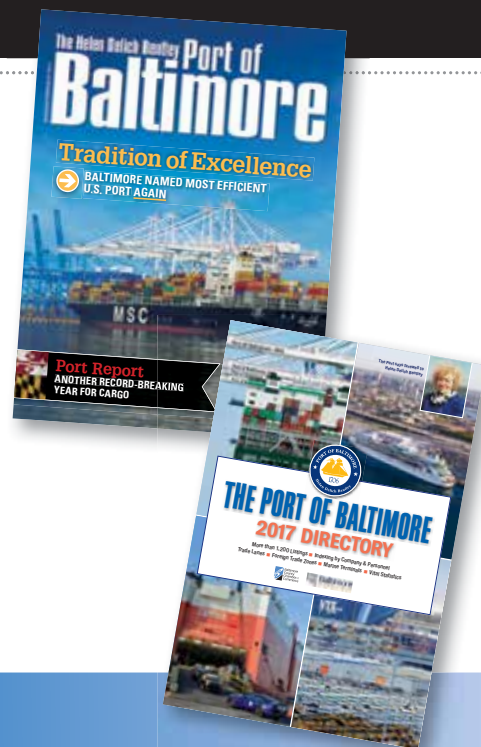
"The Port of Baltimore plays an important role in our business," said Rodski. The spices that Fuchs NA imports arrive in containers that need to move quickly to the Hampstead facility. "The Maryland Port Administration is very easy to work with and always available to facilitate; there are no hiccups at all." 🌐



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Volvo, Mack Build on Long Tradition of Excellence

COMPANIES MERGED IN 2001 TO CREATE INDUSTRY LEADER

STORY BY KATHY BERGREN SMITH | PHOTOGRAPHY COURTESY OF VOLVO GROUP TRUCKS

The Volvo Group is the world's leading manufacturer of trucks, buses, construction equipment and marine and industrial engines. When the company acquired American truck maker Mack in 2001, Volvo teamed with this century-old innovator to continue a tradition of building some of the most powerful engines on the road. The company is known as Volvo Group Trucks.

Since 1961, Hagerstown, Md., in the bucolic western part of the state, has been the producer of powertrains for Mack Trucks. The company

was founded by the Mack brothers, who were wagon-makers before World War I. John Mack's vision shaped the development of an entirely new form of transportation — commercial trucking — in the dawn of the 20th century. His ideas included a driver's cab over the engine to increase visibility and the integration of the powertrains into the vehicle to maximize performance.

Mack went on to produce very rugged trucks for moving war material for the British in the First World War, where the soldiers referred to the trucks as "Bulldogs" — the moniker the Brits also used for their



← *The Volvo production plant in Hagerstown, Md., manufactures the powertrains — engines, transmissions and axles — for Volvo Group brands, including Mack Trucks, Prevost, Volvo Trucks and Volvo Bus.*

↓ *The facility is an economic driver that employs about 1,600 skilled workers.*

own tenacious army. The compliment was taken and stuck with the company. Soon afterward, Mack adopted the famous bulldog symbol.

Mack trucks are still assembled at the Lehigh Valley Operations plant in Macungie, Pa. The powertrains, which consist of the engine, transmission and axles, are built in Hagerstown. Mack built this plant in 1961 and produced the innovative Maxidyne Diesel engine there. Introduced in 1967, this engine produced the highest horsepower through the most speeds to make it the most powerful truck engine at the time.

When Mack was acquired by the Volvo Group, it joined a global company with a deep history of innovation. Volvo was founded in 1927, and the Swedish automaker pioneered concepts like the automatic transmission. Volvo Cars was sold in 1999, and the Volvo Group now focuses on commercial vehicles and heavy equipment





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→ PORT BUSINESS



→ *The Volvo production plant occupies about 180 acres in Hagerstown, Md., and includes a laboratory for creating and testing new technologies for future products.*

and marine applications. The Volvo Group's North American headquarters is in Greensboro, N.C.

The Hagerstown powertrain facility is unique, with its combination of cutting-edge concepts and nuts-and-bolts manufacturing that resulted from the acquisition of Mack by the Volvo Group. With this acquisition, Volvo Group acquired the facility and its staff of highly skilled workers, who take enormous pride in their work.

"We have multiple generations of some families who have worked side by side here," said Belinda Vinson, Manager of Communications at the campus. She said acquisition by the Volvo Group has launched an exciting new era at the plant.

Volvo Group invested heavily in the facility to make it a complete campus that combines research and development with production.

"On our 180-acre campus, we have a laboratory for creating and testing new technologies for future products, engineers working on all facets of innovation, as well as the full manufacturing facility that builds all the powertrains for Mack and Volvo Trucks and buses built in North America and for luxury motor coach maker, Prevost," said Vinson.

Volvo Group receives parts for engine assembly from its sister factories in Sweden as well as other



countries around the world. These segments arrive at the Port of Baltimore regularly.

“Our logistics services department works closely with our Port partners to keep our supply chain running efficiently,” said Vinson. Because the manufacturing process is so streamlined at the plant, scheduling arriving cargo is a challenge. “We are a lean and automated facility.”

The 1.5 million-square-foot facility employs about 1,600 people working from conceptualizing to creating, testing and producing the most advanced heavy-duty diesel engines in the world. 🌐

VOLVO

VOLVO GROUP TRUCKS AT A GLANCE

13302 Pennsylvania Avenue,
Hagerstown, Md.

BRANCH MANAGER:
Michael Albi

PRODUCTION PLANT:
Manufactures the powertrain — engines, transmissions and axles — for Volvo Group brands, including Mack Trucks, Prevost, Volvo Trucks and Volvo Bus

www.volvotrucks.us/about-volvo/facilities/powertrain-facility/

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Bill Smith Uses Police Skills as Maritime Security Expert

FORMER BALTIMORE COUNTY POLICE OFFICER NOW WORKS WITH BATA MARINE

BY MERRILL WITTY | Photograph by Kathy Bergren Smith

Bill Smith was a Baltimore County police officer from 1993 to 2008. On his days off, he experienced a change of pace by working for his father-in-law at McCluskey Marine. That's where he learned about the tugboat and line-handling business.

He also got to know many of the ship agents at the Port of Baltimore, which presented an opportunity, in 2002, for Smith to create a much-needed guard service for Baltimore shipping agencies and terminal operators. He left the Police Department in 2008 and committed to building BATA Marine, Inc., a full-time 24/7 Port service company specializing in maritime security and line handling for vessels and barges. The company also provides cash

“

By utilizing fellow local, state and federal current and retired law enforcement officers to provide these services, we are able to offer a top-notch security service to our customers, with flexible schedules.”

and document delivery, protective escort services and guard-shack services, among other things.

“By utilizing fellow local, state and federal current and retired law enforcement officers to provide these services, we are able to offer a top-notch security service to our customers, with flexible schedules,” he said. “Obviously, I believe with my background and law enforcement experience, that Port security is very important, and there should be more of a sense of urgency placed on it.

“Our very first stowaway, in 2002, was discovered hiding in the engine room during a combined U.S. Coast Guard (USCG) and Customs and Border Protection (CBP) inspection upon the vessel's arrival in Baltimore. The person was onboard illegally with no visa/passport. We were called immediately to place guards on the vessel until we were required to accompany the person back to his home country, the Dominican Republic.”

Smith continued, “There are typically only four major modes of travel for a terrorist to enter a port. Since railroads and roads don't connect us with foreign threats, that leaves

airplanes and ships. We seem to take the airlines seriously and have taken the necessary steps to lower the threat level, but I definitely don't see the same kind of diligence in the ports yet. I'd like to see us be more consistent and alert there."

Smith believes in taking a more proactive approach. "Unfortunately, I have seen too much pressure being put on CBP/USCG when they want to raise security requirements for ships by ship owners and others due to costs that they are not accustomed to covering. I don't believe you can put a price on Americans' lives; if there were another terrorist incident, I don't believe any of the people complaining about the costs would take responsibility if the next terrorist entered the U.S. by ship!"

BATA provides current and continuous training to its workers. The company has expanded security operations into Delaware, Pennsylvania and New Jersey and also provides line-handling services for CNX Marine Terminal, CSX, Rukert and Host Terminals directly in Baltimore.

"We pride ourselves in providing a service to our customers that is second to none and are the only company in Baltimore to provide both line-handling and security services with our own employees, without contracting other companies to get the job done," he said.

"Due to our perfect safety record, our commitment to service and the great relationships with our Port partners, we are in our 16th year of operations and look forward to many more years of continued success by facing the challenges of the industry together with the help of our very experienced and committed partners in the Baltimore maritime industry." 🌐



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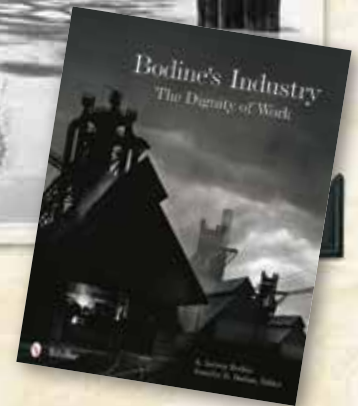
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STORY BY KATHY BERGREN SMITH

The C&D Canal: A Model of Efficiency

The C&D Canal provides marine traffic with a vital shortcut between the Port of Baltimore and Philadelphia and points north. The 14-mile sea-level canal connects the upper Chesapeake Bay with the Delaware River. Ships leaving Baltimore can avoid traveling down the

bay and up the Atlantic coast, saving time and remaining off the ocean. The canal was built in 1829 and ultimately expanded to today's 450-foot width with a depth of 35 feet. The traffic on the canal is controlled by the U.S. Army Corps of Engineers.

There are six crossings along the canal, including the Chesapeake City

A. Aubrey Bodine

bridge. Aubrey Bodine captured the *S.S. Jean* passing Chesapeake City in 1938. Four years after this photo was taken, this at-grade lift bridge was struck by an oil tanker and toppled into the canal. Today, vehicular traffic crosses on a high, fixed bridge.

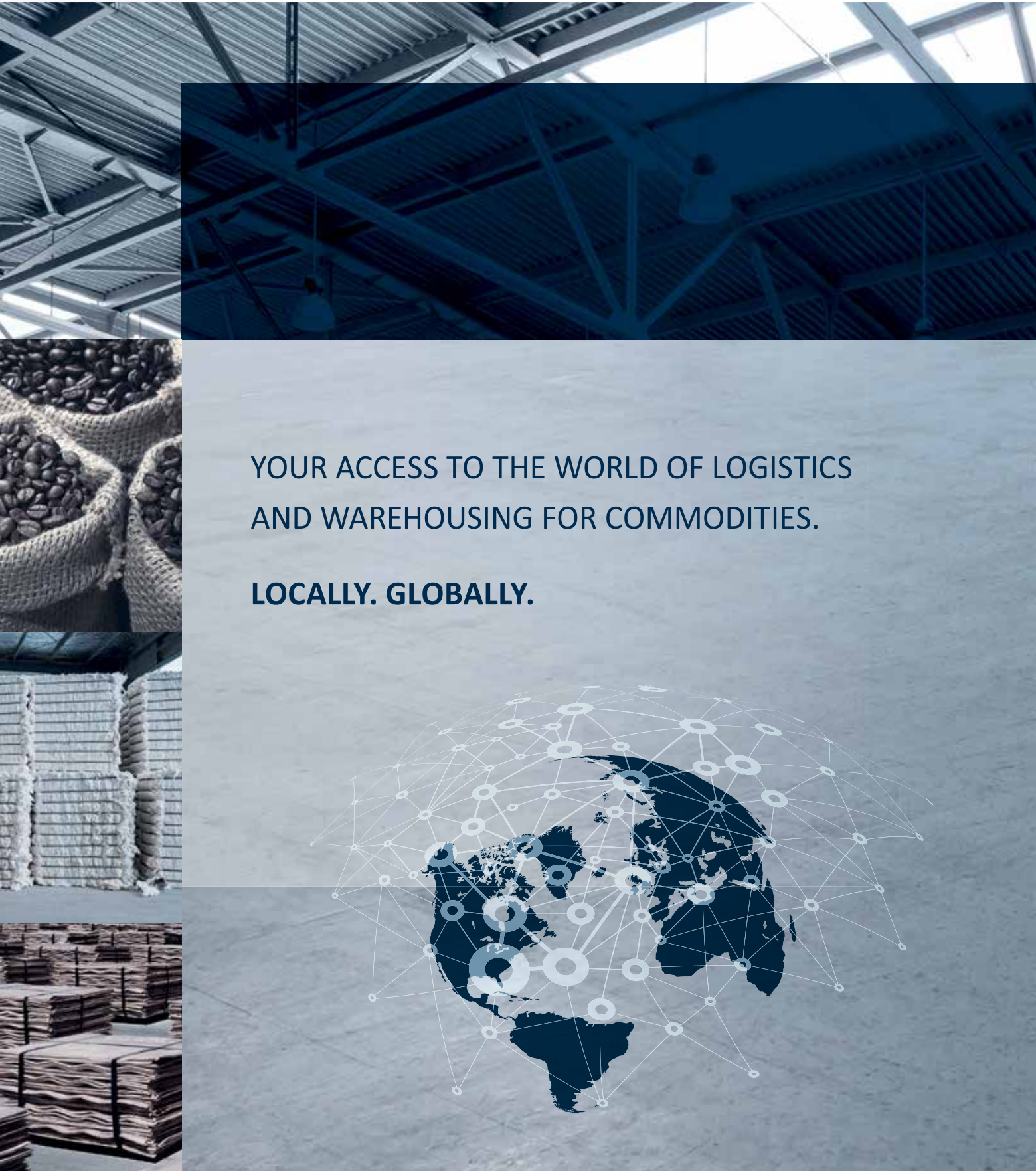
About 40 percent of all Port of Baltimore traffic uses the canal. 🌐

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.



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