

NOVEMBER/DECEMBER 2016

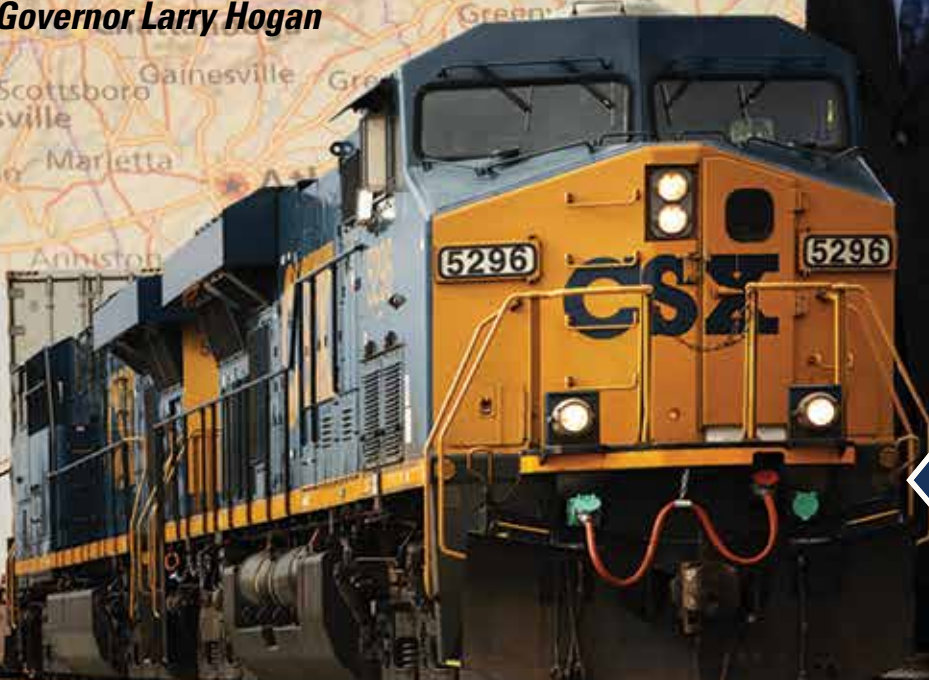
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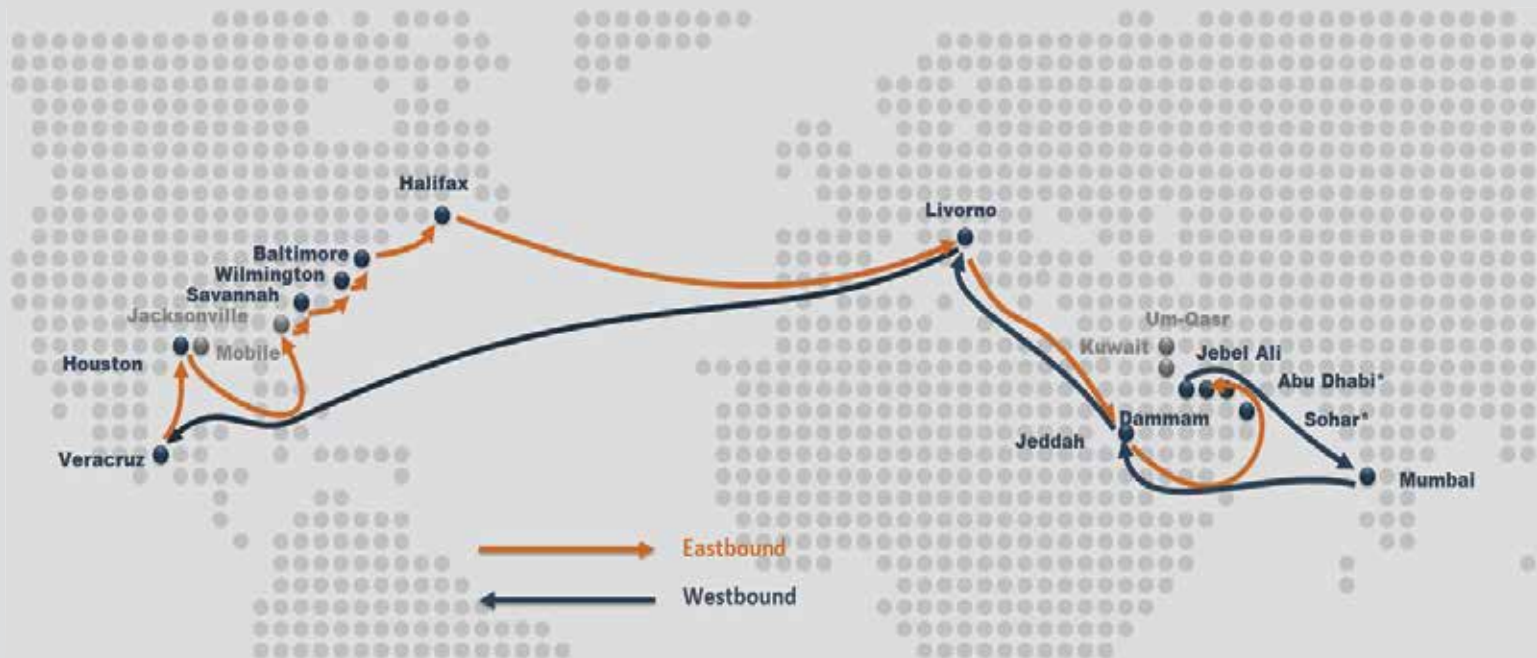
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# ↓ CONTENTS

November/December 2016



↑ Local officials applauded a \$978,302 Diesel Emissions Reduction Act grant from the U.S. EPA to Maryland Environmental Services. Participating in a ceremony were (from left): Shawn M. Garvin, the EPA's Mid-Atlantic Regional Administrator; MPA Deputy Executive Director Kathleen Broadwater; U.S. Senator Ben Cardin; Maryland Department of Environment Secretary Benjamin H. Grumbles; Rebecca Ruggles, Maryland Environmental Health Network; and Nate Loewentheil, head of President Barack Obama's Task Force for Baltimore and senior advisor on the White House National Economic Council.



## FEATURES

**18** Pledge to Improve  
Howard Street Tunnel  
Infrastructure Needed for Double-stacked Trains

**22** Port Gets Almost \$1M for  
Diesel Emissions Reduction  
Grant Part of Long-standing Relationship with U.S. EPA

**COVER:** Officials from the public and private sector are seeking federal funds to make improvements to the Howard Street Tunnel. Photography courtesy of CSX and the Executive Office of the Governor.



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



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

## DEPARTMENTS

**6**  
**Governor's Message & Executive View**

**8**  
**Soundings**  
Happenings Around the Port

**14**  
**GreenPort**

- Fairfield Marine Terminal Gets Boost
- Diverse Roundtable Shares Ideas
- MPA Mulls Options for Dredged Material

**24**  
**Port Business / B&E Storage**  
Thriving Firm Growing at Point Breeze

**26**  
**Port Person / Patrick Mangin**  
Director Keeps Coal Moving at CONSOL Marine Terminal

**28**  
**Port View**  
Freight Schooners, the Diesel Generation

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GOVERNOR'S MESSAGE

## Revamped Howard Street Tunnel Key to Future Success

2016 has been yet another incredible year for the Port of Baltimore. Although we all join in mourning the loss of the Port's namesake, Helen Delich Bentley, I know that she took great pride in seeing her hard work continue to foster such a vibrant, thriving economic engine for our state.

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

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

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

would provide the necessary rail links to the heartland, opening the Port up to even more opportunities for growth.

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

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

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

**Larry Hogan, Governor**

EXECUTIVE VIEW

## Maritime Industry Braces for Change in 2017

**W**e have all been monitoring the continually evolving alliances in container shipping. As they stand now, the three alliances currently represent the majority of the world's total container capacity. The alliances have allowed the larger ocean carriers to better allocate their resources. The smaller lines can serve more destinations without spending billions to increase their individual fleets.

As far as the impact on ports, it could bring new business if an existing customer in a new alliance brings a partner to a port. It could also have the opposite effect if that same existing customer cannot convince their partners to visit that port. There are still lots of wheels in motion.

The recently completed presidential election was historic on many fronts. Now as our nation moves forward under a new administration, the maritime industry will be closely watching for any changes in our trade policies. President-elect Donald Trump has talked about many issues that directly impact our industry, from the Trans-Pacific Partnership to NAFTA to imposing stronger tariffs on countries like China.

There is no other industry in the world that better reflects the global economy than maritime shipping. As we move forward in 2017, our industry will be very tuned in to see how key trade policies may be affected.

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





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# SOUNDINGS

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



PHOTOGRAPHY BY BILL MCALLEN

↑ The Port community came out in full force for a pair of memorials to honor Helen Delich Bentley, including (bottom, from left): the Rev. John FitzGerald, Maryland Gov. Larry Hogan and Sen. Barbara A. Mikulski.



## IN MEMORIAM

### Friends, Family and Colleagues Say Goodbye to Helen Delich Bentley

BY TODD KARPOVICH

Elected officials, friends and leaders in the local maritime industry shared many laughs, and shed a few tears, as they formally said goodbye to Helen Delich Bentley at the Cruise Maryland Terminal at the Port of Baltimore on Nov. 4.

Bentley was remembered for her feisty personality, but more importantly, for her unwavering support for the Port. Several hundred people attended the private ceremony, and more than a hundred more attended a public viewing later in the day at Fort McHenry.

"She was simply Helen. She didn't need a last name," Sen. Barbara A.

Mikulski said. "When you said, 'I got a call from Helen,' everybody knew what that was. ... She was the Helen that launched a thousand ships."

James J. White, Executive Director of the Maryland Port Administration, remembered getting a phone call from Bentley at 3 a.m. because she had forgotten someone's name. He also recalled a long road trip where he used her as a sounding board for a presentation. White assumed Bentley's silence meant she approved ... until he glanced over to the passenger seat and realized she had fallen asleep.

"She was the Port even before it was named after her," White said. "We were the only port in the United States that had a resource like Helen Bentley."

Maryland Gov. Larry Hogan's voice cracked with emotion when he remembered calling Bentley when the two were undergoing treatment for cancer. He visited her several times over the final few weeks of her life.

"There truly was never anyone like Helen Bentley. She was one of a kind," Hogan said. "Her Port continues to break records. It continues to be one of the best ports in the entire world."

Also paying tributes were David Blumberg, a former intern for Bentley who wound up becoming a longtime friend. Gloria Cataneo Tosi, another former colleague and friend, also shared her memories of Bentley.



## SHIPPING

### Choptank Transport Recognized for Philanthropy

Choptank Transport, a third-party logistics provider headquartered in Preston, Md., was recognized by the Maryland Chamber of Commerce for their charitable giving. Those efforts include fundraising for the March of Dimes and Choptank's Thanksgiving dinner donation, which feeds more than 250 people in need each year.

Each year, the Maryland business community contributes millions of dollars and volunteer hours to charitable organizations throughout the state. The Maryland Chamber of Commerce, together with the *Baltimore Business Journal*, honored three area businesses or institutions with the Business Philanthropy Award at an event on Nov. 9 at the Baltimore Marriott Waterfront Hotel. 🌐



↑ **Former Gov. Robert L. Ehrlich, Jr. remembered Bentley during a ceremony at Fort McHenry. Bentley's ashes were carried from the Cruise Maryland Terminal for one last journey around her beloved Port.**

After the private ceremony, Bentley's ashes were taken to a waiting tugboat docked outside the terminal for one last ride around her beloved Port.

In a separate public ceremony, Bentley was honored by former Gov. Robert L. Ehrlich, Jr., who officially named the Port after her at its 300th anniversary celebration. U.S. Rep. C.A. "Dutch" Ruppertsberger also paid tribute.

"She truly was the queen of the Port," Ruppertsberger said. "She was a tiny woman, but she was as mighty as the ships at its docks."

Also on that day, students from St. Paul's School sailing on the *Lady Maryland* shot off a cannon and held a moment of silence in her honor. 🌐



## EVENT

### Key Groups Sign Pledge for Port

Members of the Federal Agency Quality Work Group (FAQWG), federal agencies and associations signed the FAQWG pledge at a Baltimore Port Alliance meeting held on Sept. 16. By signing the pledge, all the FAQWG members recognize the importance of collaboration among agencies and associations to better meet requests and address specific issues, events, incidents or concerns of the Port's customers. In the nation's ports, FAQWG is unique to Baltimore, and this year marked the 20th anniversary of receiving former Vice President Al Gore's prestigious Hammer Award. 🌐

## IN MEMORIAM

### Marino, Founder of Marine Repair Services and Container Maintenance, Passes Away at Age 81

Vincent Edward Marino, founder of Marine Repair Services and Container Maintenance Corp., died on Nov. 29 at the age of 85 in Daniel Island, S.C. Marino was born Nov. 12, 1931, in Brooklyn, N.Y. He attended St. John's University and served his country in Korea. Marino founded Marine Repair Services and Container Maintenance Corporation in 1971 and began service at the Port of Baltimore in 1974. 🌐



**EVENT**

## Sailors Work with Students for Masonville Cove Cleanup

Forty sailors from eight U.S. and Canadian naval ships participated side-by-side with Ben Franklin High School students for a shoreline cleanup at Masonville Cove. The partnership was a part of Maryland Fleet Week. Rear Adm. Charles Rock, Commandant, Naval District Washington, also worked with the students, who received a certificate for their efforts. 🌐



→ *Rear Adm. Charles Rock, Commandant, Naval District Washington, presents a certificate of appreciation to U.S. and Navy units, along with Ben Franklin High School students, for taking the time to clean up Masonville Cove.*



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**EVENT**

## MPA Hosts U.S. Ambassador to Panama

The Port of Baltimore hosted U.S. Ambassador to Panama John Feeley and the Panamanian Ambassador's Deputy Chief of Mission Karla Gonzalez on Oct. 19. The visit was facilitated through the Baltimore office of U.S. Commerce Department. The primary focus of this delegation was to better understand impacts of the recently expanded Panama Canal to East Coast ports. They also shared their vision of new logistical opportunities in the Canal Zone and their intent to partner with American businesses. In addition to tours of Dundalk and Seagirt, a joint presentation was provided by Ports America Chesapeake and the MPA.

While the ambassador recognized the many strong attributes that comprise the Port of Baltimore, he was most impressed by something he has not seen in other ports: collaborative relationships across the port community. 🌐



↑ Pictured from left to right: John Feeley, U.S. Ambassador to Panama; Donovan Murray, GM, Intermodal Trade Development; Evan Bruning, Intern, U.S. Commerce Department; Karla Gonzalez, Panama Deputy Chief of Mission; Aisha Jones, Acting Director, U.S. Commerce Department – Baltimore.

*Photo: Kathy Smith*

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**EVENT**

**Maryland Celebrates Fleet Week**

Maryland Fleet Week attracted thousands of visitors to the state from October 10 through 17 with air shows, military ship tours and family activities around the Inner Harbor. There was also a “Fleet Week Festival” at the Inner Harbor that showcased exhibitors, local delicacies and live music. Fleet Week annually celebrates the state’s rich naval history and Maryland’s contributions to the defense of the nation. Companies around the Port of Baltimore also hosted festivities for the popular event. 🌐



← *Capt. James Kirk, Commander, USS Zumwalt, is flanked by the MPA’s Director of Security David Espie (far left), Director of Operations Dave Thomas and Deputy Director of Operations Brian Miller (far right). Thomas presented Capt. Kirk with a “Captain’s Wheel” from the MPA, commissioning of USS Zumwalt.*

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## NEWSMAKERS

### Vane Brothers Launches Tugboat *Baltimore* into Service

Vane Brothers, a Baltimore-based marine transportation company, took delivery of the tugboat *Baltimore*. The *Baltimore* is the third of eight vessels in Vane's Elizabeth Anne Class of 4,200-horsepower tugboats contracted through St. Johns Ship Building in Palatka, Fla. The *Baltimore* is also the 30th vessel completed for Vane Brothers under the supervision of Senior Port Captain Jim Demske, who is highly regarded in the maritime industry for delivering superior tugboats that emphasize crew comfort, safety and efficiency.

"Our partnership with St. Johns Ship Building has enabled us to invigorate our fleet with top-of-the-line workmanship and cutting-edge technology in order to ensure safety for our crews and the environment, as well as reliability for our customers," Vane Brothers President C. Duff Hughes said.

Designed by Frank Basile of Entech Designs, LLC, Vane Brothers' Elizabeth Anne Class tugboats are close cousins of the company's



Basile-designed Patapsco Class tugboats, 15 of which were produced between 2004 and 2009. Measuring 100 feet long and 34 feet wide, with a hull depth of 15 feet, the model-bow *Baltimore* utilizes two Caterpillar 3516 Tier 3 engines, each generating 2,100 horsepower at 1,600 rpm. 🌐



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

## Fairfield Marine Terminal Environment Gets Boost with New Storm-Water Treatment System

To meet the environmental requirements of treating any newly installed impervious surfaces, the Maryland Port Administration (MPA) installed a new, state-of-the-art storm-water treatment system earlier this fall as part of the redevelopment of the Fairfield Marine Terminal.

Known as the Jellyfish<sup>®</sup>, the compact system uses underground filtering technology to treat storm water for nutrients, such as nitrogen and phosphorus, and sediment, trash and metals before the storm water is discharged into the Patapsco River.

A section of the marine terminal was newly





paved, "and that gave us a chance to install this technology," Jamie Scheerer, project manager for the Maryland Environmental Service, said. "We've known about this technology for two or three years, and this is the first opportunity we've had to use one."

Storm-water runoff is captured and directed via an inlet pipe into the Jellyfish®, which is 12 feet tall and 12 feet in diameter; once inside, water is pushed into a treatment chamber, where a separation skirt traps oil, trash and debris before the filtration zone.

Water is then forced up through the filtration system, a high-performance membrane with tentacles that provides a large surface area to remove fine sand and silt-sized particles and particulate pollutants such as nitrogen, phosphorus, metals and hydrocarbons. The unit operates off the hydraulic pressure of the water, and the one installed on the Fairfield terminal can treat about three acres.

"Installation of the Jellyfish® was a great opportunity to use innovative solutions to improve water quality and to work collaboratively with the Maryland Department of the Environment to have this technology approved," said Bill Richardson, environmental manager for MPA.

The Jellyfish® requires regular maintenance to rinse and reuse the filters and vacuum the sump, typically every two to five years, depending on the amount of pollutants, according to the manufacturer, Contech Engineered Solutions.

"The MPA is always looking to evaluate and use new technologies approved for total-management daily load compliance as part of its program to treat the impervious acres that are present throughout our facilities," Scheerer said. 🌐



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## Diverse Roundtable Shares Ideas for Reducing Air Pollution

A diverse group of about 30 community, business, state agency, health, union and environmental representatives shared their perspectives on reducing air pollution from diesel emissions during a multi-stakeholder roundtable discussion that the Maryland Port Administration (MPA) helped organize.

"We are committed at MPA to minimizing our environmental impacts as we maximize our economic impacts," said Barbara McMahon, MPA's head of Safety, Environment, and Risk Management. "Reducing

diesel emissions has been a top priority for us, and we thought it would be good to talk about our successes, challenges and future initiatives with others who are in similar situations or are otherwise interested in improving air quality."

Listening to one another's perspectives proved powerful for the participants.

Louis Campion, president of the Maryland Motor Truck Association Inc., which hosted the roundtable, praised the opportunity, saying, "It was a chance to explore challenges,

concerns and interests. We look forward to continuing the conversation to discuss ways to further reduce diesel emissions while recognizing the economic importance the fuel has in freight transportation."

Rebecca Ruggles, Director of the nonprofit Maryland Environmental Health Network, which co-sponsored the roundtable, said, "We saw that there were a lot of people who had a stake in diesel emissions, but they were coming from a variety of sectors. We just really wanted to see if we could bring people together and see where Maryland would benefit the most."

Bob Hoyt, a founding partner of Ecologix Group, an environmental strategy company that co-sponsored

## MPA Looks at More Options for Dredged Material

The Maryland Port Administration (MPA) has undertaken a Confined Aquatic Disposal (CAD) demonstration project, at the recommendation of the Harbor Team.

The purpose of the project is to demonstrate whether CAD is feasible as a management technique for dredged material. Participants on the Harbor Team represent a broad spectrum of community, business, local government and environmental interests from around the harbor.

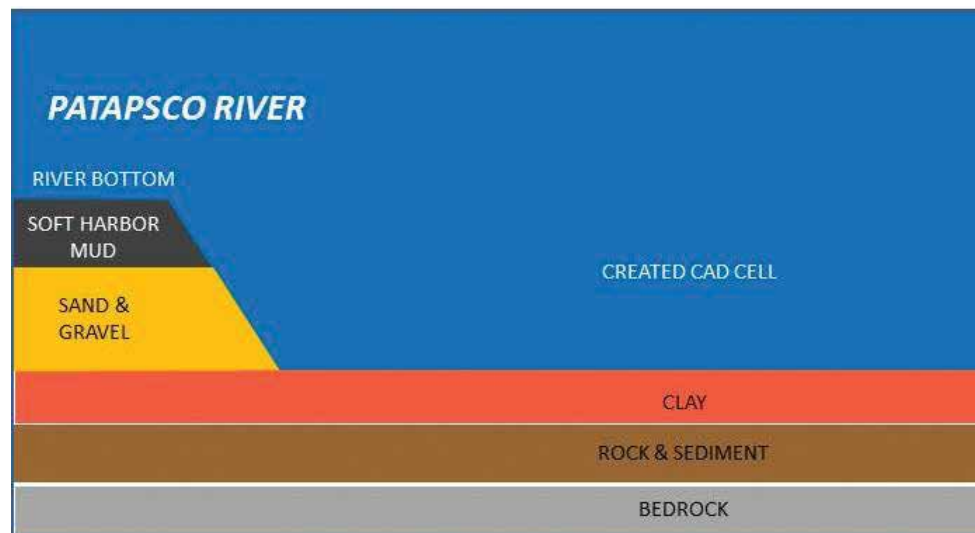
The demonstration project involves dredging clean sand from an underwater site and moving it to a staging area for reuse. The resulting underwater cell or pit will be filled with dredged material. The underlying layer of clay and the sides of the pit serve as a barrier that prevents sediments deposited in the cell from spreading to adjacent water or aquifers.

The demonstration project is

located directly adjacent to the Masonville Dredged Material Containment Facility (DMCF) in the Masonville Vessel Berth between Piers Three and Four. Close coordination with MPA Operations and

the Association of Maryland Pilots assured no interruption of service with the movement of cargo.

Construction of the CAD cell was initiated on Sept. 5, 2016 and was completed in early October. The CAD cell will be filled with material from the Army Corps of Engineers' maintenance dredging of the Ferry Bar Channel in the winter of 2016/2017. Sand that was excavated during the



the event, said, "We decided to focus on one type of emissions — diesel — and get all the stakeholders together, from communities that absorb the impact to truckers and businesses — all the different perspectives we could fit into one room."

Delegate Clarence Lam, from District 12, who has a longstanding interest in reducing diesel emissions and participated in the roundtable, observed that, "The point wasn't to propose something new but to have the participants, many of whom had never met, explore questions relating to whom they represented, why reducing emissions is difficult, and what additional information might be helpful."

The group plans to meet again and determine its next steps. 🌐

construction of the CAD cell will be used for future dike raising of the Masonville DMCF and the filling of the Kurt Iron slip so it can be converted into terminal space.

Extensive monitoring will identify potential impacts to water quality, specifically related to turbidity and nutrient releases, and will help determine the practicality of using this technique in the future. 🌐



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# Gov. Hogan, CSX Promise to Improve Howard Street Tunnel Infrastructure

GRANT WOULD ALLOW ADJUSTMENTS FOR DOUBLE-STACKED CONTAINER TRAINS

BY TODD KARPOVICH | *Photography by Bill McAllen*

**M**aryland Gov. Larry Hogan, the Maryland Port Administration and CSX Corp. officials are optimistic the 121-year-old Howard Street railroad tunnel will soon be open for even more business.

Hogan and Michael Ward, chairman and CEO of CSX, got a first-hand look at the needed improvements while traveling through the tunnel aboard a CSX rail car in October. The ultimate goal is to improve the tunnel's infrastructure 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 in and out of the Port. This limitation puts Baltimore at a competitive disadvantage, since all other major East Coast ports have double-stack rail capacity.

"This is something that I talked about since I first starting running for governor," Hogan said. "I was going to find a way to get double-stacked trains through this tunnel. This is something we are going to make sure gets done. It's critically important, not only to the Port of Baltimore and the City of Baltimore, but for the entire state of Maryland. It can really be transformative to our economy, and have a dramatic effect on the economic development of our state."

For many years, the cost to reconstruct the Howard Street tunnel to accommodate double-stack intermodal trains was estimated at \$1 billion to \$3





→ **Maryland Gov. Larry Hogan** reaffirmed his commitment to improving the infrastructure of the Howard Street Tunnel. The goal is to expand the tunnel so it can handle double-stacked container trains that travel to and from the Port of Baltimore. CSX and the state have committed \$270 million for the project, and they are trying to acquire matching federal funds.

billion. There were also overriding concerns about disruption to the surrounding communities during construction.

More recently, however, CSX and the Maryland Department of Transportation (MDOT) 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 Hogan is seeking federal funds for the balance of the project cost.

"I think the state is being very foresightful," Ward said. "We're very excited about getting the



## FAST FACTS Howard Street Tunnel

**OPENED:** 1895

**LOCATION:** Beneath Howard St. from Mt. Royal Station to Camden Station

**RAILROADS:** CSX Railroad, Baltimore & Ohio Railroad

**FACT:** National Register of Historic Places

**LENGTH:** 1.7 miles with an additional 2.5 miles of bridges and clearances

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HOWARD STREET TUNNEL

federal monies next year. Not only will it be good for the economy, it's also very good for the environment."

"What we've learned from this tour is the real understanding of why the tunnel is so important to CSX and our economy," Maryland Transportation Secretary Pete K. Rahn said. "This line represents the I-95 of CSX Railroad. They have this choke point. The way it's explained, what would it be like if you couldn't take a truck through the Ft. McHenry Tunnel. That's how important the Howard Street tunnel is, and that's why it needs to be fixed."

Earlier this year, MDOT applied to a U.S. Department of Transportation grant program called FASTLANE for federal funding to modify the existing tunnel and associated bridge clearances. While that application was denied, Hogan confirmed the state is reapplying for the next round of FASTLANE funding, which is expected to be announced in the coming months.

"I've personally spoken to the White House about this project," Hogan said. "I had lunch with Vice President Biden to discuss the importance of this infrastructure project. I discussed it with the President in the Oval Office. Our indications are that our project scored very high, and we just missed the funds last time. We're going to push like heck to make sure we get them next time."

With its supersized cranes and deep container-ship berth, the Port of Baltimore is one of only a few East Coast ports that can accommodate the biggest vessels in the world. The Port's next goal is to allow trains carrying containers to be double stacked, which would increase port business and maintain and grow jobs.

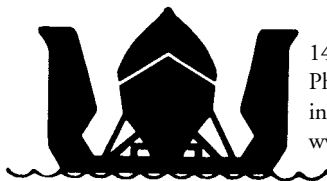
It is estimated that this project would create about 500 construction jobs over a five-year period. Following the project completion, it is estimated that about 3,000 jobs would be created as a result of increased business through the Port because of double-stack capabilities.

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“This transformational critical-infrastructure project will further position the Port and existing Maryland businesses for a bright future, as well as help attract new businesses to the state.”

— Michael Ward, chairman and CEO of CSX Corp.

The Port would handle about 80,000 additional containers annually.

“This transformational critical-infrastructure project will further position the Port and existing Maryland businesses for a bright future, as well as help attract new businesses to the state,” CSX’s Ward said. “Additionally, this project will create jobs while helping to make commutes safer and quicker and improving air quality.”

Combining both the public and private marine terminals, the Port saw 32.4 million tons of international cargo cross its docks last year, which was valued at approximately \$51.1 billion. Baltimore is ranked as the top port among all U.S. ports for handling autos and light trucks, farm and construction machinery, imported gypsum, imported sugar and imported aluminum.

Overall, Baltimore is ranked ninth for the total dollar value of cargo and 13th for cargo tonnage for all U.S. ports.

“This is a very environmentally friendly way of moving freight across the country, and it will open up the entire eastern half of the United States for products coming through the Port of Baltimore,” Ward said. 🌐

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# Port Awarded Almost \$1M for Diesel Emissions Reduction



## FEDERAL GRANT PART OF LONG-STANDING RELATIONSHIP WITH U.S ENVIRONMENTAL PROTECTION AGENCY *BY TODD KARPOVICH*

**T**he Port of Baltimore is able to balance its role as a driving economic engine for the region with that of environmental steward for the Chesapeake Bay and surrounding communities. The U.S Environmental Protection Agency (EPA) has recognized both that efficiency and how the Maryland Port Administration (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.

"This helps our environmental health, but also helps recognize the importance of the Port of Baltimore," U.S. Senator Ben Cardin said during a ceremony at the Port's shiny

new berth in Dundalk. "The Port of Baltimore produces thousands of jobs. This is one of the most competitive ports in our country. This is good for America. We have to do it in a way that is mindful of the risks to our environment. This is another chapter in not only making the Port more competitive but making it healthier."

MPA Deputy Executive Director Kathleen Broadwater said the Port has forged a strong relationship with the Maryland Department of the Environment (MDE) and the EPA.

"We have, in recent years, worked together very collaboratively toward good environmental stewardship, while protecting and growing the Port of

**“Through initiatives like our Clean Diesel and Dray Truck Replacement programs, we have been able to remove nearly 9,000 tons of air pollutants around the Port.”** — *Charles Glass, Maryland Department of Transportation Assistant Secretary*

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 will also 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.

Baltimore," Broadwater said. "Through the years, the MPA has invested time and money in its environmental initiatives. This announcement will allow this investment to continue."

Over the lifespan of the equipment, the project is expected to reduce diesel particulate matter (PM) by 14.86 tons, carbon monoxide (CO) by 88.42 tons,



and carbon dioxide (CO<sub>2</sub>) by 23,030 tons. It will reduce ozone precursors — oxides of nitrogen (NOx) — by 241.39 tons and hydrocarbons (HC) by 8.19 tons. Furthermore, the improvements will save an estimated 143,034 gallons of diesel fuel over its lifetime.

Diesel exhaust contributes to numerous adverse health impacts, including cardiovascular and respiratory illnesses such as asthma. Many studies have linked traffic pollution, which includes diesel exhaust, to long-term health problems for children who grow up near major roadways.

Maryland Department of Environment Secretary Benjamin H. Grumbles agreed it has been a collaborative effort between federal and state agencies, along with the private sector, to help lobby for and expedite environmental initiatives. Grumbles said collaborative efforts that bring about this very positive change underscore the overall economic plan by Maryland Gov. Larry Hogan's administration.

"It does take a team to really make progress in reducing threats to public health," Grumbles said. "There's nothing that makes the Governor happier than being able to see in a totally bipartisan basis environmental progress and economic prosperity hand-in-hand."

This funding is part of EPA's DERA fiscal year 2016 allocation, which includes engine replacements, and idle-reduction and retrofit technologies to clean up a variety of older diesel engines. Including this latest grant, the Port has received \$5.7 million in DERA funding during the past eight years, according to the EPA.

"This funding builds upon the Port of Baltimore's ongoing efforts to reduce emissions, increase energy efficiency and promote sustainability," said Shawn M. Garvin, the EPA's Mid-Atlantic Regional Administrator. "By installing clean diesel technology, the Port of Baltimore is doing more than just saving money — they're creating cleaner, healthier air for their employees and communities nearby."

The EPA has implemented

standards that make diesel engines more than 90 percent cleaner than in the past, but many older diesel vehicles and equipment remain in operation and emit large amounts of pollutants, such as nitrogen oxides and particulate matter. These pollutants are linked to asthma, lung damage and other serious health problems.

"Through initiatives like our Clean Diesel and Dray Truck Replacement programs, we have been able to remove nearly 9,000 tons of air pollutants around the Port." Maryland Department of Transportation Assistant Secretary Charles Glass said. "When people think about the Port of Baltimore, we want them to think of our business successes and our environmental stewardship."

Nate Loewentheil, head of President Barack Obama's Task Force for Baltimore and senior advisor on the White House National Economic Council, has worked closely with officials in Baltimore to spur economic growth and stability in the city.

Loewentheil, a Baltimore native, said the Port can be a driver for the city and the region even while improving the surrounding parks and wildlife habitat.

"Baltimore was really born as a port city, and its future is as a port city," Loewentheil said. "The Port is essential to the city's economy today. It will be equally essential to the region's economy in the future. When I look at the landscape [of the Port], I see jobs, I see progress, I see opportunity and potential for Baltimore. That's why it is such an inspiring landscape." 🌍

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↓ **Several officials lauded the decision by the U.S. Environmental Protection Agency (EPA) to provide a \$978,302 Diesel Emissions Reduction Act grant to Maryland Environmental Services. Speaking at a recent ceremony to discuss the award were (top to bottom): U.S. Senator Ben Cardin; MPA Deputy Executive Director Kathleen Broadwater; Maryland Department of Environment Secretary Benjamin H. Grumbles; Shawn M. Garvin, the EPA's Mid-Atlantic Regional Administrator; Maryland Department of Transportation Assistant Secretary Charles Glass; and Nate Loewentheil, head of President Barack Obama's Task Force for Baltimore and senior advisor on the White House National Economic Council.**



# B&E Storage Finds Room to Grow at the Port

COMPANY HANDLES PAPER, ALUMINUM, FOREST PRODUCTS AND OTHER AGRICULTURAL CARGO



STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH

**W**hen Greg Williams was looking for a new location for B&E Storage, a warehousing and distribution provider, he knew he wanted to be close to the Seagirt Marine Terminal at the Port of Baltimore where many of his containers landed. He also knew he needed rail service and a good floor for paper storage. It took two years of searching and researching.

In 2014, he found everything he was looking for and more at the Point Breeze complex literally in the terminal's backyard. The space affords 350,000 square feet of under roof storage, easy access to the terminals and a rail siding that was expanded into the warehouse.

"This location has worked out very well for us," said Williams.

As B&E grew into the new space, Williams diversified the once paper-centric warehouse. The company handles far more than paper today. There is aluminum, other forest products like lumber and plywood, palm oil and other bulk and agricultural cargo.

"We provide our customers with a full menu of services," said Williams. "We are an asset-based warehousing and distribution company."

Import customers can request to have their containers picked up, stripped, warehoused and shipped



out again for delivery. For customers arranging their own pick up, there is a drop lot with 24-hour-a-day access. Exporters similarly can get their products to the port and ready to get on the ship with one call to B&E Storage. Each customer has one point of contact that serves as their dedicated customer service representative.

"Our customers tell us that they sleep better at night because of the service B&E provides," said Williams. "Everyone here is very hands-on. If there is a question about something in the warehouse, the customer service rep will just go out and check on it personally."

Williams realized that as volumes increased, cargoes diversified and his client base became more global, he

needed to up his technology game. He hired IT specialist Mark Spence to develop and maintain technology solutions to keep the ball rolling. With customers from China, Brazil and Europe, all using different coding systems to mark their shipments, Spence needs to keep the scanning

## B&E STORAGE AT A GLANCE

**FOUNDED:** 1985

**HEADQUARTERS:** 2500 Broening Highway, Baltimore

**FOUNDER:** Greg Williams

**EMPLOYEES:** 45

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Out in the warehouse, B&E keeps moving with 30 pieces of warehouse equipment and two full-time mechanics keeping them tuned. Between the B&E trucking fleet and partnering carriers, the warehouse handles about 150 loads on a typical day. The warehouse's location adjacent to the Seagirt and Dundalk Marine Terminals and the team's agility allows them to pivot quickly and handle last-minute requests from customers, according to Beth Plews, who runs the accounting department.

"We can take a call from a customer with a container on the terminal that needs to be removed at the last minute," Plews said. "We can grab it



↑ B&E Storage's site at Point Breeze offers 350,000 square feet of space and provides seamless routes to the Port of Baltimore. The building also affords the company important rail access.

for them and keep it in our facility until they can arrange their next move."

Plews and her sister Robin Spence have been with B&E since the 1990s. They have seen the company grow

from a small family business to a 45-employee enterprise.

"I am proud to be part of this," said Spence. "I feel like we have all grown together." 🌐

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## Coal In, Coal Out

IN CHALLENGING TIMES, MANGIN KEEPS THE COAL MOVING AT CONSOL MARINE TERMINAL

BY **MERRILL WITTY** | *Photograph by Kathy Bergren Smith*

**T**he CONSOL Energy Baltimore Marine Terminal, served by the Norfolk Southern and CSX Transportation rail lines, takes coal from northern Appalachian mines and sends it out to the rest of the world aboard barges and vessels. CONSOL was originally a consolidation of several western Maryland coal operators, beginning operations near the end of the Civil War. It has been expanding and innovating for the past 152 years and is one of the leading diversified energy companies in the U.S.

Patrick Mangin is the terminal's director.

As such, he leads and provides guidance on all business matters led by the terminal managers for safety, environment, security, business development, supply chain management, human resources, operations, maintenance and logistics.

Mangin is proud that the company names safety as its number one core value. The terminal has gone over two and a half years without an injury and five years since its last lost-time accident.

Demands for CONSOL's products are growing worldwide, but,

as Mangin points out, "The fossil fuel climate challenges (coal, natural gas, oil) are well known. The Energy Independence and Security Act of 2007 and the America Competes Act of 2011 outline our energy policy and security vital to our future and taking advantage of the energy resources available to us."

The U.S. requires 4.2 terawatt hours of electricity per year (about the energy equivalent of every American riding a bike 24 hours a day at 20 mph all year), of which 33 percent goes to residential needs and 66 percent to commercial and industrial. There is still a long way to go for renewables to replace the energy of coal, natural gas and nuclear.

Coal and natural gas are now about equal in their share of covering those needs, Mangin says. The other predominant use for coal is for making coke, used to manufacture iron, steel brick and cement. "About 50 percent of our exports from mines in northern Appalachia are for those industries," he says. Of the 8 billion tons of coal produced globally, about 25 percent is used for steel and cement.

Mangin cites the "fantastic" relationship with all of the terminal's partners at the Port of Baltimore, especially the MPA.



"They are instrumental in representing our key interests to keep our business thriving," he says.

CONSOL is also a member of the Baltimore Port Alliance (BPA), the nonprofit group of maritime businesses dedicated to addressing the needs and interests of those who make their living and support their families through maritime commerce.

As the BPA's vice chair, Mangin's role is to support the chair and lead in his absence. He also works on monthly agendas, assisting their education, environmental outreach and communication committees.

Unlike many in the maritime industry, Mangin does not have forebears in the business. He says the industry found him: "My son is a fan of the Pittsburgh Penguins, whose arena was named CONSOL Energy Arena. As a treat, I found a friend who worked in the company and got us tickets to a Penguins game in the corporate suite. As it turns out, months later, the director position for the Baltimore Terminal became available and my friend helped me get my foot in the door for an interview."

At that time, Mangin had recently retired from the Army, where he had spent his career as an infantry officer after graduating from West Point. He was teaching leadership at Princeton University when this position came up, and he was quick to take the opportunity. "It's a lot more responsibility and I enjoy leading people," he says. "It's so rewarding because of the people I work with who lead and run it. It's one of the finest jobs I've ever had."

Mangin recently moved from Baltimore's Canton neighborhood to Middle River in Baltimore County. "As much as I enjoyed the city and its amenities," he says, "I'm looking forward to getting to know the new neighbors and taking advantage of everything the area has to offer." 🌐

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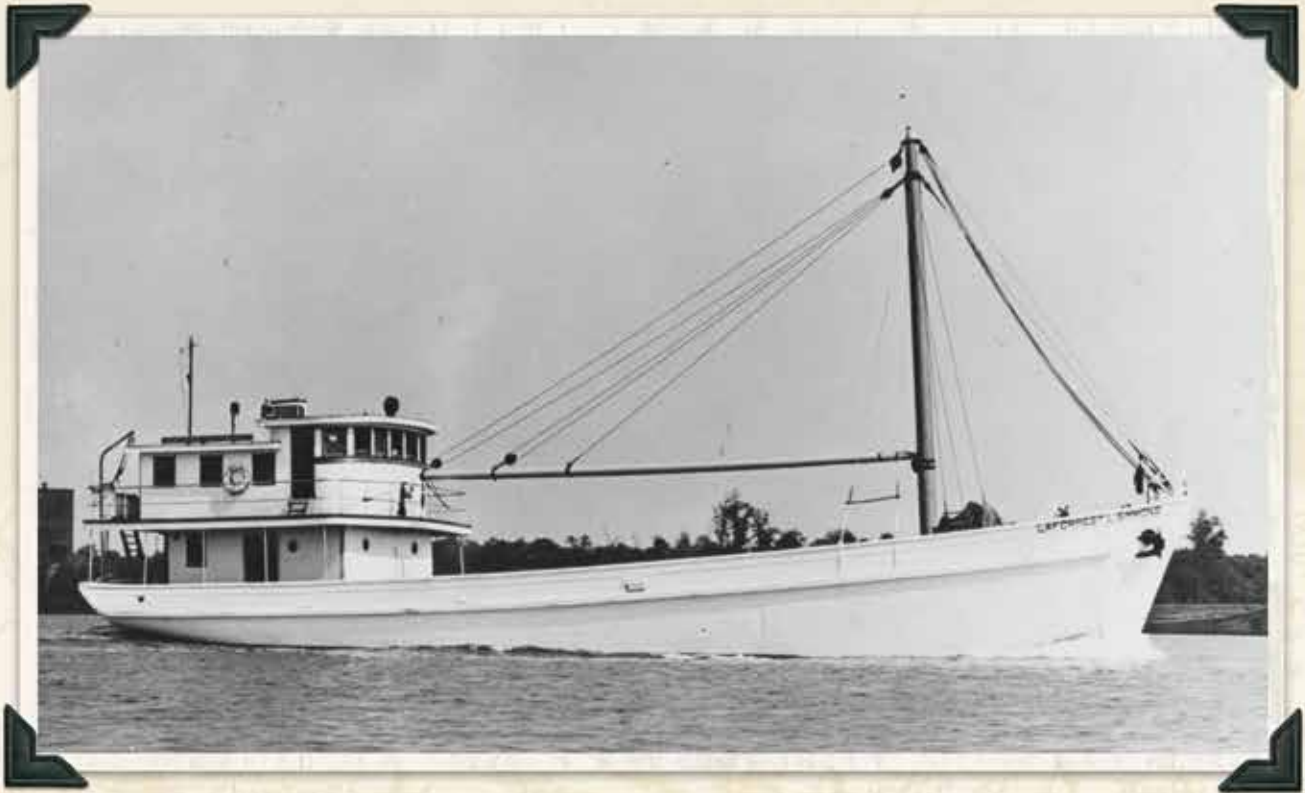
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STORY BY KATHY BERGREN SMITH

## Freight Schooners, the Diesel Generation

**S**hallow-draft schooners once plied the Chesapeake, picking up produce from the farms along the Bay's many rivers for delivery to the Port of Baltimore, returning laden with fertilizer and other goods. Sailing ships fell from favor as dependable diesel engines became available in the 1930s — and then particularly after World War II, when surplus engines were plentiful. Some

schooners got second lives as motor vessels, and one of these was the 88-foot *La Forrest L. Simmons*, built in Milford, Del., in 1909. The *Simmons* is pictured here in 1940, shortly after she was converted to diesel by Smith Shipyard in Baltimore.

After the conversion, the *Simmons* crew was able to stay out of the weather in the wheelhouse instead of tending her many sails. She also held to a regular schedule

in normal weather, regardless of wind direction. The *Simmons* worked until getting caught in a hurricane in 1955 while carrying slag from Sparrows Point. She sank in the Bay, her heavy cargo weighing her down. The crew was rescued but the vessel lost. Soon after, the first Chesapeake Bay Bridge opened. This spelled the end for the "freight boats" on the Chesapeake, as trucks could make the trip in less time. 🌐





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