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# The Helen Delich Bentley Port of Baltimore



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# The Helen Delich Bentley Port of Baltimore



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Baltimore, MD 21211  
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www.todaymediacustom.com

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



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KATHY BERGREN SMITH



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GOVERNOR'S MESSAGE

## Port is a Major Job Engine for Maryland

**M**aryland is open for business and so is the Port of Baltimore! The Port has had a tremendous year, recently announcing a record-breaking Fiscal Year 2017 and handling more containers and general cargo than ever before. The Port handled a whopping 907,957 20-foot containers and 10,347,794 tons of general cargo, which includes cars, containers, farm and construction machinery, forest products, and breakbulk.

In addition to the many records the Port has set, the Port was named one of the fastest-growing North American ports, following its recognition as the most efficient U.S. container port.

While I am very proud of the Port's record-breaking performance this year, our administration is especially thrilled about what the Port contributes to our economy — jobs! The Port generates approximately 13,600 direct jobs, which means that if the Port were a single company, it would rank among the top 15 employers in the state.

We are truly fortunate to have a thriving, top-ranked, job-producing entity like the Port of Baltimore in our state. Our administration remains committed to ensuring we do everything possible to support the Port's continued success and growth for years to come.

**Larry Hogan, Governor**

EXECUTIVE VIEW

## Port is Touch Point for Consumer Products Used All over the World

**O**ne of the key reasons for our success goes back many years. The MDOT MPA devised a strategic business plan that would more effectively focus on the many strengths of the Port of Baltimore. We would use that plan to develop a model that concentrated on cargo diversity.

The cover story in this issue takes a close look at some of the more recognizable products that we handle daily at the Port of Baltimore. These products span our key commodity niches — cars, roll on/roll off (farm and construction equipment), containers, forest products and break bulk, as well as items handled by our valued private marine terminals.

That decision we made years ago has proven to be a wise one. Today, we are the number-one port in the nation for both cars and roll on/roll off. In fact, we have handled more cars than any other U.S. port for six consecutive years. Our roll on/roll off market share has increased in just the last few years from 48 to 52 percent. Our container business has never been in a better place. In addition to

seeing substantial growth in the past year, we are one of only four East Coast ports able to handle some of the largest ships in the world today and we were recently recognized as being the most efficient U.S. container port for the third straight time. In forest products, we have regularly been among the leading U.S. ports for handling that commodity for several years.

Our outstanding labor force, our unique geographic advantage of being the closest port to the Midwest, and prudent infrastructural investments over the years have all been strong contributing factors to becoming one of our nation's most diverse ports. We take great pride in our cargo diversity and look forward to continuing to maximize those advantages in a way that results in the Port of Baltimore remaining one of our state's leading economic engines.

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

## EVENTS

### Baltimore Maritime Exchange Hosts Annual Port Party and Shrimp Feast



More than 450 guests attended the Baltimore Maritime Exchange's (BME) 14th annual "Port Party and Shrimp Feast" on Sept. 20 at Vane Brothers. Representatives from the Maryland Department of Transportation's Maryland Port Administration and numerous businesses around the Port of Baltimore attended the event.

The party was the idea of BME Board Member Duff Hughes, President of the Vane Brothers Company, as a way of celebrating the 50th anniversary year of the BME as a private, non-profit, membership-supported vessel traffic information service.

Hughes and the entire BME Board of Directors felt that the port party would be the perfect way to say "thanks" to loyal members and friends as well as a great way to celebrate 50 successful years as an independent non-profit organization, said David Stambaugh, General Manager of the Baltimore Maritime Exchange. "The event would not be as special nor as popular among the port community if it were not for the generous support of the Hughes family and the Vane Brothers Company, who host our event the third Wednesday of September each year. There is no better place on the waterfront than the Vane Brothers campus to hold an outdoor party!"

Vane Brothers has allowed the Baltimore Maritime Exchange to hold fundraisers at its campus in Fairfield since the inaugural event in 2004. 🌐



↑ Clockwise from top left, left to right: Maria Tiley and General Manager David Stambaugh, Baltimore Maritime Exchange, Inc.; Tom Lamb, Steve Magdeburger, Matt Frank, Bob Roosevelt and John Shkor (Vane Brothers) and Anastasia Bozheneva (KD Elite Transportation); Jim Demske and Matt Ciarpella, both with Vane Brothers; The *Pride of Baltimore II* sailed the nearby waters; John Shkor of Vane Brothers and Rupert Denney of C. Steinweg, Baltimore Industrial Group, and a Baltimore Maritime Exchange, Inc. board member.

PHOTOGRAPHY BY KATHY BERGREN SMITH

## NEWSMAKERS

# ACL Marks 50 Years

## As Innovative Container Operator

In September 1967, a ship sailed into the Port of Baltimore. As stevedores looked out from the pier, they observed a new ship with a design unlike anything they had ever seen. This amazing vessel, *The Atlantic Span*, had containers stacked securely in protective cells. Vehicles, machinery and trailers had been driven on via a stern ramp and parked in garages under deck. With this hybrid setup, unloading and loading the ship on her maiden voyage would turn out to be a breeze.

This new design from a young company would become the hallmark of quality and innovation for liner shipping for the next five decades. And in the process,

**Its vessels have steamed more than 25 million miles in that half-century and carried more than 100 million tons of cargo between North America and Europe.**



Atlantic Container Line (ACL), the first European container operator, would secure its place among successful shipping firms.

In its 50th year of transportation service on the North Atlantic, ACL is now the oldest container company in the world. Its vessels have steamed more than 25 million miles in that half-century and carried more than 100 million tons of cargo between North America and Europe.

With a reputation for personalized service, ACL attracts unusual cargo. Tanya, a 2,400-pound elephant was likely the first to cross the Atlantic, thanks to ACL. John Travolta and Mick Jagger used ACL to move their movie/concert tour trailers overseas. Arnold Schwarzenegger and Queen Elizabeth have transported their personal helicopters on ACL vessels.

ACL was innovative from the start. The first international maritime consortium agreement brought together six shipping companies to launch ACL: Holland-America Line, Cunard Line, French Line, Swedish American Line, Transatlantic AB and Wallenius Lines. With its recently introduced fourth generation of ships, ACL is increasing its capacity and competitiveness and setting sail for many more years of service to shipping. 🌐

## MAIDEN VOYAGES

### Well-Traveled *Silver Explorer* Arrives in Baltimore

The *Silver Explorer* made her maiden voyage to the Port of Baltimore. The *Explorer* travels to exotic locations such as Africa, Alaska, Antarctica, the Arctic, the British Isles, Central America, Hawaii, Mexico, New England, Canada, Northern Europe, the Pacific Coast, the Panama Canal, South America and the South Pacific. 🌐



PHOTOGRAPHY BY BILL MCALLEN

↑ Pictured from left: Sabrina Hicks, *Inter cruises*; Vincent Taillard, Captain; Cindy Burman, General Manager, *Cruise Maryland, MDOT MPA*; Richard B. Lynch, Jr., *Terminal Shipping*; Stephen Crimes, *Hotel Director*.



## MAIDEN VOYAGES

### English Vessel *Aurora* Visits the Port

Cruise Maryland welcomed P&O Cruises' *Aurora* on Sept. 12. The *Aurora*, which hails from Southampton, England, made her first visit to Baltimore. 🌐



PHOTOGRAPHY BY BILL MCALLEN

↑ Pictured from left: Sara Tipple, *Onboard Trainer*; Wesley Dunlop, Captain; Gordon Marshall, *Hotel General Manager*; Cindy Burman, *General Manager, Cruise Maryland, MDOT MPA*; John White, *HR Manager*; Sabrina Hicks, *Inter cruises*.



**NEWSMAKERS**

## Local Firms Earn Accolades

A pair of companies that work closely with the Port of Baltimore were honored for being effective third-party logistics and cold-storage providers.

MTC Logistics and Choptank Transport, two Maryland-based companies, were just named to the 2017 Top 3PL & Cold Storage Providers list by *Food Logistics*, the only publication exclusively dedicated to covering the movement of products through the global food supply chain.

The Top 3PL & Cold Storage Providers list serves as an important resource guide to third-party logistics and cold-storage providers whose products and services are critical for companies in the global food and



beverage supply chain.

"The global food supply chain is faced with unprecedented challenges, from consolidation and M&A in the grocery sector to the impact of the Food Safety Modernization Act (FSMA), among others," said Lara L. Sowinski, Editorial Director of *Food Logistics* and *Supply & Demand Chain Executive*. "Companies that earned a spot on the publication's 2017 Top

3PL & Cold Storage Providers list are critical to supporting the agricultural community, importers/exporters, food manufacturers, grocery retailers, food service distributors and others that depend on them to support the growing complexities of the global food supply chain."

MTC Logistics is a wholly owned subsidiary of Hoffberger Holdings, Inc., a diversified privately held investment



Photo: Kathy Smith

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## IN MEMORIAM

### Clarke, President of MTI, Passes Away

Terry Clarke, President of Marine Technologies Inc., passed away Sept. 19, 2017, at age 54. Clarke founded Marine Technologies, Inc., known as MTI, as a commercial diving and marine construction contractor based in Baltimore. This summer, the firm celebrated 25 years of serving the Port of Baltimore and beyond.

Clarke was born on June 11, 1963, in Leonardtown, Md., and later moved to Houston to become a commercial diver. Clarke was a member of the Association of Diving Contractors International, Aircraft Owners and Pilots Association and Solomons Business Association. 🌐

company owned by the Hoffberger family of Baltimore. MTC Logistics operates three distribution centers with more than 24 million cubic feet of refrigerated and frozen space, serving the Port of Baltimore and other areas.

"We have invested heavily in our people, processes, systems and facilities to provide seamless temperature-controlled supply chain solutions for our customers. This recognition is validation of our initiative to operate as our customers' logistics departments," said Ernie Ferguson, Vice President of Sales with MTC Logistics.

Choptank Transport, headquartered in Preston, Md., has a dedicated division for refrigerated less-than-truckload (LTL) shipments with pick-up in the

Mid-Atlantic and Northeast regions and makes deliveries nationwide. The company specializes in truck-load freight, refrigerated/frozen transport, dry van and flatbed services. This will be the fourth consecutive year that Choptank Transport has been included on the prestigious list, and President and CEO of Choptank Transport, Geoff Turner, recognizes this as a great achievement. "We have worked extremely hard over the years to be one of the best at what we do, and that means supplying top-rated service to all our customers," he said.

*Interested readers can find this year's Top 3PL & Cold Storage Providers list in the August 2017 issue of Food Logistics or on [foodlogistics.com](http://foodlogistics.com).* 🌐



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**EVENTS**

## John S. Connor Hosts Gala for 100th Anniversary

John S. Connor celebrated its 100th anniversary with an event at the Maryland Historical Society on Sept. 28, 2017. The guest list included customers and staff, as a way to show appreciation for their dedication, commitment and hard work.

John S. Connor, founded in 1917, handles sea and air freight, domestic transportation and project freight. The company also offers steamship agency services, specializing in bulk commodities at the Port of Baltimore and in other major cities.

The company employs more than 100 people, many of whom have been with the firm for 10 years or more. John S. Connor has managed to maintain a network of reliable agents throughout the world and has been able to remain a family-owned entity in a time of widespread consolidation.

John S. Connor's strategic location in the Mid-Atlantic has been a boost to business because of the region's bustling economic activity. The region has a strong network of air, sea, rail and trucking infrastructure, which has enabled the company to provide shippers with convenient options.

Lee Connor, the grandson of founder John S. Connor, serves as President of the company. Over the years, John S. Connor has developed a close relationship with the Port of Baltimore. 🌐



↑ *Vice President Yem Maru of American General Supplies, Deb Sommers, Business Development of John S. Connor, Inc., Lee Connor, President of John S. Connor, Logistics Manager Ali Sadah of AGS.*



↑ *David Thomas, Deputy Executive Director of Logistics and Port Operations for the Maryland Department of Transportation's Maryland Port Administration, presents an award to Lee Connor, President of John S. Connor, for the company's long-standing, efficient service at the Port of Baltimore.*



↑ *Howard Tseng of Orient Star China, Vice President Butch Connor of John S. Connor, Billy Wong of Orient Star Hong Kong, Lee Connor, President of John S. Connor.*



↑ *Assistant Secretary Benjamin Wu and Executive Associate Chelsie Caizzi of the Maryland Dept. of Commerce, Lacey Johansson of St. John Properties, Christian Johansson.*

PHOTOGRAPHY BY RETSY WHITE

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**EVENTS**

## Schooner Race, Port Fest Focus on Bay, Business

Celebrating the Chesapeake Bay and the graceful schooners that once carried goods and passengers across the seas, more than 20 boats competed in the 28th annual Great Chesapeake Bay Schooner Race in October.

Sailing from the Chesapeake Bay Bridge 126 nautical miles south to Portsmouth, Va., the participants were "Racing to Save the Bay," as they have for almost three decades. Through entry fees and donations, the race raises money for programs that build and sustain awareness of the Bay by supporting restoration, spreading maritime heritage and establishing educational programs

throughout the region.

Before the race, the schooners docked at Canton Marina as part of the five-day Port Fest, held annually during the week of the Columbus Day holiday. Port Fest, sponsored by dozens of area companies, education and maritime organizations, and public school systems, is an effort to educate middle and high school students about the maritime industry, its relation to courses in Science, Technology, Engineering and Math (STEM) and careers in shipping and related fields.



The Port Fest included a salute to the schooners by land and by sea at Fort McHenry, tours of the schooners docked in Canton, presentations by companies doing business with the Port and a rousing sendoff to the Thursday race. 🌐



PHOTOGRAPHY BY CAPTAIN WILLIAM BANDAMP

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**CARGO**

## Port's Container, Cargo Ton Business Continues to Surge, Sets Records

2017 is a record-setting year for cargo handling at the Port of Baltimore.

For the fiscal year that ended June 30, the Port's public marine terminals handled more Twenty-Foot Equivalent Unit (TEU) containers and more tons of general cargo than in any previous year in its history. The Port processed 907,957 TEU containers and almost 10.4 million tons of general cargo, which includes cars, forest products, farm and construction machinery, containers and breakbulk. The previous records, set in fiscal 2016, were 868,875 TEU containers and more than 9.7 million tons of general cargo.

The Port set other cargo records in 2017. June was the busiest month for TEU containers, which numbered 87,565 for the month — the most in the Port's history. In addition, 897,871 tons of general cargo moved through the Port in June. In the first six months of 2017, the Port handled 5.3 million general cargo tons, more than the first half of

any other calendar year. and containers are up 10 percent compared to last year.

"The Port of Baltimore is a leading economic engine for our state and continues to benefit from a tremendous year," said Governor Larry Hogan. "Our administration will continue to ensure the Port remains one of the busiest ports in the nation."

Port business generates about 13,650 jobs, resulting in at least \$3 billion in salaries and wages, and more than \$310 million in state and local tax revenues. An additional 127,000 jobs are linked to Port activities.

The Port of Baltimore was the fourth fastest-growing port in North America in 2016, according to the *Journal of Commerce*. 🌐

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



Wendy Crowe's winning images for first place (left) and second place (right).



## Amateur Photographers Showcase Skills in Port's Sediment to Solutions Photo Contest

45 ENTRIES INCLUDED PHOTOS OF BIRDS TO SAILBOATS TO FLOWERS TO INSECTS

Masonville Cove was bursting with life when Wendy Crowe, a hobbyist bird watcher, set out to explore it one spring day in April.

She caught a glimpse of two least terns, which she'd never seen at the cove before, and was eager to add them to the list of birds she'd spotted this year. Later, while photographing swallows, the pair of least terns moved closer to her, and she noticed behavior she'd never seen them exhibit before.

While she was photographing

the female, the male came into view holding a fish in his mouth. He landed behind her and was flicking the fish around as he swiveled back and forth. Wendy correctly assumed that this was their courtship behavior.

"I was able to get pretty close and they didn't fly away. They were just so intent on each other at that moment," she said. "I enjoyed watching the interaction because I hadn't seen it before.... How exciting would it be to have the birds nesting there?"

One of Crowe's photos of the least terns won first place in the Port of Baltimore Sediment to Solutions Photo Contest. There were 45 entries for the contest that called on amateur photographers to submit photos they felt represented the Helen Delich Bentley Port of Baltimore. The entries included everything from photos of birds to sailboats to flowers to insects.

Crowe said she had narrowed down her bird photos to those from Masonville Cove and Swan Creek Wetlands, two of the Port of Baltimore's four environmental sites.

"I thought those two sites were so important, and I really appreciate those sites because of what they've done for the environment," she said, noting the importance of the Masonville Cove Environmental

Education Center, which brings city youth into contact with nature to learn about environmental issues.

The U.S. Fish and Wildlife Service named Masonville Cove its first Urban Wildlife Refuge Partner in 2013.

Crowe said she and her husband go all over to bird — including a recent trip to Glacier, Mont. — but she thinks the port sites provide unique opportunities. She noted that Anne Arundel County, where she lives, doesn't have a lot of public waterfront areas, so the Swan Creek Wetland is a treasure.

"That provides the possibility for some pretty unique birds," she said.

Swan Creek Wetland is adjacent to Cox Creek Dredge Material Containment Facility (DMCF), which is one of three placement sites that are still accepting dredged material from shipping channels. The other two are Masonville Cove and Poplar Island.

The Maryland Department of Transportation's Maryland Port Administration (MDOT MPA) listened to its neighbors in the communities surrounding the Port to see what they wanted to have in their communities. As part of its Dredged Material Management Program, MDOT MPA has cleaned several areas and restored habitats and diminishing islands as part of its commitment to these communities and the environment.

Crowe said the Port's role in creating the sites is well known in the birding community.

"We're so appreciative of the access," she said.

According to Kristen Fidler, Policy and Permits Chief at the MDOT MPA Office of Harbor Development Outreach, the Port is committed to improving the environment in conjunction with managing its dredged material and has created habitat, cleaned sites and listened to what residents want to see in their communities.

"The benefit from those efforts was clear through this photo contest that showed what the Port represents to Marylanders," she said. "The MDOT MPA allows community access to parts of the Chesapeake Bay, which Marylanders benefit from economically every day. But these photo submissions show that beyond our facilitation of commerce we're also a friend to the environment and community."

Crowe said she's always enjoyed nature and when she was younger was interested in photography. About 10 years ago, when her interest in birding got more serious, she picked up photography again to document the birds she saw.

It was a challenge, and it took her some time to improve capturing the birds because she has to account for shutter speed and focus, she said. She brings both her Nikon D7200 and her binoculars along on outings. For the photo of the least terns, she used a Tamron 150-600mm lens.

At her house, she has a wall of photos that she's taken. She said she

changes out photos in the frames depending on her mood.

Crowe also won second place in the contest with a photo of a spotted sandpiper on rocks at Masonville Cove. Third place went to Molly Hoopes for her photo of sailboats at Hart-Miller Island.

There were three honorable mentions as well. Karen Wynn had two, one for a photo of birds at Hart-Miller Island, and the second of water approaching the rocks at Hart-Miller. Wendy Crowe had the other honorable mention with her photo of a colorful barn swallow at Masonville Cove. 🌐



MOLLY HOOPES

➤ **Top: Molly Hoopes' third-place winner. The other photos received honorable mentions.**



KAREN WYNN



WENDY CROWE



KAREN WYNN



# Port of Baltimore First North American Port to Host GreenPort Congress

The Port of Baltimore will be the first North American port to host the GreenPort Congress and Cruise Conference. The event, which will be held at the Baltimore Convention Center in May 2018, brings maritime professionals from around the world together to tackle environmental issues and work on solutions.

Maryland Department of the Environment Secretary Ben Grumbles came up with the idea for Baltimore hosting the international green ports convention, the first of its kind in North America.

“The Port of Baltimore has a great story to tell,” Grumbles said. “This international event puts a spotlight not only on environmental progress at the Port and in Baltimore but on economic progress made because of ‘green’ adaptations. It’s a real shot in the arm for our area.”

Earl Lewis, Deputy Secretary at the Maryland Department of Transportation, and Barbara McMahon, General Manager of Safety, Environment and Risk Management at the Maryland Department of Transportation’s Maryland Port Administration (MDOT MPA), recently traveled to Amsterdam for GreenPort Congress 2017. This was a good opportunity to take note of some aspects of that conference that

could benefit the planning of the May 2018 event.

At Baltimore’s GreenPort Congress, sessions will focus on a variety of maritime environmental topics, including smart ports, land redevelopment, managing dredge materials and the future of commerce vessels in a rapidly changing industry.

several years — dredge management, oyster bed refurbishment and diesel-emissions reduction — continue to contribute to the improvement of the health of the Chesapeake Bay.

As a result, the Port continues to receive external recognition for these efforts, including recent awards for the water wheels and a \$1 million



“This is an important event for the maritime industry and a great opportunity to share the ongoing success of the Port of Baltimore”

— Governor Larry Hogan.

“This is an important event for the maritime industry and a great opportunity to share the ongoing success of the Port of Baltimore,” said Governor Larry Hogan. “We look forward to hosting GreenPort Congress and welcoming those leading environmental efforts around the world to Maryland.”

The Port of Baltimore, which was recently named a Green Supply Chain partner by *Logistics* magazine, maintains a commitment to protect the environment at the Port itself and in surrounding communities. Many of the Port’s efforts during the last

federal grant to improve air quality in and around the Port. The Port is also engaged in studies to produce energy made from natural algae, and two more trash wheels will join the two highly successful wheels that already exist.

The Port also has a large cruise terminal. More than 1 million passengers depart from the Baltimore Cruise Terminal annually. At the conference, cruise terminal operators, cruise line representatives and local government officials can also come together to discuss environmental issues that affect their industry on a daily basis. 🌐



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## Port Wins Environmental Award for Air Quality Initiative

The Port of Baltimore earned top honors in this year's Maryland Department of Transportation (MDOT) Environmental Excellence Awards.

At a ceremony in May, R. Earl Lewis, Deputy Secretary of MDOT, presented the Port with the Environmental Quality Award for its Air Quality Voluntary Agreement. The agreement, which began in December 2015, includes commitments by the Maryland Department of Transportation's Maryland Port Administration (MDOT MPA) and the Maryland Department of the Environment (MDE) to work cooperatively to identify, develop and, when appropriate, implement new cost-efficient voluntary programs to reduce emissions and increase energy efficiency.

A workgroup was formed to share information and explore and propose

new initiatives. The workgroup members work with other agencies, the private sector and advocacy groups to identify and quantify the sources of pollutants, analyze the costs and benefits of potential projects and find funding.

The workgroup identified potential sources of emissions from Port activities by using air emissions inventories developed by the MDOT MPA, and then discussed the technologies and activities that could best address these sources. This led to the development of a prioritized list of activities, technologies, equipment, practices and projects that have the potential to improve air quality and/or conserve energy.

The workgroup's efforts have supported several grant applications for emissions-reduction projects, including the successful 2016 application for a \$978,302 Diesel Emissions Reduction

Act grant to be used to replace 26 pieces of cargo-handling equipment and install start/stop technology on six switcher locomotives at the Canton railyard.

The idea to integrate air-quality improvement efforts with the MDE made sense on multiple levels. During the past several years, the Transportation Secretary's Office, the MDOT MPA and the Air and Radiation Management Administration (ARMA) of the MDE have informally worked together on projects that have improved air quality. This led to an effort to explore other ways for these state agencies to cooperate in a more formal manner to find further ways to reduce air pollution generated by port-related activities.

George Aburn, Director of ARMA, MDOT MPA's Kathy Broadwater, former Deputy Executive Director, and Barbara McMahon, General Manager, Safety, Environment & Risk

## Student Gains First-hand Experience With Port Fellowship

Sean Newlin didn't know much about ports before his fellowship at the Port of Baltimore this summer, and the exposure proved beneficial for both him and the Port.

A graduate student working on a master's in public policy at the University of California, Berkeley, Newlin had earned an undergraduate degree in air quality from the University of Northern Iowa. As part of an Environmental Defense Fund (EDF) Climate Corps fellowship, he was matched with the Maryland Department of Transportation's Maryland Port Administration (MDOT MPA), where he was tasked with finding technologies and strategies to achieve short- and mid-term zero and non-zero emissions.

Newlin was located at the Dundalk Marine Terminal and worked closely with MDOT MPA's environmental

staff: Barbara McMahon, General Manager, Safety, Environment & Risk Management, and Chandra Chithaluru, Manager, Air Quality Policy and Program.

"I am exploring options to reduce diesel combustion emissions," he said. "The most interesting aspect of my research involves communication with the various entities that are a part of the Port. This includes shipping lines, terminal operators and the truck[ing] community. I tried to find high-level emissions reductions — I looked at retrofitting trucks, I explored replacing vehicles with newer or alternative vehicles or even going to completely electric vehicles."

Newlin also examined the ways that ports are trying to increase productivity, such as trying to reduce trips with empty containers, and speed up terminal activities by

reducing the time spent waiting at the terminal.

"A significant obstacle is that the infrastructure of the Port is already in place," he said, "and implementing some of these innovative technologies, like electric equipment, would require substantial change and lots of planning."

At the completion of his fellowship in August, Newlin generated a report that is essentially an exhaustive list of ideas that warrant further research.

According to Barbara McMahon, Newlin's report will be used to assist the MDOT MPA in updating its 2015 environmental strategy. "Every two to three years, we review and revise our environmental strategy to reflect current technologies and trends in emissions reductions. We think it is a two-way street with summer fellows: we provide the experience of working in the Port environment and, in turn, receive fresh ideas." She went on to say that "this is our second year of hosting an EDF Climate Corps fellow,

Management, developed a unique approach between state agencies to address air-quality improvements for the State of Maryland. The voluntary agreement was the result.

“Sharing the institutional, technical and policy knowledge of the workgroup participants has been of tremendous benefit in sharing information as well as developing and implementing strategies cooperatively to achieve common goals for each agency,” McMahon said. “Working together has resulted in leveraging resources to aid in project implementation, both between the workgroup members and other stakeholders.”

The workgroup is also focusing on engaging citizens by reaching out to the communities around the Port and developing strategies to address community concerns.

“At the MDOT MPA, we believe that taking responsibility for clean air, land and water not only complements good business, but drives it,” McMahon said. 🌍

and both experiences resulted in reports that are extremely useful to the Port and the opportunity to work with extremely bright individuals.”

Newlin, who hopes to work with ports in the future, did face one unexpected challenge — the MPA already had been a leader in reducing emissions with innovative programs.

“I was impressed with how much was already happening, so to come up with new recommendations above and beyond was a challenge — the MPA has been thinking about emissions reduction for many years,” he said. 🌍



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# Did YOU Know It Comes Through The Port?

MANY WELL-KNOWN CONSUMER PRODUCTS STOP  
IN BALTIMORE ALONG THEIR JOURNEY

BY TINA IRGANG | Opening Photograph by Bill McAllen







O

On any given day, massive amounts of consumer goods pass through the Port of Baltimore, to end up eventually in retail stores, warehousing facilities and homes around the nation. Here, we highlight 10 well-known brands that ship everyday consumer products through the Port. Representatives of each company also share why the Port of Baltimore makes for a convenient touch point in their products' journey.



## Starbucks

**Headquarters:** Seattle, Wash.

**Products That Go Through Port:** Starbucks ships roughly 120,000 tons of product through the Port annually, said Deidre Odell, Director, Supply Chain International at Starbucks. “A large portion of our inbound freight is green coffee coming from Central and South America,” she said. “We import finished goods such as Verismo coffee pods and espresso equipment as well as export retail supplies, reserve coffee and tea to Europe through Baltimore.”

**Destination:** “Starbucks has a roasting facility and distribution center in York, Pa. from where we ship to our stores and business partners throughout the Northeast and eastern Canada,” said Odell.

**Why Baltimore?** Starbucks appreciates the Port’s comparatively low congestion and competitive dray rates in and out of Starbucks’ York facility, said Odell.



## Under Armour

**Headquarters:** Baltimore, Md.

**Products That Go Through Port:** “We import 12 million units through the Port of Baltimore annually,” said an Under Armour spokesperson. That includes apparel, footwear and accessories.

**Destination:** The products funnel into Under Armour’s retail, wholesale and e-commerce channels.

**Why Baltimore?** Under Armour has been headquartered in Baltimore for nearly 20 years. In an open letter to the city earlier this year, Founder, Chairman and CEO Kevin Plank said: “I moved Under Armour to Baltimore in 1998 when it was a two-year-old company with two employees. Today we have 14,000 teammates across the world, and are proud to call Baltimore our home. In our city, we stand for entrepreneurship, job creation and opportunity.”



# IKEA

**Headquarters:** Delft, Netherlands

**Products That Go Through Port:** “On a given day, there may very well be some iconic IKEA fan favorites like BILLY bookcases or POANG chairs moving through the Port,” said Debb Minsky, Trade Lane Americas Manager for IKEA’s Transport & Services Area.

**Destination:** Items go to retail stores in the Eastern United States — including those in White Marsh and College Park — or to a logistics unit that stores furniture and other products until they are shipped to stores or directly to customers’ homes, said Minsky.

**Why Baltimore?** “Developing efficient logistics solutions — like the flat pack! — to handle large volumes of goods has always been a primary enabler of our low prices,” said Minsky. “So of course, bringing goods through a port like Baltimore, close to a big population center like the Northeastern United States, makes for efficiency.”





## Johnson & Johnson

**Headquarters:** New Brunswick, NJ

**Products That Go Through Port:** Johnson & Johnson imports approximately 900 to 1,000 ocean containers annually through the Port of Baltimore, according to Lori Smith, the company's Transportation Sourcing Lead. Shipments include a variety of products, such as those in the Tylenol and Motrin portfolios.

**Destination:** The Port is "strategically placed to quickly reach two large distribution centers in the United States, which allows us to serve customers in our Midwest and Northeast regions," said Smith.

**Why Baltimore?** "The Port of Baltimore is a convenient location for Johnson & Johnson, as the Port has fluid service with minimal disruptions," said Smith.



## PERDUE

**Headquarters:** Salisbury, Md.

**Products That Go Through Port:** PERDUE Foods International ships approximately 3 million pounds of a PERDUE-branded export hot dog sold and distributed to Hong Kong, according to spokesperson Joe Forsthoffer.

**Destination:** In addition to the Hong Kong-bound hot dogs, PERDUE AgriBusiness imports organic grain bound for the company's feed mills and customers, and exports conventionally grown grain, primarily to Southeast Asia, said Forsthoffer.

**Why Baltimore?** The Port's proximity to PERDUE's grain-receiving and storage facilities is an advantage.





## Bob's Discount Furniture

**Headquarters:** Manchester, Conn.

**Products That Go Through Port:** Bob's Discount Furniture ships about 12,000 TEUs through Baltimore annually, according to Greg Brinkman, Vice President, Inbound Logistics. Well-known products coming through the Port include Bob-O-Pedic Mattresses and Pacifica Power-Reclining Sofas.

**Destination:** All products coming through Baltimore head for a distribution center in Aberdeen, Brinkman said.

**Why Baltimore?** The Port is convenient to Bob's distribution center, but that's not all. "No other port on the East Coast can connect to as many of our foreign origin ports as efficiently as the Port of Baltimore," said Brinkman.

**BOB'S DISCOUNT FURNITURE**

## Pompeian

**Headquarters:** Baltimore, Md.

**Products That Go Through Port:** Pompeian makes many different products, including olive oil, wine vinegars, balsamic vinegars, coconut oil, avocado oil and more. "With that said, our focus is on extra virgin olive oils, and we're proud to be the #1 selling brand of EVOO in the United States," said Casey Smith, Marketing Manager at Pompeian. "Pompeian is also proud to have a very unique storage tank system on the Baltimore harbor, which is the only such storage tank farm in the United States. We can store over 1.7 million gallons of oil there."

**Destination:** "Pompeian bottles the majority of its products right here in Baltimore, but we also have a sister facility on the West Coast," said Smith. "Our products are shipped nationwide and are sold in every major grocery retailer. Pompeian is solely focused on the United States market and does very little export business."

**Why Baltimore?** "For more than 110 years, Pompeian has had the privilege of calling Baltimore home. We care deeply about the people and places that make up this vibrant city and are dedicated to providing jobs, economic growth and high-quality, great-tasting products," said Smith.



## McCormick

**Headquarters:** Sparks, Md.

**Products That Go Through Port:** McCormick moved more than 44,000 tons in nearly 1,700 shipments through the Port of Baltimore between September 2016 and September 2017, according to Scott D. Robinson, Senior Manager, Corporate Communications. Products that make their way through the Port of Baltimore include numerous spices, such as black pepper, white pepper, cinnamon, cumin and paprika.

**Destination:** “Nearly all the products received through the Port are sent to our locations in Maryland, including our spice mill and manufacturing facilities in Hunt Valley,” said Robinson.

**Why Baltimore?** McCormick was founded in Baltimore in 1889 and has been headquartered in the area ever since.



## Pier 1 Imports

**Headquarters:** Fort Worth, Tex.

**Products That Go Through Port:** “Pier 1 Imports ships more than 4,000 containers annually through the Port of Baltimore — primarily from Asia, India and Europe — and is a validated member of the Customs-Trade Partnership Against Terrorism along with the U.S. Customs Importer Self-Assessment Program,” said Paul Hilsdon, Senior Manager – International Logistics.

**Destination:** “Products are delivered to our Maryland distribution center and shipped to Pier 1 Imports stores,” said Hilsdon. “Some products may also be used to fulfill e-commerce orders shipped from Pier 1 Imports fulfillment centers directly to our customers’ homes.”

**Why Baltimore?** The Port is conveniently located close to Pier 1 Imports’ distribution center in Aberdeen.



## Ollie's Bargain Outlet

**Headquarters:** Harrisburg, Pa.

**Products That Go Through Port:** "We bring in all types of goods from overseas," said Andre Dickemann, Vice President, Logistics & Distribution at Ollie's Bargain Outlet. "Everything from domestics out of Pakistan and India to lawn/garden and patio goods for the spring and summer out of China. In addition, we do a great deal of toy business out of China as well."

**Destination:** Products are shipped into Ollie's distribution network through a distribution center in York, Pa., said Dickemann. "From there, we ship into most of the Northeastern states and as far west as Indiana."

**Why Baltimore?** Baltimore "has become a quick and simple port for Ollie's to move product into the Mid-Atlantic and Northeastern markets," said Dickemann.



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# Building a Pipeline of Talent

NEW ERA ACADEMY STUDENTS LEARNED VALUABLE SKILLS AT COAST GUARD YARD THIS SUMMER

This summer, the U.S. Coast Guard Yard in Curtis Bay hosted nine high school students from Baltimore's New Era Academy for a seven-week internship that provided exposure to the maritime trade.



BY TINA IRGANG

Photography Courtesy of The Wicklein Group

**T**he internship was part of the YouthWorks program, an initiative of the Mayor's Office of Employment Development that offers summer work experiences for adolescents. In addition to the Coast Guard Yard, the Maryland Department of Transportation's Maryland Port Administration (MDOT MPA), Ports America, Maryland Pilots, Watermark's Baltimore Cruise Vessels and dozens of other employers provided placements for New Era students through YouthWorks.

The Yard's Commanding Officer, Captain Matthew Lake, said participation in the program was a great way to demonstrate the facility's commitment to the community

where it's been located since 1899.

"The other thing is that for the first time in many years, the Coast Guard Yard is actually growing. We're growing because we've got an increase in demand for our services," said Lake. "We have this expertise on repairing the Coast Guard and other government vessels that other people don't have. But we need to make sure to keep that expertise, especially as we grow the workforce. And part of that is to make sure we have a healthy pipeline" of young talent, he said. "We need to give these kids an opportunity — it's good for them, and it's good for the Yard."





↑ *Over the seven-week program, the students learned a variety of skills, including welding and metalwork. One student even learned how to repair and install a ship's deck.*

## Students Learned Trade Skills

The students arrived for their internship June 26 and stayed through mid-August. During their orientation week, students received safety training and tours of the Yard's different shops, including paint, electrical, pipe and sheet metal.

The idea was to show them the different kinds of work being done, and let them pick the shop that most appealed to their interests, said Lamont McCloud, Yard Quality Assurance Specialist and a mentor in New Era Academy's TransTech program, which prepares students for work in the maritime trade.

McCloud grew up in the Cherry Hill neighborhood, where New Era Academy is located. He also attended the school, which was then known as Cherry Hill Junior High School. "When I saw that they needed mentors to go back to the school and talk to the kids, I jumped at the chance," said McCloud.

At Lake's request, McCloud extended his mentorship to the students interning at the Yard.

Over the seven-week program, the students learned

a variety of skills, including welding and metalwork. One student even learned how to repair and install a ship's deck, said McCloud. "We put the students with mentors in each different shop. It was really interesting to see them grow."

## Getting Ready for a Career

The program also taught skills the students will be able to put to good use in any career they may choose. "Not only did we have seven weeks of working in the shop — each kid's resume was updated, they all registered to vote, and two registered for selective service," said McCloud. "What I told the kids is, 'I can't teach you to be a part fitter or a painter or electrician in seven weeks.' But what we tried to instill was the sense of work ethic. Come to work ready to work, with a good attitude, and do your best."

The students also got a chance to meet current and former employees of the Yard, including retired admirals, said Lake. Furthermore, they took a trip from Annapolis to Baltimore on the *Eagle*, a 295-foot sailing vessel used

for training at the Yard. “They all got a chance to drive the ship,” said Lake.

## Future Jobs are Waiting

At the end of the program, the students participated in a completion ceremony, which was attended by the students’ parents, as well as officials from YouthWorks and New Era Academy.

“Some of the mentors were there at the ceremony and they told the parents, ‘When your son graduates from high school, when your daughter graduates from high school, I will hire them,’” said McCloud.

While the students will have to go through the same process as other job applicants at the Yard, they are likely to have a leg up, said Lake: “They know what the job expectations are and tailored their resumes accordingly. And they’ve got some job experience too. I think there’s quite a number of the kids whom we’d willingly take back to work here at the entry level.”

The Yard’s memorandum of agreement with Baltimore City Public Schools and New Era Academy includes an option to continue the program in coming years, and the Yard’s leadership is eager to do so, said Lake. “We’d like to do this year-round if we could.” 🌐



## MDOT MPA’s YouthWorks Interns Gained Job Experience, Learned About Environmental Preservation



*MDOT MPA interns Ahmod Johnson and Tyra McManus during a site visit to Poplar Island.*

COURTESY OF MDOT MPA

At the MDOT MPA, three YouthWorks interns from New Era Academy got a chance to work in finance, engineering and harbor development this summer.

“Some of what we had them doing was helping with organizing and labeling files and cataloging outreach materials. But part of this was teaching them good work ethics — those critical skills like coming to work on time, the importance of how to behave in a professional environment, how to follow instructions,” said Katrina Jones, Outreach Coordinator for

the Dredging Program at the MDOT MPA.

Jones personally worked with one of the three interns. She is also co-chair of the Baltimore Port Alliance’s Education and Outreach Committee, and a long-time member of New Era Academy’s board of directors.

In addition to working at the MDOT MPA’s offices, the student interns got a chance to travel to Masonville Cove and Hart-Miller Island, where they learned about the Port of Baltimore’s environmental preservation work.

↪ At the end of the program, the students participated in a completion ceremony.



The MDOT MPA is eager to host more YouthWorks interns next summer and views the program as a great way to build the future of the maritime industry, said Jones: “We have an aging workforce, and for a lot of the current generation, they’re not even aware of the maritime industry or the career and job opportunities that could be available to them. For us, it’s important to make sure we reach out to that next generation of potential workers.” 🌐

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↑ *Taylor Northeast is providing more equipment solutions to a larger range of businesses. Pictured are (from left) Trip Bailey, President of Balterm and vice president of Logistec, USA; Fred Piercy, Sales Engineer, Taylor Northeast, Inc.; and Ron Denson, Sales Representative, Taylor Northeast, Inc.*

## Taylor Northeast Enjoying Expansion in Baltimore

**FIRM ADDED FORKLIFTS, HEAVY HAULING, STACKING EQUIPMENT CLOSER TO PORT**

**BY EMILY STAKEM** | *Photography by Kathy Bergren Smith*

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"Prior to that time, most of the Taylor

'Big Red' heavy stevedoring forklifts and container handlers were purchased by the stevedoring companies that operated at the Port of Baltimore from forklift dealers in the New York-New Jersey area," said Fred Piercy, a Sales Engineer for Taylor Northeast. "After Taylor Northeast, Inc. opened up, most of that business shifted to our local Baltimore location."

In Baltimore and at Taylor Northeast's other locations in Lehigh Valley, Pa., and Syracuse, NY, the company's goal has become more of a reality each year. Now, Taylor Northeast combines the sale of its high-quality equipment with hands-on expert training for its customers. The company sells new and used equipment for material handling and industrial cleaning, forklifts, railcar movers, tow tractors and loaders, along with machine attachments and other accessories. It also offers service and repairs.

Customers would be hard-pressed to find a service in the material-hauling field that Taylor Northeast does not offer. It even has rentals. "If a customer is in need of a short-term use of a machine to unload or load a ship that requires a unit they do not have available, we can rent them a unit to get the job done," explains Piercy. A wide variety of machines allows Taylor Northeast to cater to any project a customer might have.

One of those customers was the National Museum of African American History and Culture, part of the Smithsonian Institution in Washington, DC. During the construction of the museum, Taylor Northeast and its sister company, H&K Equipment in Pittsburgh, Pa., provided seven man lifts, four rider



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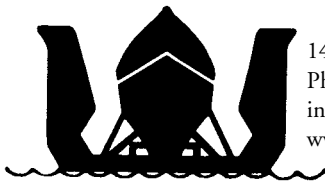
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## → PORT BUSINESS

pallet trucks, four pallet jacks, three scissor lifts, two customized personnel carriers, a walk-behind forklift and two three-wheeled forklifts, according to PRWeb, an online news service.

Taylor Northeast has also provided Mid-Atlantic Terminal with a Rail King Mobile Railcar Mover. "[This] has enabled them to more efficiently move trains of railcars loaded with large agricultural machinery," said Piercy.

The ideas and needs of the customer remain the highest priority for Taylor Northeast. Its location on Kresson Street in Southeast Baltimore is convenient to the Port, allowing its engineers to personally visit and interact with customers to fully understand their needs and create a better, more streamlined experience.

Taylor Northeast also offers a full line of Reach Stacker container-handling units that are capable of loading and unloading double-stacked container units on rail cars. Such a unit allows for more efficient loading and unloading of intermodal containers than an older, straight-mast forklift. According to the *Journal of Commerce*, the Port of Baltimore was able to handle 10 percent more cargo last year than the previous year, a feat that could not have been accomplished without the use of the most up-to-date equipment and practices.

Handling such large equipment requires extra caution and safety for both workers and customers. Taylor Northeast has its own safety department, which provides Occupational Safety and Health Administration (OSHA)-compliant safety training for all of its customers and staff members. The department's wide variety of training includes information on everything from hand and power tool safety and hazard communication to blood-borne pathogen training and aerial lift safety. This topical variety ensures that customers and employees are well informed and prepared for using the

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firm's services and equipment.

Taylor Northeast also continues to follow big industry trends, allowing the company to provide the most modern equipment and service. All Taylor "Big Red" lift trucks are Environmental Protection Agency (EPA) Tier 4 final emissions rated.

With such a large range of equipment and services, Taylor Northeast cannot do it all alone. Its Baltimore partners include Ports America, Ceres, BalTerm, Mid-Atlantic Terminals and AMPORTS.

Taylor Northeast employs about 30 people at its Baltimore location. Sister company Taylor Northeast-Franklin, representing the Advance line of industrial sweeper scrubbers, is located on the same property.

Taylor Northeast is part of H&K Equipment's family of companies, which includes D&S Hoist and Crane, Premier Granite and Stone, D&S Industrial Fasteners, Yard and Truck Specialists, Inc., TNE Franklin and Magnetic Lifting Technologies U.S.

The dedication and service of Taylor Northeast has made the firm a long-standing and integral part of the lift-truck market for the Port of Baltimore, as it provides most of the necessary equipment to run a smooth port operation, along with the expertise and customer service that keep customers coming back. 🌐

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# Project Stevedoring Answers the Bell for Clients

FIRM SPECIALIZES IN BREAKBULK STEEL, PALLETIZED CARGOS

*STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH*





**C**anton Stevedoring, founded in 1998, built its reputation upon nimbly meeting the needs of its customers in the Port of Baltimore. This has meant perfecting the ability to meet those needs as they evolve and change. Initially, nonferrous metals were Canton's domain, but the company quickly moved into breakbulk steel and palletized cargos.

Canton Stevedoring's agility is at the heart of the successful growth

of Project Stevedoring, its terminal operation in North Locust Point. Opened in 2011, with just a two-acre lease from the Maryland Department of Transportation's Maryland Port Administration and a small slag operation, Project Stevedoring recently signed on until 2025 with a 17-acre footprint in this historic industrial center.

"We have always seen ourselves as a boutique terminal," said Tim Kassel, Vice President. "It allows us to handle projects as they come along."

The Project Stevedoring operation developed from this thinking.

Few areas around the Port of Baltimore have seen the changes that North Locust Point has seen. Home of Fort McHenry, "The Point" has played a crucial role in the history of the Port since Francis Scott Key penned the "Star-Spangled Banner." After the War of 1812, Locust Point became an immigration hub. Direct railroad service opened up the American West to a generation of German and Irish



## CANTON STEVEDORING AT A GLANCE

**HEADQUARTERS:**  
3800 Newgate Ave.,  
Baltimore, 21224

**FOUNDED:** 1998

**PRESIDENT:** Rex Wheeler

**SPECIALIZATION:** Stevedore and warehouse operator with multiple locations.

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



↑ *The Project Stevedoring facility in North Locust Point handles a variety of cargos, from breakbulk plate and pipe to salt. Nearly 100 workers are based at the terminal and are members of the International Longshoremen's Association.*

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↑ *Canton Stevedoring has enjoyed steady growth through the efforts of Vice President Tim Kassel (left) and Founder Rex Wheeler, along with its valued workforce.*

settlers until World War I halted the influx of Europeans to Baltimore. Later, the area became the home of one of the busiest grain-exporting terminals in the world. Generations of longshoremen grew up in the close-knit community of Victorian rowhouses, proud to be associated with the maritime activities that surrounded them.

Today, the community is undergoing another transition, becoming a vibrant mix of residential and industrial. The mighty grain silo has been converted into luxury condominiums as ships continue to call at the nearby piers. A bustling cruise terminal handles year-round cruises to and from the Port. Project Stevedoring has worked hard to be a good neighbor in this community while growing its business.

"We work closely with members of the community in order to minimize our impact," said Kassel. He notes that the terminal utilizes

new articulated dump trucks that do not have banging tailgates.

The Project Stevedoring facility handles a variety of cargos, from breakbulk plate and pipe to salt. The nearly 100 workers at the terminal are members of the International Longshoremen's Association.

"We are pleased to have contributed to the re-activation of the ILA Local 2066 in Baltimore, the union that handles steel and breakbulk," said Rex Wheeler, Founder and President of Canton Stevedoring. "The team is professional and efficient."

This efficiency is at the heart of Project Stevedoring's pierside operations. Wheeler's team modified the existing container crane on the berth to both offload and discharge cargo directly into trucks. The crane is fitted with an 18 cubic-yard bucket and hopper. Additionally, there are three mobile hoppers along the pier. In a recent operation, the terminal achieved a discharge rate of nearly 900 tons an hour of salt, one of the main commodities handled at Project Stevedoring. The salt, used for roadway de-icing, is stockpiled and loaded onto trucks that can then be weighed on the terminal's bridge scale. The terminal is located just a few hundred yards from Interstate 95, on the southern end of the Fort McHenry tunnel, making it an economical choice for truckers.

"During our busy salt season, we can turn around 700 trucks within 12 hours," said Kassel.

"In a recent operation, the terminal maintained a discharge rate of nearly 900 tons of salt an hour, unloading 50,000 tons in less than two and a half days."

Project Stevedoring has found its niche in a historic maritime community. With a long-term lease on the North Locust Point property and a commitment to keeping pace with customer and community needs, it's a good fit. 🌐

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## A Commitment to Public Service

CASEY DURST HEADS U.S. CUSTOMS AND BORDER PROTECTION, BALTIMORE FIELD OFFICE

BY MERRILL WITTY | *Photograph by Kathy Bergren Smith*

**W**hen Casey Durst came to U.S. Customs and Border Protection (CBP) in 1997 as a part-time inspector at D.C.'s Dulles Airport, she certainly wasn't looking for a career.

She hadn't even finished college.

But after a short time, she heard the call to public service and it appealed to her. Little did she know her career would continue to be in service to this agency.

After serving in ever-higher positions with the CBP, Durst became Director of Field Operations for the Baltimore Field Office in August, leading a workforce of 800 men and women — plus a dozen canines. CBP protects the country, its citizens and economy against threats of all kinds. Durst is responsible for executing enforcement operations throughout the mid-Atlantic, including Delaware, Maryland, Pennsylvania, southern New Jersey and northern Virginia.

Durst is a third-generation American of Irish and French Canadian descent, Virginia-born and raised. She comes from a long line of public service professionals. "I felt it was my duty to honor my country and commit myself to serve," she said. "Serving is also a way for me to continue the tradition my great-grandfather started, to protect the nation that adopted my family three generations ago."

Durst recalled the accomplishments of those ancestors: "My great-grandfather, Thomas O'Connor, served as a distinguished police officer for the city of Holyoke, Mass. He earned multiple commendations for bravery during his 11-year career before he became ill," Durst recalled. "His children and grandchildren also pursued careers in law enforcement and continued the tradition of public service."

"My grandfather, James C. Owen, a U.S. Air Force Master Sergeant, saw combat during World War II in both the European and Pacific theaters, earning the Air Medal and the Distinguished Flying Cross, two of the military's highest decorations for heroism and meritorious achievement. Another grandfather served in the Army during World War II in Cuba and Panama."

Since her days as a part-time inspector, "I've had tremendous opportunities," Durst said. She has worked on the country's northern and southern borders, at its largest airports and at CBP Headquarters in Washington.

The Baltimore office is responsible for 13 ports of entry, including two top-20 airports for international travelers (Washington-Dulles and Philadelphia International), as well as eight major seaports. Annual trade operations total more than \$101 billion and include Baltimore, the top-ranked port for automobile imports and

roll-on/roll-off cargo, and Wilmington, Del., one of the nation's top produce ports.

With more than 60,000 employees, CBP is one of the world's largest law enforcement organizations and is charged with keeping terrorists and their weapons out of the U.S., while facilitating lawful international travel and trade.

CBP takes a comprehensive approach to border management and control, combining customs, immigration, border security and agricultural protection into one coordinated and supportive activity.

"On a typical day, CBP welcomes nearly 1 million visitors, screens more than 67,000 cargo containers, arrests more than 1,100 individuals, and seizes nearly six tons of illicit drugs," Durst said. "Annually, CBP facilitates an average of more than \$3 trillion in legitimate trade while enforcing U.S. trade laws. We are responsible for enforcing hundreds of U.S. laws and regulations."

She said the agency's main focus is vigilance — being ever watchful and alert to deter, detect and prevent threats.

"We are dedicated to defending and upholding the Constitution of the United States. The American people have entrusted us to protect the homeland and defend liberty," she added.

Durst lives in Annapolis with her husband and 6-year-old daughter; she makes it a point to spend much of her free time attending the girl's many activities.

The family loves spending time outdoors fishing and crabbing, and getting to know Annapolis and Baltimore, which Durst loves for their historical importance. They also travel the U.S. extensively, with a favorite family vacation spot in Ogunquit, Maine. And with a youngster aboard, the occasional Disney cruise is a must. 🌐

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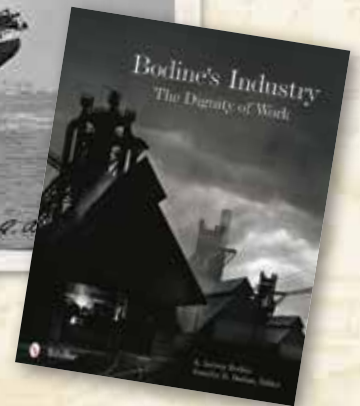
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STORY BY KATHY BERGREN SMITH

## 1919 Schooner Proves Impracticality of Graceful Fleet

“One of the pleasantest assignments I ever had was aboard the four-masted *Doris Hamlin* to Newport News,” wrote famous *Baltimore Sun* photographer A. Aubrey Bodine of a 1939 trip aboard the schooner owned by William Burke Vane. “Because of

calm seas and light winds, it took an entire week to make Newport News. Upon arrival, I boarded an Old Bay Line boat (steam ferry) and was back in Baltimore the next morning.”

The efficiency of the steam engine, as Bodine illustrates, rendered the graceful schooner fleet commercially impractical, and the

201-foot *Hamlin*, built in 1919, was laid up later that year. In 1940, under new ownership, she left Newport News bound for the Canary Islands with a load of coal and was never heard from again. Some believe she went down in a storm, others that she was torpedoed. 🌐

*A. Aubrey Bodine*

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



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