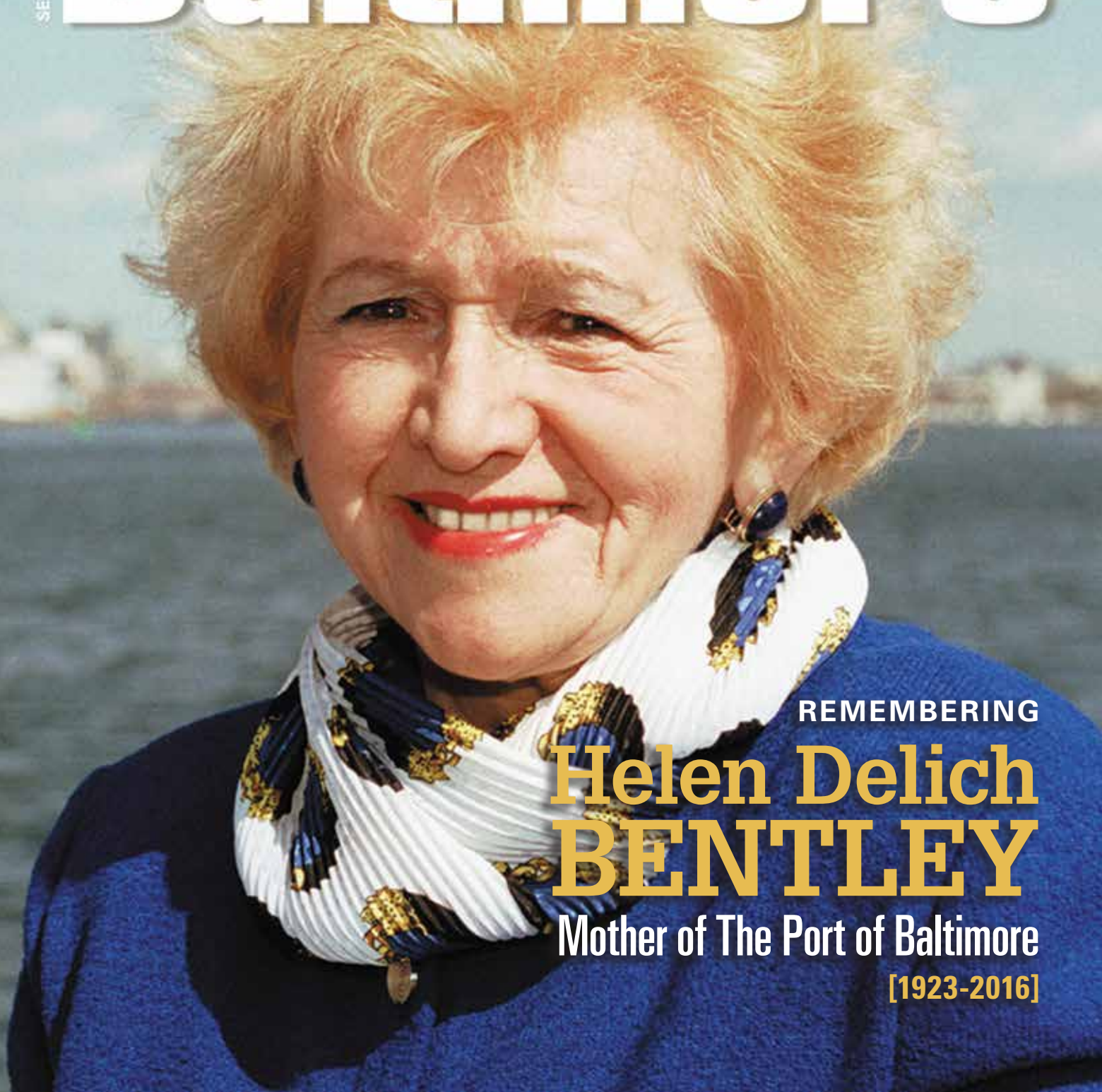


SEPTEMBER/OCTOBER 2016

The Helen Delich Bentley Port of **Baltimore**



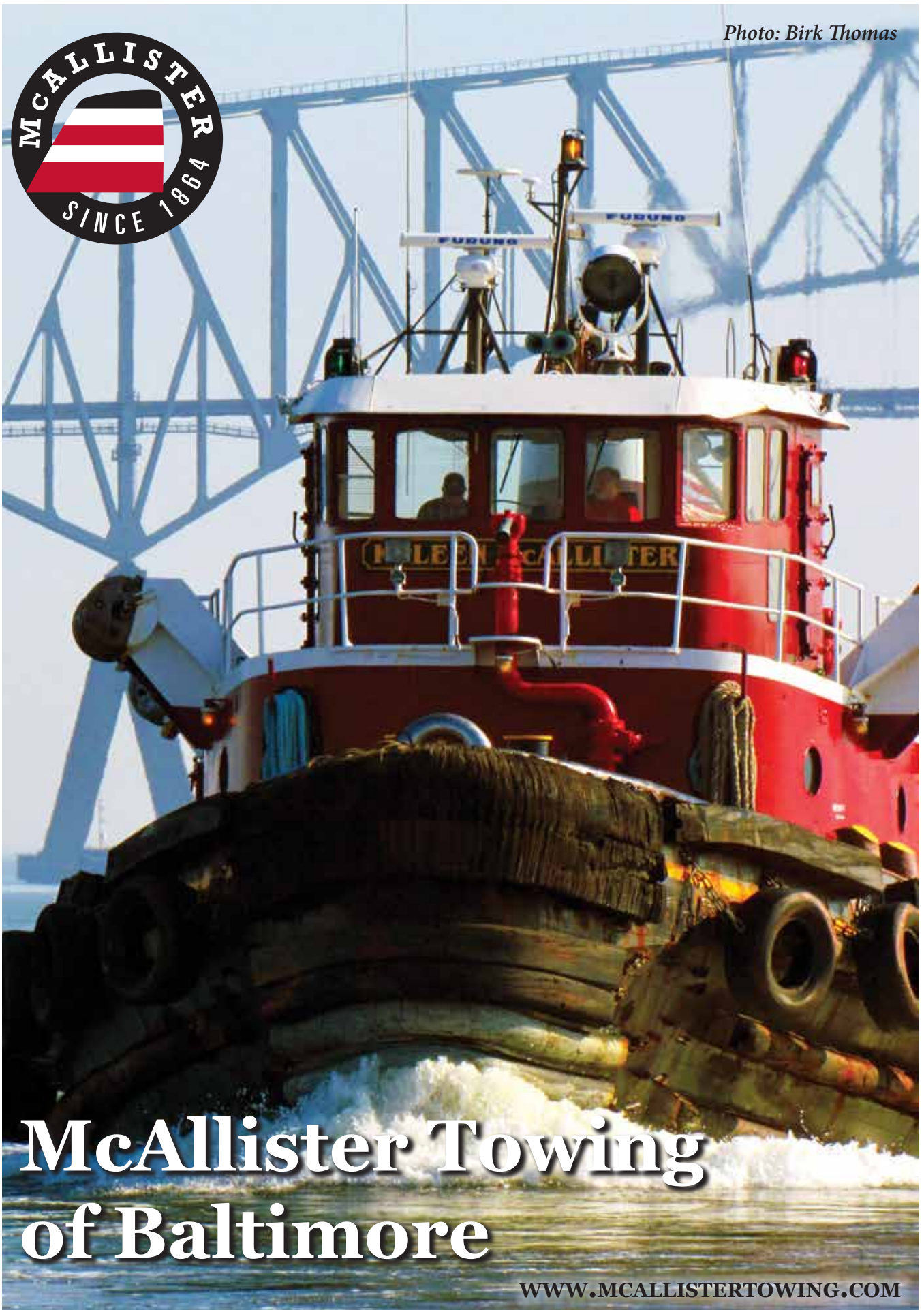
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Venerable Firm Has Worked with the Port for More Than 100 Years



COVER: Former Congresswoman Helen Delich Bentley, who passed away in August, left a great legacy at the Port. Photograph by Kathy Bergren Smith.



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

Helen Bentley Was a Trailblazer

The State of Maryland and the Port of Baltimore lost an incredible individual with the passing of Congresswoman Helen Delich Bentley. Helen was one of Maryland's most dedicated and respected leaders, and a friend whose wise counsel I greatly valued. Even in her final days, I was inspired to see that Helen still embodied the same spirit and determination that defined both her public and personal life.

Congresswoman Bentley was a rare breed in politics and a role model to public servants across Maryland, one who

worked with tenacity, energy and passion on behalf of her constituents. She was a trailblazer for women in media and in government and a longtime champion for manufacturing, maritime issues and the Port, which proudly bears her name as an everlasting tribute to her achievements.

We owe Congresswoman Helen Delich Bentley a debt of gratitude for a lifetime of service on behalf of the State of Maryland. She will be deeply missed, but her legacy will not soon be forgotten.

Larry Hogan, Governor

EXECUTIVE VIEW

We Will Never Forget Her

There has never been one person more identified with the Port of Baltimore than Helen Bentley. Throughout her long and distinguished life, Helen had a deep appreciation for the important role that seaports, and specifically the Port, play in our economy. There was no better advocate for the Port and the men and women who work there than Helen. She understood the value of a port as a creator of jobs and as an economic engine and worked much of her life in various capacities to impart that value.

Helen was truly one of a kind. She was in rare air as a female newspaper reporter in the 1940s who covered the male-dominated waterfronts. Soon after, she helped educate people to the waterfront life and the Port through a new medium — television. Her show, "The Port That Built a City and State," lasted 15 years on local Baltimore airwaves. In 1969, Helen was appointed by President Nixon as the first woman chair of the Federal Maritime Commission, and in 1984, she was elected to Congress for the first of five terms where she was a strong advocate for U.S. economic opportunities and manufacturing.

But her long-time devotion was always focused on her

pride and joy, the Port, which of course today is named after her and is the only port in the U.S. named after a single person. Helen was a tremendous asset for us, one that other U.S. ports did not have. She contributed to our success in many ways. Whether that meant delivering unique historical knowledge to help us on current issues, helping to mediate labor matters or working with U.S. presidents and elected officials to assist the maritime industry and the Port. As a congresswoman, Helen pushed strongly for a 50-foot-deep channel that the Port has had since 1990. That deep channel is a major reason why the Port is well positioned today to accommodate the largest ships in the world and continue serving as one of Maryland's top economic generators.

There will never be another Helen Delich Bentley. She was an incredible woman who always wanted nothing less than the best for her beloved Port of Baltimore. We will never forget her.

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.



NEWSMAKERS

Port Helps John Deere Ship Products from Baltimore to Kazakhstan

The Port of Baltimore (POB), along with its partners Mid Atlantic Terminal (MAT), Wallenius Wilhelmsen Logistics (WWL) and Plant Site Logistics (PSL), successfully helped John Deere expedite a huge project of agricultural equipment to Kazakhstan.

The project consisted of 130 combines manufactured in Moline, Ill., for two sailings in June. The combines were trucked into the Port by various trucking lines. Tires and crated parts were also delivered daily.

Port workers then put 65 units aboard the M/V *Tarago* and another 65 on the M/V *Asian King*. The shipments, which were time sensitive and carried a huge penalty for any delays, arrived on time and without any challenges thanks to all involved.

John Deere representatives were pleased with the support provided by the POB and entire maritime community. 🌐

EVENTS

BPA Hosts Tours for Summer Teacher Institute Program

The Education/Outreach Committee for the Baltimore Port Alliance (BPA) participated in a free harbor tour/survey in July as a “kick-off” event for Southeast Maritime and Transportation (SMART) Center Teacher Institute program. Many Port-related businesses took time during the week for tours and presentations given to the 20 teachers that attended the program. The SMART center is an ATE (Advanced Technological Education) center funded by the National Science Foundation (NSF), which paid for the week-long institutes in three ports this summer — Norfolk, Houston and Baltimore.

The Baltimore program, hosted by Anne Arundel Community College (AACC) and professor Kipp Snow, provided information and guidance for teachers, faculty, administrators, guidance counselors and other education professionals that want to help students with careers in the maritime and transportation industry. The highlights of the week included the program being based at Maritime Institute of Technology and Graduate Studies (MITAGS) with a tour of their vessel simulation room, as well as participating in sailboat racing in Annapolis.

AACC is the SMART Center’s Maryland partner and the college offers easy access to the Port of Baltimore, BWI Airport and available transportation jobs. Through its transportation, logistics and cargo security program, AACC offers an A.A.S. degree and two academic certificates in maritime and transportation industry programs. AACC has facilitated its SMART Summer Maritime Transportation Institute since 2013 and the BPA has helped to support summer teacher maritime training for more than 100 teachers over the past five years. 🌐



COURTESY OF BPA

NEWSMAKERS

Vane Brothers Release New Tugboat, *Fort McHenry*, into Its Fleet

Vane Brothers, a Baltimore-based marine transportation provider founded in 1898, added another vessel to its fleet: the *Fort McHenry* — a state-of-the-art tugboat named in honor of the historic landmark that is known as the birthplace of America's National Anthem.

The *Fort McHenry*, one of the 150 vessels currently operating out of seven Vane Brothers locations along the East Coast, has joined the company and will be primarily used for towing petroleum barges engaged in the North Atlantic coastwise trade.

Designed by Frank Basile, P.E., of Entech Designs, LLC, the *Fort McHenry* is the most recent of the 12 "Sassafras Class" tugboats delivered to Vane since 2008 by Chesapeake Shipbuilding of Salisbury, Md. The *Fort McHenry* is similar to the previous 11 "hard-working tugboats," but has included enhancements on the design and look of the ship.

Compared to others, the *Fort McHenry* features wooden accents for a more traditional look. New improvements provide the *Fort McHenry* crew with a "quieter, safer and more comfortable living environment."

During the *Fort McHenry's* first appearance in Baltimore earlier this month, an early-1800s-era American flag adorned with 15 broad stripes and bright stars flew from the ship's mast. 🌐



NEWSMAKERS

UPM Extends Deal with the Port of Baltimore



UPM, an international forest products company that has long ties to the state, signed a new 10-year contract extension with the Port of Baltimore, according to a report by the Maryland Department of Transportation.

The new extension, which took effect Aug. 1, replaces a previous 10-year contract that was due to expire in 2018.

"Long-term contracts are vital in supporting jobs that pay well at the Port and we are pleased to continue our successful partnership with UPM for another decade," Maryland Gov. Larry Hogan said. "The Port of Baltimore has long been one of the leading forest product ports in the U.S., and much of that success is due to the presence of UPM."

Finland-based UPM manufactures paper products used for packaging, direct mail, advertising, promotional, postal, magazines and catalogues. The company has been a key partner of the Maryland Port Administration (MPA). Last year, the Port handled 212,953 tons of UPM paper, an increase of almost 10,000 tons from 2014.

"UPM is pleased to have extended our commitment to Baltimore," UPM Vice President North American Supply Chain Angelo LaMantia said. "UPM has enjoyed a healthy business partnership with the MPA since 1997. Our business relationship with the MPA is our strongest asset. At the core of this relationship is trust, support, openness and mutual respect. The partnership has been a catalyst for both the MPA and UPM to grow and succeed over the years. As in years past, we look forward to the exceptional service we have received from the MPA and our other business partners for many years to come."

The UPM announcement continues a very strong previous 12 months for the Port. During that time, the Port:

- Extended its contract with Carnival Cruise Lines through December 2018.
- Welcomed the Evergreen *Ever Lambert*, the first big container ship to arrive from the newly expanded Panama Canal.
- Had its best first quarter ever.
- Was named the most efficient container port in the U.S.
- Signed its top roll on/roll off customer, Wallenius Wilhelmsen Logistics, to a 30-year contract.
- Extended its current agreement with year-round cruise partner Royal Caribbean International. 🌐



↑ From left to right: Chief Engineer Bill Keillor (ARC Honor), Captain Tom Foran (ARC Honor), Senator Cardin, Elizabeth Brown (Seafarers), Chris Lynch (Senator Cardin's Office), Chuck Diorio (ARC).

NEWSMAKERS

Cardin Pays a Visit to the Port

Sen. Ben Cardin recently visited the Port of Baltimore and took a tour of the American roll on/roll off ship *Honor*. Cardin is a longtime supporter of the Port and has been vital with helping the Port secure federal funding for its dredging program. 🌐

EVENTS

The Cat in the Hat Visits the Port!

Dr. Seuss' famous Cat in the Hat visited Carnival Cruise Line's *Pride* at the Port of Baltimore in August for a new promotion centered around the upcoming presidential elections.

As part of a new campaign, Carnival Cruise Line was named official "Seagoing Headquarters" for the Cat in the Hat's "presidential run," which also coincides with the release of the new Dr. Seuss book, "One Vote, Two Votes, I Vote, You Vote."

The Cat in the Hat visited Carnival's Baltimore-based operations with Thing 1 and Thing 2. In keeping with the presidential theme, Carnival is offering a variety of educational #CatinHat4Prez-inspired activities designed to teach kids about the importance of voting and the election process. Part of the line's exclusive Seuss at Sea program, the activities include patriotic face painting and arts and crafts sessions where kids can create colorful posters that will be used in a Seuss-a-palooza Presidential Parade led by none other than The Cat in the Hat himself.

Ballot boxes will also be positioned in Camp Ocean/ Camp Carnival on each ship, allowing kids' voices to be



heard as they vote on their favorite Dr. Seuss book and receive a custom-made certificate for voting. Kids are also invited to star in The Cat in the Hat's official campaign commercial, which will be shown on the in-cabin TV channels on each ship. 🌐



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NEWSMAKERS

Lt. Davis Promoted to Captain of Port Detachment

Lt. Victoria Davis, of the Maryland Transportation Authority Police, has been promoted to Captain of the Port Detachment. Davis' promotion was effective Sept. 28 and she will replace the retiring Capt. Richard Thorne.



Davis comes to the Port of Baltimore following an assignment at Baltimore/Washington International Thurgood Marshall Airport wherein she earned numerous awards and accolades from the Maryland Aviation Administration and the airport's federal partners. 🌐

Davis comes to the Port of Baltimore following an assignment at Baltimore/Washington International Thurgood Marshall Airport wherein she earned numerous awards and accolades from the Maryland Aviation Administration and the airport's federal partners. 🌐

In Memoriam - Helen Delich Bentley, "Godmother of the Port"

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EVENT

Arrr, Another Swashbucklin' Night

The Baltimore Maritime Exchange hosted its annual "Port Partie & Shrimp Feast" on Sept. 21 at Vane Brothers. Attendees dressed like buccaneers in honor of "Talk Like a Pirate Day." Prizes were awarded for best pirate costumes.

The Baltimore Maritime Exchange is a nonprofit, membership supported vessel traffic information service. This event was the group's annual fundraiser and the 13th overall that was attended by about 400 guests. Vane Brothers has allowed the Baltimore Maritime Exchange to hold the fundraiser at their campus in Fairfield since the inaugural event in 2004.

David Stambaugh, manager of the Baltimore Maritime Exchange, presented a life-sized pirate statue to Duff Hughes, head of Vane Brothers, for the company's generosity and support. Stambaugh denied reports that he served as the model for the statue. 🌐



COURTESY OF VANE BROTHERS

↑ (Clockwise from above): BME Manager Dave Stambaugh with Vane Vice President Elizabeth Hughes and her son, Vane President C. Duff Hughes. Cary Lynch of General Ship Repair, the MPA's Kathy Broadwater and Jamie Lynch. Edward Moos of Moran Towing, Geoff Tobias from Ober Kaler and Moran Towing's Paul Swensen. Nancy and Mike Derby. Center: Larry Collins from the Baltimore Development Corp., Ron Hitter, Jim Davis, George Molyneaux and Dave Tingler of Ampports. Kelly Pate, Amy Osmar and Sheena Evans of CSX.



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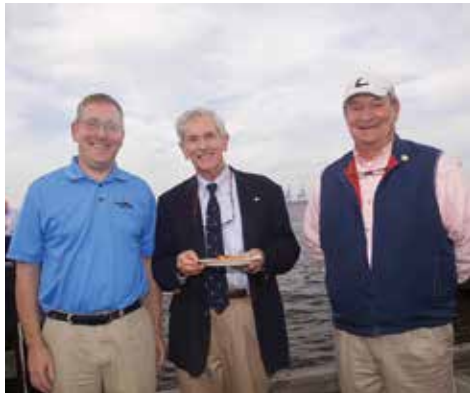
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NEWSMAKERS

Buhite Joins Wright, Constable & Skeen's Admiralty and Maritime Law Group

J. Michael Buhite has joined Wright, Constable & Skeen, L.L.P., as an associate in the firm's Admiralty and Maritime Law Group, which provides a full range of legal services to the marine industry and boating community.

In addition to significant litigation experience in courts throughout Maryland, Buhite brings a broad knowledge of admiralty and maritime issues gained from his work aboard commercial assistance towing vessels as a United States Coast Guard licensed U.S. Merchant Marine Officer. 🌐



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



Improving the Environment through an Innovative System

The Maryland Port Administration (MPA) is linking an existing algal flow-way technology (AFT) with an algal digester to produce biogas, which will be used as fuel to power a fuel cell for the AFT. This demonstration project is funded by the U.S. Maritime Administration's (MARAD) Maritime Environmental and Technical Assistance (META) program. MARAD is the agency within the U.S. Department of Transportation focused on maritime transportation, including ships and shipping, port and vessel operations, environment and safety.

The META program, housed within MARAD's Office of Environment, supports maritime environmental research and demonstration projects. Through cooperative agreement funding of \$400,000, this project will support

the MPA's ongoing efforts to reduce air emissions and close the energy loop for the algal flow-way located at the Port of Baltimore.

The AFT operated by the MPA at the Dundalk Marine Terminal is a success, removing excess nutrients from entering the Chesapeake Bay



Researchers will demonstrate that the very algae removed from the water can be turned into biogas for a fuel cell to power the pump as opposed to getting power off of the grid.

to support meeting regulated total maximum daily load levels. The process requires a pump to bring water into the flow-way, which is normally run off of the local power grid. Researchers will demonstrate that the very algae removed from

the water can be turned into biogas for a fuel cell to power the pump as opposed to getting power off of the grid, thanks to funding from MARAD's META program.

"This is really an opportunity to close that loop and demonstrate an innovative process in a port setting," said Elaine B. Darby, Principal Engineer with Anchor QEA, LLC.

According to Barbara McMahon, General Manager for MPA's Safety,

Environment and Risk Management Department, Elaine is the project leader for the demonstration project and is doing a superb job at keeping the project on time and on budget. Engineers and scientists from Anchor QEA, the University

of Maryland, the MPA, Maryland Environmental Services and Biohabitats Inc. have teamed up for the project.

“The team we’ve assembled has the expertise and passion to make this project a success,” Darby said. “This is a sustainable and innovative process providing biogas generated on-site as feedstock for a fuel cell and will be applicable in port and marine environments.”

The catch is that it hasn’t been done before. While the technology for both fuel cells and digesters is proven, it’s the integration that makes this project unique. “The biggest challenge is coupling the systems together,” said Darby, who commends the MPA “for being a leader in thinking outside the box to improve water quality, reduce air emissions and test alternative energy sources.”

The first phase of the project will be completed in the laboratory and will characterize the biogas production and composition from site-specific algae. Based on the laboratory data, researchers and engineers will design a digester and the biogas collection, storage and compression system. The second phase will focus on installation and integration of the system components and test the system’s operation. The project, which began in August, is scheduled to be complete within two years, but may extend into a third year to allow for an additional algae-growing season to thoroughly test the system.

McMahon further stated, “The MPA is very excited about receiving MARAD funding, knows that the project has tremendous potential for the future, and looks forward to what the science has to say. MARAD’s Dan Yuska has been visionary in seeing the potential for this project and instrumental in making it happen.” 🌐

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FIVE STAR SERVICE



Innovative Water Wheel Wins Prestigious Award

An old idea, adopted by a local nonprofit and largely funded by the Maryland Port Administration (MPA), produced the winning entry in the mitigation category of the American Association of Port Authorities annual environmental awards (AAPA).

The innovative Water Wheel, located at the mouth of the Jones Falls and powered by its currents, collects trash, preventing it from entering the Inner Harbor. In a little under two years, it has gathered more than 480 tons of trash since 2014, which is taken to a nearby waste-to-energy plant.

The prestigious award uses six criteria to evaluate entries: the level and nature of benefits to environmental quality, beautification or community involvement; level of independent involvement and

effort by the port; creativity of the solution or program; whether the project results are apparent; cost-effectiveness; and the transferability of the technology or idea.

"The Maryland Port Administration's Water Wheel is an example of both technological innovation and successful public outreach and education in action," said Kurt Nagle, president and CEO of the American Association of Port Authorities. "A simple, inexpensive solution to the issue of trash and debris that has yielded positive and measurable environmental results for Baltimore and the Inner Harbor, 'Mr. Trash Wheel' is one way that the Port of Baltimore is demonstrating its commitment to environmental leadership and sustainability. AAPA is pleased to recognize

the Maryland Port Administration with a 2016 AAPA Environmental Improvement Award."

"The Inner Harbor Water Wheel is a simple solution to what many thought was an unsolvable problem — trash in urban waterways," said Kathy Broadwater, Deputy Executive Director of the MPA. "This technology can serve as a model for other ports, many of which are located in urban areas, as they aim to reduce impacts from pollutants."

The MPA provided significant funding for the Water Wheel, which was built by Maryland-based Clearwater Mills LLC, and the MPA has dedicated funds to its maintenance and operation for

Making the Port Cleaner One Step at a Time



BY MORGAN CAPLAN

The Maryland Port Administration (MPA) has teamed up with Trash Free Maryland to kick start a Trash Reduction Program focused primarily in Baltimore City and the Port of Baltimore. The purpose of the environmental initiative is to clean up some of Baltimore's streets, through changing people's attitudes about trash pollution. The Port's goal is to be a part of this citywide initiative and implement these strategies that can reduce litter on its terminals.

The campaign initially started as a partnership between the EPA's Trash Free Waters program and Baltimore City, particularly the Department of Public Works, and has expanded to include the MPA and numerous

nonprofit organizations.

Trash Free Maryland, founded in 2010, is a nonprofit organization concentrated on stopping the littering problem at its roots and preventing it from happening in the first place. Rather than investing a sizable amount of money into more trashcans and cleanups, Trash Free Maryland intends to change people's behavior and educate them on the dangers of this pollution.

"This campaign is an effort to educate and motivate people in Baltimore to pick up litter," said Julie Lawson, Executive Director of Trash Free Maryland. "It began as an effort within Baltimore City but the Port and our team recognized an opportunity to extend it for a cohesive campaign across both places."

According to Barbara McMahon,

MPA's General Manager of Safety, Environment and Risk Management, who is coordinating with Trash Free Maryland, said that the Port has a litter problem.

"We felt that becoming a part of the citywide effort might be the best approach. Changing our behaviors and attitudes toward littering would go a long way to reducing the litter on our terminals," McMahon said.

Along with the new program, Trash Free Maryland has also held focus groups to assess people's opinions on litter. The focus group at the Port included a range of terminal workers such as drivers and longshoremen. The participants in the Port focus group were very engaged in the process.

Working adjacent to the water, the focus group members could easily identify why it was important not to litter. The members came to the conclusion that the Port needs to install

the next 20 years. The nonprofit Waterfront Partnership of Baltimore owns and operates the wheel, which is nicknamed Mr. Trash Wheel. A live feed at <http://baltimorewaterfront.com/healthy-harbor/mr-trash-wheel-live-feed> lets you watch the wheel go about its daily job.

For years, trash from the Jones Falls, which drains 58 square miles, fouled the harbor after rain. Harnessing the power of water, as mill wheels once did, the Water Wheel is powered by the current, which pushes underneath to fill water buckets that carry the wheel around. When the current is slow, a solar panel provides energy to move the wheel, which has captured as much as 38,000 pounds of trash in a single day. A containment boom guides trash and debris toward the Water Wheel, where a rake pulls it onto a moving conveyor belt that carries the trash into a floating dumpster.

It's an incredibly cost-effective operation, thanks to reusable energy, a reusable refuse container and low maintenance costs. 🌐

more convenient areas for trash and recycling containers to reduce littering, as well as reminding employees why it is important not to litter.

McMahon observed the focus group and said that she was very impressed with the level of engagement of the participants. She felt that they were proud of their work on the Port and felt that it was important to take care of their work environment. McMahon said, "I was extremely pleased with their honest and helpful comments, and I believe that it will be useful in determining next steps."

The group also discussed other ways to motivate people not to litter and was able to understand the reasoning behind the initial act of littering. The focus group overall produced sufficient results that the MPA and Trash Free Maryland could utilize when formulating the trash campaign. 🌐



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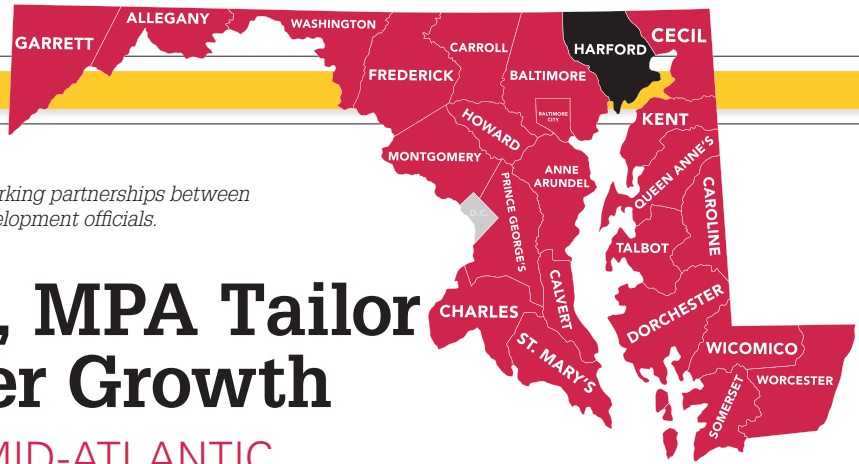
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This is one of an ongoing series looking at the valuable working partnerships between the Maryland Port Administration and area Economic Development officials.

Harford County, MPA Tailor Plans for Further Growth

STRATEGIC POSITION IN MID-ATLANTIC PROVIDES NUMEROUS ADVANTAGES

STORY BY TODD KARPOVICH

One-third of the nation's population can be reached from Harford County overnight.

The area's strategic location in the mid-Atlantic region provides easy access to the Port of Baltimore, international airports and major transportation routes. Major cities and destinations are in reach from Harford County with Baltimore just 20 miles away and Philadelphia only 50 miles away.

This puts Harford County in an optimal location and an excellent choice for warehouse/distribution operations and other business opportunities.

"Their location along the I-95 corridor makes it an ideal location to serve our mutual customers and D.C. growth over the past two-plus decades underscores this point," said Donovan Murray, General Manager of Intermodal/Trade Development for the Maryland Port Administration (MPA). "A short drive from the Port ensures multiple truck turns per day to its distribution centers where it is then shipped to markets well beyond Maryland."

"Robust logistics with road and rail access to the Port of Baltimore and a quality, skilled workforce is a winning combination for doing business in Harford County," says County Executive Barry Glassman. "In addition, my administration is committed to customer service and promoting a business-friendly environment for both new and existing companies."

The Harford County Office of

Economic Development (HC OED), led by Director Karen Holt, has worked closely with the MPA to boost business. The HC OED and MPA have conducted joint calls and have shared anticipated new business activity between the organizations.

"Karen Holt and her team are wonderful partners with the Port of Baltimore and we work closely to support existing and prospective new Port users," Murray said. "Like its adjoining neighbors, many jobs are directly and indirectly linked to its port-related international distribution centers. Before assuming the role of Economic Development Director, Karen led the Harford County BRAC transition team so she implicitly understood the financial and community benefits of employment and job growth."

Harford County Economic Development officials joined officials from the Port as well as the Maryland Department of Commerce to conduct a business call to the Rite-Aid headquarters in Harrisburg, Pa., last fall. This partnership has continued to grow into a close relationship, when both organizations toured each other's facilities.

"Harford's work with the MPA has allowed existing and prospective companies to better understand and utilize the many benefits of the Port," said Eileen Frado, Senior Business Development Associate for the HC OED. "Through joint visits and shared knowledge, companies can work with MPA and county officials to tailor business and growth plans which tap



➔ **Karen Holt, Director of the Harford County Office of Economic Development**

into this tremendous resource and stage their business for import, export success. Our desirable mid-Atlantic location and highly skilled available workforce coupled with quality existing and future lease space makes Harford County and the MPA partners in job growth for the region."

The County also has two Enterprise Zones designated by the Maryland Department of Commerce that encourage the creation of well-paying new jobs, capital investment and spur expansion of resident businesses, promote development and occupancy of vacant, underutilized land and buildings.

The MPA is also proud of its relationship with officials in Harford County. Murray said the Harford County Office of Economic Development understands the needs of international shippers and the importance of that freight to its economy.

The County provides assistance to resident, expanding and new businesses. If locating and investing in one of Harford's two designated Enterprise Zones, substantial property and income tax credits may be available. 🌐

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

HELEN BENTLEY





Matriarch of Maryland's Maritime Industry Leaves Lasting Legacy

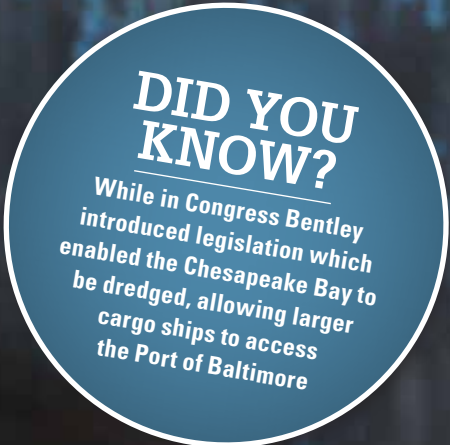
LATE CONGRESSWOMAN WAS INSTRUMENTAL IN SUCCESS OF PORT OF BALTIMORE

BY TODD KARPOVICH

Photography Courtesy of the Estate of Helen Delich Bentley & the MPA

Helen Delich Bentley forged an everlasting bond with the Port of Baltimore during her illustrious career as a politician, businesswoman and journalist.

Her unrelenting work ethic and invaluable contributions made the state of Maryland a leader in the international maritime industry. Bentley passed away in August at the age of 92, leaving a long, storied legacy in this nation's industrial/manufacturing base and



DID YOU KNOW?

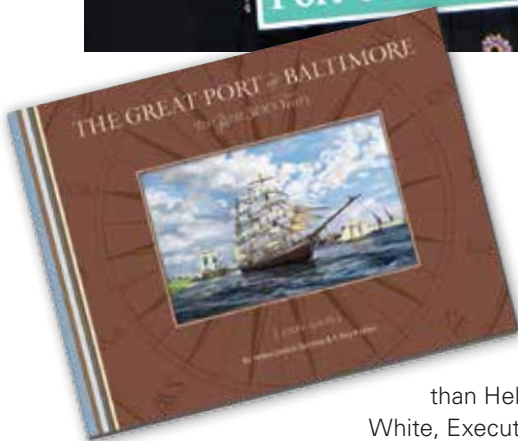
While in Congress Bentley introduced legislation which enabled the Chesapeake Bay to be dredged, allowing larger cargo ships to access the Port of Baltimore



← As part of the Port of Baltimore Tricentennial celebration, Bentley throws out the first pitch prior to a Baltimore Orioles' game.



↑ Above, left to right: Former Maryland Gov. Robert L. Ehrlich, Jr. announced that the Port would be renamed the Helen Delich Bentley Port of Baltimore at the 300th anniversary of the Port Gala on June 1, 2006. New signs and logos reflecting the name change began to be used in 2007. With Sen. Barbara Mikulski at her side, Bentley reacts to the renaming of the Port in her honor.



➔ Bentley co-authored the book "The Great Port of Baltimore: Its First 300 Years" in 2006 with F. Key Kidder. The publication chronicled the long history of the Port and its vital role as an economic engine. The book included one-of-a-kind photos of the Port.

seafaring community. "There has never been one person more identified with the Port of Baltimore than Helen Bentley," said James J. White, Executive Director for the Maryland Port Administration. "Throughout her long and distinguished life, Helen had a deep appreciation for the important role that seaports, and specifically the Port of Baltimore, play in our economy. There was no better advocate for the Port of Baltimore and the men and women who work there than Helen. She understood the value of a port as a creator of jobs and as an economic engine and worked much of her life in various capacities to impart that value."

Bentley was a fighter to the end. Even as news circulated in late June that she

had entered a hospice, the esteemed former Republican congresswoman vowed a return to form.

"Dammit, I'm still right here," Bentley said in a statement. "I'm getting back up to speed. My appetite is back. Next comes my energy. What else do you want?"

Because of her lengthy and intimate relationship with the Port, it was only fitting that Bentley was named Chairman of the Port's Tricentennial Committee, which planned and implemented a yearlong celebration honoring the site's 300th anniversary in 2006. It was during the Tricentennial Committee dinner that former Maryland Governor Robert L. Ehrlich, Jr. officially deemed the new name of Baltimore's port to be The Helen Delich Bentley Port of Baltimore.

"She was a friend and I had come to value her wise counsel over the years," Maryland



Top left. Helen Delich Bentley was born on Nov. 28, 1923 in the copper-mining company town of Ruth, Nevada. Her parents emigrated from Serbia. Bentley was the youngest of seven children and graduated as valedictorian from White Pine High School in 1941.



Bentley earned two scholarships to study at the University of Nevada. However, she transferred to the University of Missouri to study journalism and graduated in 1944. She later worked newspaper jobs in Indiana and Idaho.



Bentley eventually gravitated toward politics and Washington, D.C. She took a moment to pose in front of the Lincoln Memorial.



On June 7, 1959, she married William Bentley, who was a school teacher. Helen Bentley was already a prominent maritime reporter at the time. William Bentley passed away in 2003.



Bentley loved to wear her signature skirt that was decorated with images of GOP cartoon elephants. She would often make the rounds with one of her beloved poodles.



➤ **Clockwise from above: Bentley was a staunch advocate for women-owned businesses. In 2008, she celebrated the ninth annual Women in Maritime History event. In December 2015, Bentley and Maryland Gov. Larry Hogan commemorated the Port's new 30-year contract with global shipping and logistics partner Wallenius Wilhelmsen Logistics (WWL). Bentley celebrated the new 50-foot-deep berth at Seagirt on May 8, 2013. She is pictured here with Evergreen captain S.Y. Kuo and Thomas Chen.**



Gov. Larry Hogan said. "During a recent visit with her, I was inspired to see that the same spirit and determination that defined both her public and personal life was still very much present right up to the end."

In addition to her service to the Port, Bentley was an instrumental lawmaker. She served five terms in the U.S. House of Representatives from 1985 to 1995 for Maryland's 2nd Congressional District.

While in Congress, she sat on the Appropriations, Budget, Public Works & Transportation and Merchant Marine & Fisheries Committees. She also participated in the Steel, Art, Northeast, Human Rights and Trade & Tourism Caucuses.

In the House of Representatives, Bentley developed a reputation as a skilled mediator between labor and management. She proved to be a spirited advocate for creating jobs and broadening economic development. And, as an internationally recognized expert on maritime issues, Bentley pushed for fair trade and a strong national defense.

Bentley was an overriding force in the creation of the Maritime Security Program, which provided funding for American Flagged Cargo Ships.

"Congresswoman Bentley was a champion for Maryland and the Godmother of the Port of Baltimore," Sen. Barbara Mikulski said. "When she was elected to Congress, we became pals for the Port and working people. We both loved getting things done, pulled no punches and were known for using tough language. We were also known as the salt and pepper of the Maryland delegation."

As Chair of the Federal Maritime Commission from 1969 to 1975, Bentley was the fourth-highest ranking woman in the history of America's federal government. She was also the highest-ranking woman of former President Richard Nixon's administration, the first woman to serve in a key governmental position in the maritime field and the first woman appointed by a President to head a regulatory agency.

In that role, Bentley was instrumental in putting together the 1970 Merchant Marine Act, which established a level of government support for building tankers and bulk carriers in U.S. shipyards. After using her authority to strengthen American industry, she continued the fight in Congress, where she pioneered the cause against transferring jobs overseas.



(Left to right) Bentley, Barbara Mikulski, Beverly Byron and Marjorie Holt were four female members of Congress from Maryland in the 1980s.



Above: 1969, Bentley was appointed Chairman of the Federal Trade Commission by President Richard Nixon. She became the fourth-highest ranking woman in the history of America's federal government.



In 1968, GOP presidential nominee Richard Nixon chose Maryland Gov. Spiro Agnew as his vice presidential running mate. Bentley was an advisor on shipping matters for their campaign.



Above: Bentley was a widely popular politician in traditional Democratic areas, such as Dundalk in Baltimore County.



Bentley received numerous distinguished degrees throughout her career, including a Doctorate of Laws from the University of Maryland in 1970.

HONORARY DOCTORATES:

University of Maryland –
Doctorate of Laws, 1970

University of Portland –
Doctorate of Humane Letters, 1972

Bryant College –
Doctorate of Humane Letters, 1972

University of Alaska –
Doctorate of Laws, 1973

University of Michigan –
Doctorate of Laws, 1974

Goucher College –
Doctorate of Laws, 1979

Villa Julie College –
Doctorate of Humane Letters, 1986

Marine Maritime College (ME), 1991

University of Missouri –
Award of Honor, 1993

University of Baltimore, 1999

AWARDS

Society of Naval Architects and Marine Engineers: Lifetime Honorary Member, 1969

New York Foreign Freight Forwarders & Brokers Association, recognition plaque, 1972

Navy League of the United States, Robert Thompson Award, 1973

United Kingdom Chamber of Shipping – London, England, Annual Dinner Honoree, 1973

Society of Naval Architects and Marine Engineers – New York, Jerry Land Medal Recipient, 1974

Council of American Master Mariners, Life Member, 1975

Aotos Award, 1981

Marine Society of New York, Honorary Member, 1985

American Security Council, National Security Leadership Award, 1987

National Propeller Club – Washington, D.C., Maritime Industry Salute to Congress, 1987

International Maritime Hall of Fame, 2004

Governor's International Leadership Award, World Trade Center Institute, 2006



↑ Clockwise from top: Bentley celebrates her 90th birthday with long-time colleague and friend Barbara Mikulski; Bentley welcomed the new and improved Carnival Pride at the Port of Baltimore with Christine Duffy, President of Carnival Cruise Lines, and Maryland Transportation Secretary Pete K. Rahn; In 2015, Bentley was cheered by Port officials at an event for Maersk, which unveiled three new container services at the Port.

Bentley first learned the ins and outs of the Port as a maritime reporter and editor for *The (Baltimore) Sun* from 1945 to 1969. In that position, she routinely broke national news stories, including a series of articles detailing the United States' problem of transporting supplies during the Vietnam War. This coverage led to the institution of containers as the preferred method of cargo transport.

Bentley also dabbled in television. She produced, directed, edited, wrote and did interviews for a series called "The Port That Built a City."

Bentley received a Bachelor of Arts in Journalism with honors from the University of Missouri in 1944.

Her political career featured a run for Maryland governor in 1994. She finished

second to Ellen Sauerbrey in the GOP primary.

"Throughout her storied career as a journalist turned Federal Maritime Commission chairwoman turned Member of Congress, Congresswoman Bentley was deeply committed to Maryland and to the Port of Baltimore — which today bears her name," Congressman John Sarbanes said. "Her legacy as the Port's most ardent and steadfast champion will endure. In the interest of the Port, she strived to build bipartisan political alliances with remarkable success. Her tenacity, her toughness and her terrific sense of humor will be missed."

A celebration of Bentley's life will be held Nov. 4, 2016, at the Port of Baltimore's cruise terminal. 🌐



COURTESY OF WWMAR

Bentley first rose to fame as a maritime reporter and editor for *The Baltimore Sun*, where she broke national stories and attracted an avid following of readers throughout her 24-year tenure. In 1950, she also served as a reporter, director, editor and producer for her series, "The Port That Built a City," and, later, "The Port That Built a City - and State." Bentley also had a bold fashion sense that was often accentuated with a flamboyant hat.

Operations More Efficient With New Tablet Technology

NEW AGRICULTURE INSPECTION DOCK WILL KEEP
THE PORT OF BALTIMORE AS A LEADER OF TRADE

BY MORGAN CAPLAN



As a result of the recent partnership between Ports America Chesapeake and U.S. Customs and Border Protection (CBP), a new, state-of-the-art Agriculture Inspection Dock has been implemented at the Port of Baltimore.

After the expansion of the Panama Canal, the Port unveiled several initiatives to accommodate the changes and continue to be a leader in international maritime trade. The new inspection facility was just another way the Port has adapted to maintain its quality and efficiency.

With the new and improved tailgate exam area, inspections will continue to run more smoothly, facilitating the movement of trade within the Port, officials said. It will also help the Port better accommodate future international cargo imports.

“Through this Ports America Chesapeake initiative, CBP has been able to inspect international cargo at a faster pace while ensuring the prevention of invasive agricultural pests being introduced into the U.S.,” CBP Area Port Director Dianna Bowman said.

The new facility will change the delivery process of cargo from trucking companies to Ports America Chesapeake for



Number of containers being inspected each day with the new Agriculture Inspection Dock.



On a typical day, CBP discovers 470 pests at U.S. ports of entry.



BILL MCALLEN

➤ **The new tailgate facility presentation occurred on Aug. 5. (Left to right) U.S. Customs and Border Protection Asst. Port Director Thomas Heffernan; Supervisory Customs and Border Protection Agriculture Specialist Richard Leshin; Area Port Director Dianna Bowman; PAC Operations Manager Robert Jelen; PAC Yard Superintendent Jim Dragos; PAC Terminal Operations Administrator Terra Moudruy and PAC Yard Superintendent Gregory Hildt.**



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the tailgate exam. This change means better consistency in the number of inspections being performed on a daily basis.

Previously, the older facility was unpredictable with the number of containers inspected, but now with the new facility and exam process, 36 to 45 containers are being inspected each day. This new process will free up resources to perform inspections elsewhere and allow workers to exam more containers.

“Since the new tailgate facility opened in July, CBP has realized significant and measurable improvements with regard to the speed of processing containers for agriculture inspection, and realized a reduction in containers leaving the terminal prior to being authorized for release by CBP,” Bowman said.

In these inspection facilities, tablets have been implemented as part of the screening, data collection and clearance process during the agriculture inspections. This advanced technology is a first for the Port’s operations; however, CBP has been using this tablet technology in other parts of the country and continues to install the tablets in all CBP ports.

The new tailgate facility will enable a smoother process and further limit potential mistakes that can be made during pickup. The new exam and technology will mean less traffic and complications for truck drivers because drivers can no longer pick-up containers until they are fully ready for delivery.

Previously, there was a higher chance of containers leaving the yard while on hold, and as a result, truck drivers would have to increase drive time to correct the shipment. But with the new system, there will be better communication and more efforts to minimize the potential for held containers to leave the terminal.

Not only will this inspection site simplify the process, but it will also have a positive environmental impact due to the shorter distance the

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“Since the new tailgate facility opened in July, CBP has realized significant and measurable improvements with regard to the speed of processing containers for agriculture inspection, and realized a reduction in containers leaving the terminal prior to being authorized for release by CBP.”

— CBP Area Port Director
Dianna Bowman

containers travel for each inspection.

Before the changes were made, resources and staff were not delegated for maximum potential, often leaving other areas of the inspection with limited resources. But with the partnership between the Port and CBP, the trade and trucking communities can properly coordinate container and shipping needs. Specifically, CBP will be able to schedule resources suitable for the week and prepare for the week's inspections.

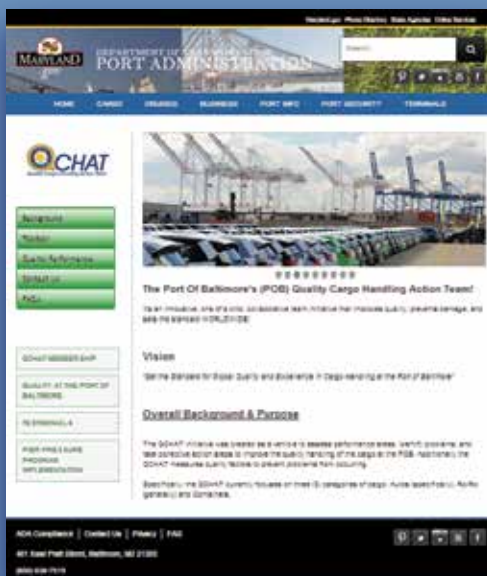
The newly designed facility with the help from its staff will be able to determine the level of intensity for each examination ahead of time, minimizing any burden on CBP resources. This new expansion will come with increased workload, but with proper allocation of resources, the facility will be able to handle it. 🌐

Maryland Port Administration



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Canton Railroad: Changing with the Times

VENERABLE FIRM HAS WORKED WITH
THE PORT FOR MORE THAN 100 YEARS

PHOTOGRAPHY & STORY BY KATHY BERGREN SMITH



Canton Railroad's engines have a new look, but they are providing the same safe and reliable service the firm has been known for since 1906. The Canton Railroad is Maryland's short line rail connection to the Port of Baltimore. Both CSX Transportation and Norfolk Southern Railroad serve the marine terminals of the Maryland Port Administration. These Class I railroad services give Baltimore the advantage of being the closest ocean seaport to the manufacturing and agricultural hubs of America's heartland. Mighty engines arrive at the Seagirt Marine Terminal and Dundalk

PHOTO FEATURE

Marine Terminal with containers, tank cars, hoppers of bulk cargoes and more. Shippers count on Canton Railroad to get their cargo from the major railroad to its final destination. That is the job of a short line railroad. Canton Railroad's engines will shift railcars directly to those businesses that have a rail siding. Additionally, Canton can bring cars to their transload facility and cargo can be loaded out by truck, delivered directly to a customer's facility or delivered to the pier for export. Bulk commodities are handled at the railroad's Boston Street Bulk Terminal. 🌐



↑ *When CSX Transportation's train pulls into Seagirt Marine Terminal loaded with rolling equipment manufactured in the Midwest and bound for overseas customers, a closely choreographed sequence is required to get them onboard their ships. Canton Railroad works in partnership with Ports America to disconnect railcars from the train, open the switches and deliver the cars to Dundalk Marine Terminal.*

↓ Canton Railroad also provides logistics services to shippers that want to leverage the efficiency of rail. Transloading and warehousing work like this: Cargo is loaded into a railcar and shipped from its origin headed to the transload site. The freight car is received by Canton Railroad and then is spotted or placed at the transload facility. The products are then carefully taken from the freight car and set for storage. Canton Railroad will then safely keep the products in storage until the customers need the goods. Both short-term and long-term storage agreements are available. The products are transloaded to short-haul trucks for the final leg of the journey.



Growing with the Port

MARYLAND LINE HANDLING HAS SEEN STEADY INFLUX OF SHIPS OVER PAST 16 YEARS

STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH

Mike Pirisino has had a front row seat to the growth of the Port of Baltimore over the past 16 years. As the general manager at Maryland Line Handling Co., LLC, he has seen the size and number of ships increase steadily since his father, Michael A. Pirisino, founded the company in 2000.

“When I first started out, Maryland Line Handling was averaging between six and eight ship calls per week,” said Pirisino. “Today, we are averaging 28 each week. The ships are also getting larger. Back in 2001, the ships ranged from 600-900 feet at the largest,” he continued. “Today, that 600’ ship is small, we are seeing 1100’ ships regularly now.”

When a ship is en route two hours out from one of the terminals served by Maryland Line Handling, a call goes out and a team is alerted. When the vessel arrives at the Key Bridge in the Patapsco River, they don their hard hats, life vests and gloves and are the first to greet the arrival at the berth. Today’s real-time



↑ **Mike Pirisino, general manager at Maryland Line Handling Co., has helped the company grow since being founded by his father, Michael A. Pirisino, in 2000. The company handles about 28 ship calls each week at the Port. Ships that travel through the Panama Canal are larger and heavier than ever.**

ship tracking and information provided by the Baltimore Maritime Exchange via text message make this 24-hour-a-day, 365-day-a-year job a bit more predictable for the teams.

"Cellphones have increased the efficiency of communication," said Pirisino. "Before the cellphone, you had to be by your phone or you would miss a call and miss a job."

Once they are in position at the berth, the line handlers are a shoreside set of eyes for the pilot. At night, the team uses their hazard lights to guide the pilot, then get on the radio and announce the ship's position with respect to the assigned docking zone in 50' intervals beginning when it is 200' out. As the ship moves into position, a messenger line is tossed from the bow, the first of 12 lines that will secure the ship. The line handlers work in tandem quickly to haul the 4-6" diameter line up and onto the



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MARYLAND LINE HANDLING AT A GLANCE

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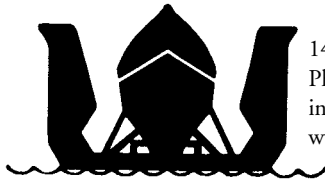
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→ PORT BUSINESS

pier then secure it around a bollard before moving on to the next line. It is heavy and, at times, dangerous work as a ship the size of an eight-story building weighing hundreds of thousands of pounds bears down.

"The main thing about being a line handler is being aware of your surroundings," said Rick Tippitt, operations manager. "We deal with a variety of infrastructure challenges as well as a variety of ships." As the Port has become busier, the space has become tighter, so a meter or two can make a big difference when placing a ship. "We are working in close quarters at times with vessels that need to be placed precisely so that their ramps align properly."

Then there is the weather, summer thunderstorms can hit Baltimore suddenly and with violence. Tippitt said that car carriers and cruise ships can catch the wind like a sail making it tricky to secure them in high winds.

When a ship departs, the team reassembles to "let her go." Again, the simple task of untethering the lines from the bollard can become complicated and dangerous when dealing with the enormous vessels.

Now the line handlers are preparing for their next challenge: the newest ships that will transit the Panama Canal will be larger and heavier than ever. This is a challenge Pirisino is looking forward to.

"I am proud to be part of this Port community that has been proactive rather than reactive in preparing for the opening of the new lane of the Panama Canal," he said. "It makes me glad to see the success of the Port of Baltimore and to be part of it," he said. "It is a tribute to James White of the Maryland Port Administration and the team at Ports America Chesapeake and everyone involved in deepening the berths to help us expand." 🌐

Access World Opens a New Era

COMPANY IS EXPANDING SERVICES
AT PORT OF BALTIMORE

PHOTOGRAPHY & STORY BY KATHY BERGREN SMITH



These are exciting times for Access World in Baltimore. The logistics and warehousing company is expanding operations and the types of products they handle in order to grow with the Port of Baltimore. There are new warehouses, equipment and services and on top of it all, a new name. Pacorini Metals has changed its name to Access World. The new name reflects the global nature of a company handling far more products than just metals.

Through a global network of operations across the Americas, Europe, Africa and Asia, Access World offers a full palette of services from handling and warehousing of non-ferrous metals, steel and forest products, soft commodities, bulk cargoes of all kinds and special project cargo.

The organization is well recognized within the global commodities markets and offers both London Metal Exchange (LME) and COMEX warehousing in Baltimore and other locations. In Baltimore alone, Access World operates five warehouse locations



and opened a new chapter for its development within Baltimore. The new warehouse location offers 14 overhead cranes, ranging from 40 to 70 tons capacity, inside railcar access for up to ten railcars and oversized drive-through doors.

Access World is already receiving hundreds of containers each month at this location and to speed up

with 2 million square feet of storage. When the property in Baltimore Harbor that once housed the world's largest steel mill was sold to developers, one of the first tenants to sign a lease was Access World.

The company identified the opportunity to expand their operations and leased a massive 760,000-square-foot modern building on 12 acres



PHOTOGRAPHY BY CAPTAIN WILLIAM BAND AMP

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turnarounds 24 loading docks will be added to the warehouse. Outside of the warehouse, a brand new Terex 285-ton crawler crane handles rail and truck cargo and is rigged for heavy lifting at the 1,000-foot-long rail siding served by both NS and CSX. The property also links with I-695, providing access to all major highway connections.

A second warehouse on the Sparrows Point peninsula operated by Access World is currently dedicated to agricultural and bulk commodities. These cargoes are stored inside the warehouse where a hopper loader can quickly stack cargo or load out trucks. The property has two deep water berths in close proximity of the warehouses and Access World can offer its customers vessel unloading and loading services on break bulk, bulk and specialized and oversized project cargoes.

Apart from these services, Access World also offers competitive chartering, container, rail, barge and truck rates with full door-to-door services. Access World works closely with the Maryland Port Administration to bring local and global business to the Port of Baltimore. 🌐

ACCESS WORLD AT A GLANCE

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At the Center of the Action

STAMBAUGH KEEPS VESSELS MOVING FOR BALTIMORE MARITIME EXCHANGE

BY MERRILL WITTY | Photograph by Kathy Bergren Smith

As manager of the Baltimore Maritime Exchange (BME), a small, not-for-profit vessel traffic information service, David Stambaugh has the same daily responsibilities as his other two staffers: gathering, sharing and reporting on vessel arrival, departure and in-port activities.

Shared duties include touching base with the agents, tugs, pilots, linemen, chandlers, terminal operators, Maryland Port Administration and United States Coast Guard to develop and fine tune a list of vessels calling during the upcoming seven-day period.

"This is the same sort of info, only now with much more detail and reaching much farther into the future, that the 'Baltimore Telegraph' provided from its lookout tower on Federal Hill from the late 1790s to the late 1890s and the Baltimore Chamber of Commerce provided through its subsidiary the Baltimore Maritime Exchange from 1899-1954," he said.

The BME has become the communications hub for the Port of Baltimore community, and understandably so, according to Stambaugh.

"During its entire history the BME has developed and relied upon partnerships with numerous Port companies and local, state and federal agencies to gather and share information about vessel activities for the benefit of all," he said.

Stambaugh represents the agency as a director for Maritime Information Services of North America (MISNA), which includes 11 other nonprofit marine exchanges in major ports from Alaska, around all three coasts and up to New York. The consortium keeps each other up-to-date on best practices and continually explores new options for marketing MISNA information. All the MISNA members provide daily reports on all vessel activity out seven days to Lloyd's List Intelligence.

"The BME faces many of the same challenges that other marine exchanges face all around the country," said Stambaugh. "That is maintaining and increasing our customer base in the face of the ever-increasing access to all sorts of information being provided by government agencies, NGOs, vessel lines and commercial information brokers.

"Keeping up with the technology of information gathering and sharing is a costly, challenging and necessary part of keeping the BME viable as a communications hub for the Port. The main edge the BME and other marine exchanges have is the institutional knowledge and local networking connections that each exchange brings to serving the information needs of its unique port community."

Stambaugh is proud that the BME has preserved its informational history: "We maintain the archived detailed BME paper records of all vessel activity back to 1954 and we also have our FCC daily radio logs dating back to the early 1960s when the BME in partnership with the Association of Maryland Pilots and, at that time, the Maryland Port Authority

first built out our VHF radio system.”

He said developing and maintaining the proprietary BME database has been his most important accomplishment. It stores the same types of information traditionally captured on paper with the addition of more details on actual start/finish times for movements, more specifics on berthing, tugs and linemen, etc., in a format that is searchable and with various reporting features.

The data is regularly used by the MPA and the U.S. Coast Guard Sector Maryland-NCR. BME information has also been used by the U.S. Army Corp of Engineers, the Office of Naval Intelligence, the Johns Hopkins Applied Physics Lab, the Maritime Administration, the Maryland Department of the Environment, the Smithsonian Environmental Center, the EPA and law firms around the country.

Stambaugh had no experience in the maritime world, but a friend informed him of an opening for a dispatcher at the BME in 1973. “The BME was willing to train on the job and I have been here ever since,” he said.

He grew up in Baltimore City but moved with his wife to Baltimore County in 2000. They live on property north of Reisterstown that has been in his family since 1854. 🌐

STAMBAUGH IS WELL KNOWN IN THE PORT COMMUNITY in part because of service on the following committees:

The Federal Agency Quality Work Group (FAQWG) → dialoging between the Federal regulatory agencies and the Port’s public and private sectors.

The USCG Area Maritime Security Committee (AMS) → issues relating to security and commerce and the Port’s maritime security plan.

The Maritime Transportation System Recovery Unit → prioritizing and coordinating vessel movements in the event of a Port closure.

The Harbor Coordination and Safety Committee (HCSC) → issues relating to navigational safety and efficiency, dredging, Port infrastructure and various

marine events that might affect Port operations.

The Citizens Advisory Committee of the Dredged Material Management Program (CAC-DMMP) → citizens groups meet with State and Federal agencies as well as private sector Port representatives on dredging issues.

Baltimore Port Alliance → Secretary/Treasurer, also a member of its Executive Steering Committee, its 501 (c) administrative committee and the Environmental and Education/ Outreach Committees; communications coordinator.

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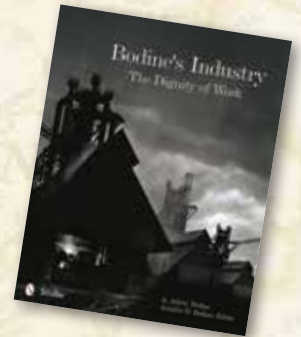
PITCHING IN

From 1828 until 1958, 20 civilian keepers of the U. S. Lighthouse Board and its successors served faithfully at Cove Point.



WHALE OIL

was the first fuel used, stored in six 90-gallon tin containers. A kerosene lamp was installed in 1877.



STORY BY KATHY BERGREN SMITH

Cove Point Lighthouse Steered Ships to Port

A. Aubrey Bodine

The lighthouse at Cove Point, at the mouth of the Patuxent River in Southern Maryland, is the oldest lighthouse on the Chesapeake. It was built in 1828 to mark a shoal that extends close to the shipping channel. The light was a fourth order Fresnel lens with a weight driven rotation mechanism. In 1928, the light was converted from kerosene

to electricity. At that time, the beacon was visible for twelve nautical miles.

This photo from 1958 shows the lighthouse keeper with his telescope. He sighted all incoming ships and reported their arrival to the Port of Baltimore. In the background is the keepers' residence, a duplex that was home to two lighthouse keepers and their families. A third family home was built later to house another keeper. The light

was automated in 1986 and there was no longer a need for a keeper.

Today, the Calvert Marine Museum has a visitor center on the lighthouse grounds and rents the keepers' house to vacationers.

Cove Point is also home to an active marine terminal handling liquefied natural gas. The terminal currently handles imported LNG, but is expanding to begin exportation. 🌐

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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