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KATHY BERGREN SMITH



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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**COVER:** Port of Baltimore makes further strides with air and water quality improvement.



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GOVERNOR'S MESSAGE

## Port of Baltimore Is A Key Economic Engine for Maryland

**T**he State of Maryland is open for business, and nowhere is this truer than at the Helen Delich Bentley Port of Baltimore. The Port is one of the busiest ports in the U.S. and sees more than \$50 billion in cargo per year. The Port is also one of our state's top economic generators, providing more than 13,600 direct jobs and supporting more than 127,000 jobs indirectly. Our administration is committed to a successful Port, which will allow for a better business climate in our state.

Last year, the Port had an exceptional year, handling more than 523,800 containers and importing nearly 400,000 cars — both all-time records. For the fifth consecutive year, the Port had more cars — import and export — cross its docks than any other U.S. port. Baltimore was also named the most efficient port in the nation by the *Journal of Commerce!*

The Port's success in 2015 was not limited to setting records. Maersk Line, the world's leading container shipping company, began operating three new container services with the Mediterranean Shipping Company from the Port. I was also happy to join Secretary Rahn, Port Executive Director Jim White and others at an event to recognize the signing of global logistics and shipping giant Wallenius Wilhelmsen Logistics to a new 30-year contract.

Since I became governor, we have made great progress in making Maryland more business friendly, and the Port has played an instrumental role in that success. In the years to come, our administration will continue to invest in the improvements necessary to ensure that the Port remains a world-class facility.

**Larry Hogan, Governor**

EXECUTIVE VIEW

## Port of Baltimore Supports Business While Protecting the Environment

**I**n this annual special green issue of the *Port of Baltimore* magazine, we look at what the Maryland Port Administration (MPA) is doing to positively impact our environment. Our two-pronged approach, through our Environmental Management System and Dredged Material Management Program, is helping to create some significant sustainable advances that will benefit this Port for decades to come.

Reducing our carbon footprint. Environmental awareness. Greening the marine terminals. These are all common terms that have become part of our everyday life on the marine terminals. Today, they must be staples of any seaport, just as much as the cargo that crosses the docks and the thousands of good-paying, blue-collar jobs that are generated.

It is not just the MPA that has improved the environment

around the Port of Baltimore. It is through partnerships with the Baltimore Port Alliance, Maryland Department of the Environment, Maryland Environmental Service, individual marine terminal operators, other Port businesses, as well as our industry and regulatory partners that have all generated positive results that we can all be proud of.

Seaports today that want to be considered successful cannot just hang their hats on how much cargo they bring in. They must account for their environmental performance. As you will see in these pages, as far as environmental performance, the Port of Baltimore has a lot to feel good about.

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



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# SOUNDINGS



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



↑ **Capt. Michael Reagoso, General Manager & Vice President of McAllister Towing of Baltimore Inc., and Andrew G. Nixon, Vice President of Rukert Terminals Management, attended the most recent Legislative Reception hosted by the Baltimore Port Alliance. (Below) Capt. Eric A. Nielsen, President of the Association of Maryland Pilots, and Del. Wendell R. Beitzel, District 1A (Garrett and Allegany counties) converse at the reception.**



## EVENTS

### BPA Hosts Legislative Reception

The Baltimore Port Alliance (BPA) held its 19th Annual Legislative Reception in February. Numerous federal and state agency representatives, BPA members and officials with the Port of Baltimore attended the event, held at the Loews Annapolis Hotel.

The BPA's mission is "to improve the Port of Baltimore by creating a forum where information that impacts the Port Community can be presented in a constructive environment and acted upon in support of the members and the Port as a whole." The BPA is active each year in keeping up with proposed bills that would affect businesses and communities around the Port. The BPA also has a legislative committee that keeps members up-to-date at their monthly meeting with the latest information from state and federal lawmakers. 🌐

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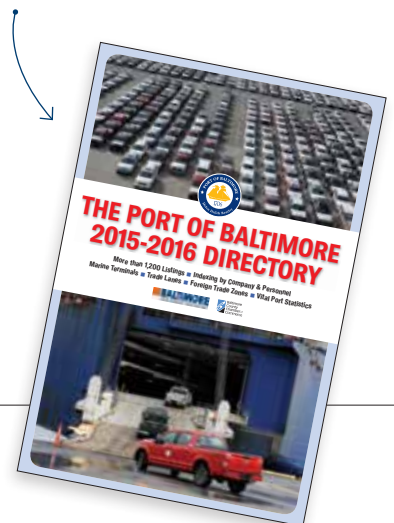
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## EVENTS

### Lt. Governor Rutherford Celebrates Maryland Day With *Pride of Baltimore II*

Maryland Lt. Governor Boyd Rutherford celebrated the 382nd Maryland Day with the *Pride of Baltimore II* at the City Dock in Annapolis. Maryland Pride Day recognizes the landing of the first European settlers in the state.

"It is an honor to present the official proclamation marking the 382nd Maryland Day," Rutherford said. "I can think of no better way to celebrate our state's rich history than to join with the *Pride of Baltimore II*, which for four decades has represented the people of Maryland in ports throughout the world."

During the program, *Pride of Baltimore II* Executive Director Rick Scott announced a special educational partnership between the *Pride II* and the National Park Service's Star-Spangled Banner National Historic Trail. The partnership, set to launch in May, will educate hundreds of students throughout the spring and fall seasons. The event also included a performance by the Fort McHenry Fife and Drum Corps as well as deck tours of *Pride II*. 🌐



↑ Maryland Lt. Governor Boyd Rutherford (left) celebrated the 382nd Maryland Day at the City Dock in Annapolis. He was joined by Maryland Secretary of State John C. Wobensmith (center) and Maryland Department of Natural Resources Secretary Mark Belton (right).



PHOTOGRAPHY COURTESY OF EXECUTIVE OFFICE OF THE GOVERNOR  
JOE ANDRUCYK



## IN MEMORIAM

### Kotz, Long-term President of R.S. Stern Ship Chandlers, Passes Away

Alan H. Kotz, the long-serving President of R.S. Stern Ship Chandlers, succumbed to cancer in February at Gilchrist Hospice Care. Kotz joined R.S. Stern, the largest ship chandlery at the Port, in 1972 shortly after graduating college. He had served as the company president ever since. 🌐

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**EVENTS**

**Cruise Ship Terminal Hosts Industry Day**

The Baltimore Port-Wide Industry Day was held March 31 at the Port of Baltimore cruise terminal. The event was held in conjunction with the Federal Agency Trade Fair, which included representatives from the U.S. Customs and Border Protection, Department of Transportation, Food and Drug Administration, Fish and Wildlife Service, Department of Agriculture, Immigration and Customs Enforcement, Consumer Product Safety Commission and the Baltimore Development Corporation.

The Port-Wide Industry Day is designed as an “informal exchange of information” between the Coast Guard, federal agencies and marine



↑ (From left to right): Hank Glowgowski (Consumer Product Safety Commission), Leslie Brooks (Homeland Security Investigations), and Judy Zambotti-Wall (Kuehne+Nagel). Trade Fair attendees chatting with Dianna Bowman (CBP Area Port Director).



KATHY BERGREN SMITH

industry stakeholders to exchange ideas and information to help foster safer, more secure and environmentally sound maritime commerce. Presentations discussed both local and national issues that impact the marine transportation system. 🌐

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**NEWSMAKERS**

**ACL's Second of Five New G4 Vessels, *Atlantic Sail*, Is Delivered**

ACL took delivery of the *Atlantic Sail*, the second of five new vessels in the G4 fleet, on March 31. The *Atlantic Sail* sailed from China during the week of April 4 to become part of the company's transatlantic schedule in early May.

The remaining three G4 vessels will all be delivered this year. The ACL G4 vessels are the first of their kind and the largest multipurpose roll-on roll-off (ro/ro) containerships ever built. They incorporate a groundbreaking design that increases

capacity without significantly changing the dimensions of the vessel. The G4s are also designed to be bigger, greener and more efficient than their predecessors.

Their container capacity is more than doubled at 3,800 TEUs, with 28,900 square meters of ro/ro space and a car capacity of 1,300-plus vehicles. The ro/ro ramps are wider and shallower than those in the G3 vessels and the ro/ro decks are higher (up to 7.4 meters) with fewer columns, enabling easier loading and discharge of oversized cargo. Emissions per TEU are reduced by 65%, according to ACL officials.

The fleet continues to employ cell-guides on deck, a feature that will allow ACL to extend a proud record: ACL ships have never lost a container over the side during the past 30 years. 🌐

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# GreenPort

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MARYLAND  
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Environmental Stewardship at the Port of Baltimore **BY JESSICA WILSON**

## In Fine Feather

Poplar Island is for the birds. Literally. Just ask Tim Carney, Environmental Specialist at the Maryland Environmental Service (MES), whose job entails surveying the site for “bird usage.” And not just Poplar Island. He also surveys Masonville and Cox Creek. And it’s been a very busy year, indeed.

“We just had a snowy owl at Cox Creek,” Carney said. “They are just coveted. People love seeing them. They’re not annual. You’ll see one one year and then not for another five years, maybe. You never know.”

While bird sightings excite visitors from the casual to the “lister” — someone with the Baltimore County 2016 list who

Carney can list an impressive display of ornithological diversity from bald eagles to Baltimore orioles that have been sighted in his survey territory.

visits locations to specifically check off birds seen — Carney notes the birds also play another important role. Active breeding pairs serve as a signpost of healthy wetlands. For example, “Poplar Island is the only site on the upper Eastern Shore with black-necked stilts breeding, which is a good indicator that the habitat is good,” Carney said.

A wonderful sign of the vitality of the environment appeared last May. A snowy plover arrived on



COURTESY OF THE MARYLAND ENVIRONMENTAL SERVICE/TIM CARNEY



Hart-Miller Island. Its presence made a state record — it was the first sighting of a snowy plover in Maryland. The bird stayed long enough that the onsite staff was able to do two bus tours on two different days so the public could witness this historic visitor.

Carney can list an impressive display of ornithological diversity from bald eagles to Baltimore orioles that have been sighted in his survey territory. One,

however, stands out for him. “The Blackburnian warbler,” Carney said when asked to name his favorite bird. “I think they’re the coolest-looking bird we have. They’re not easy. You have to kind of work to see them. And you never get tired of them.”

In fact, he’s had several opportunities to catch a glance of them. “I’ve had them at Poplar. I was the only one to see one at Poplar. And I’ve had them at Cox

Creek and Hart-Miller.”

His enthusiasm for the varied bird population in his survey territory stems from both his job as an environmental specialist and from an interest in birding that dates back to his childhood. However, he has experienced an uptick in the latter because of his current job.

“Just being around so many great birds and excited birders at the sites really broadened my knowledge and got me excited again,” said Carney. And he would like other people to experience the pleasure and excitement of birding.



## Carney's Birding Tips

### COX CREEK WETLANDS

#### WINTER

A good showing of winter waterfowl, especially ducks

#### SUMMER

Little blue herons at the Swan Creek Wetlands (Open to the public Mon. – Fri., 7 a.m. – 3:30 p.m. Please sign in at the trailer.)

### THE MASONVILLE COVE

Environmental Education Center, operated by Living Classrooms

#### SPRING & SUMMER

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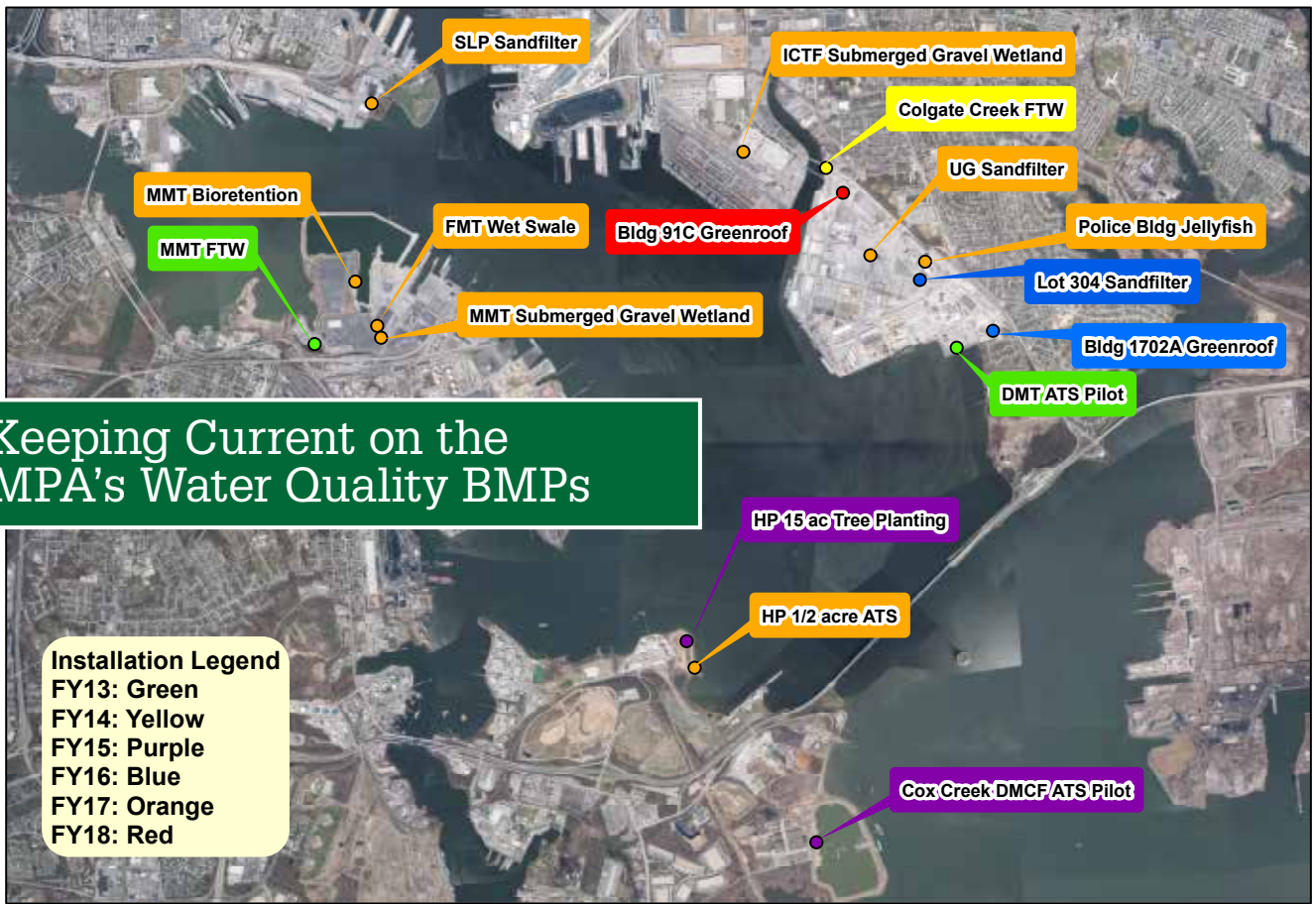
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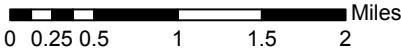
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→ **Keeping Current on the MPA's Water Quality BMPs**

**Installation Legend**  
 FY13: Green  
 FY14: Yellow  
 FY15: Purple  
 FY16: Blue  
 FY17: Orange  
 FY18: Red



**BMPs Installed and Planned**  
 MARYLAND PORT ADMINISTRATION

The Maryland Port Administration (MPA) is on the cutting edge of instituting Best Management Practices (BMPs) to treat stormwater runoff. The MPA earned recognition from the Maryland Department of Transportation (MDOT) for its Water Quality Master Plan (WQMP) in 2015. The map above illustrates the BMPs that have been, or will be, installed to improve water quality.

**Floating Treatment Wetland (FTW):** A water treatment practice that consists of floating islands made from recycled plastic with wetland vegetation planted in plugs. The plants and the ensuing biofilm help to remove nutrients from the water as well as to provide habitat.

- Masonville Marine Terminal [MMT] FTW *[installed in FY2013]*
- Colgate Creek FTW *[installed in FY2014]*

**Algal Turf Scrubber (ATS):** Water treatment technology in which river water is pumped and allowed to flow across a raceway to stimulate algae growth. Algal growth consumes nitrogen and phosphorus from the water and increases dissolved oxygen, allowing discharge of cleaner water with higher oxygen content. Algae are removed on a weekly basis, thus eradicating the nutrients from the system.

- Dundalk Marine Terminal [DMT] ATS Pilot *[installed FY2013]*

- Cox Creek Dredged Material Containment Facility [DMCF] ATS Pilot *[installed in FY2015]*
- Hawkins Point Marine Terminal [HP] ½-acre ATS *[planned installation FY2017]*

**Tree Planting:** Tree plantings protect water quality and enhance wildlife habitat in shoreline locations. Approximately 2,000 trees were planted at Hawkins Point, a closed placement site for dredged material.

- Hawkins Point Marine Terminal [HP] Tree Planting *[completed FY2015]*

**Greenroof:** A roof that is covered by vegetation, which filters rainfall and reduces stormwater runoff.

- Building [Bldg] 1702A Greenroof *[installed FY2016]*



- Building [Bldg] 91C Greenroof  
[planned installation FY2018]

**Bioretention:** A water treatment practice consisting of a shallow depression where stormwater is collected and where contaminants and sedimentation are removed by physical, chemical and biological processes.

- Masonville Marine Terminal [MMT] Bioretention [planned installation FY2017]

**Wet Swale:** A gently sloping channel with broad, vegetated side slopes where the bottom is below the water table. This practice provides water quality control by storing and slowing stormwater runoff and increasing the residence time of the water, which allows settling, biological uptake and microbial decomposition to take place.

- Fairfield Marine Terminal [FMT] Wet Swale [planned installation FY2017]

**Submerged Gravel Wetland:**

A stormwater management system that combines a surface marsh and a subsurface gravel bed. The wetland plants filter and utilize biological uptake mechanisms to treat the stormwater while the gravel bed promotes denitrification.

- Masonville Marine Terminal [MMT] Submerged Gravel Wetland [planned installation FY2017]
- Intermodal Container Transfer Facility [ICTF] Submerged Gravel Wetland [planned installation FY2017]

**Sandfilter:** A water treatment practice that directs stormwater through sand to remove pollutants.

- South Locust Point Marine Terminal [SLP] Sandfilter [planned installation FY2017]
- UG Sandfilter [planned installation FY2017]
- Lot 304 Sandfilter [planned installation FY2016]

**Jellyfish:** A compact stormwater technology using manmade filters to remove pollutants.

- Police Building [Bldg] Jellyfish [planned installation FY2017] 🌐



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# MPA Takes Initiative to Improve

# Air Quality

EFFORTS INCLUDE → NATIONAL → STATE → LOCAL → PROJECTS

BY JESSICA WILSON

**T**he Maryland Port Administration [MPA] takes the popular slogan, “Think Global, Act Local,” to the next level by acting at the local, state and national level — which has added up to global results. During the past year, the MPA has actively taken part in the Environmental Protection Agency’s [EPA] Ports Initiative, signed a Memorandum of Understanding to work collaboratively on air improvement initiatives with the Maryland Department of the Environment [MDE] and worked with stakeholders at the Port to find funding and promote the Dray Truck Replacement Program. In addition to keeping Maryland open for business, the MPA has once again spent the year demonstrating its commitment to environmental stewardship and protecting the health of Maryland citizens.

## National Efforts: The Ports Initiative

The EPA formed the Ports Initiative work group — representing communities, regulators, environmental advocates, port authorities, shipping and transportation industries — with the goal to find strategies that will create healthy air quality in communities and reduce climate risk while also respecting the economic power ports wield. The Ports Initiative work group meets under the auspices of the Mobile Sources Technical Review Subcommittee (MSTRS) of the Clean Air Act Advisory Committee (CAAAC).



“We at the Port of Baltimore can benefit from these recommendations and build on our position as a national leader on many environmental and community engagement fronts.”

**The EPA asked the Ports Initiative work group for recommendations on:**

- ▶ How to develop an EPA-led voluntary environmental port initiative
- ▶ How to effectively measure air quality and Greenhouse Gas [GHG] performance of ports and/or terminals within ports

The Ports Initiative work group then divided into subgroups to address the following topics: the definition/scope of a port; technology implementation barriers; federal agency coordination and funding; port inventories and metrics; community-port engagement; and program design.

**With input from all the subgroups, the Ports Initiative work group put together recommendations for what an EPA-led voluntary environmental program should comprise, including:**

- ▶ Standardized methodologies and metrics and inventory guidance that are clear and accessible
- ▶ A well-designed web portal to access a variety of tools and information
- ▶ A clearinghouse on technologies, verification and barriers to technology implementation
- ▶ An ombudsman function for assistance and expertise
- ▶ Coordination across multiple agencies
- ▶ Port community and stakeholder resources and communications
- ▶ Coordination with other EPA programs, federal agencies and organizations
- ▶ Funding sources, with the following suggested:
  - DERA should be reauthorized, sustainable and fully funded
  - A planning/seed grant option should be established
  - Coordination of funding from a variety of agencies is necessary
  - A sustainable funding source must be established



The Ports Initiative work group will present these recommendations to the full MSTRS in spring 2016. MPA Deputy Executive Director Kathy Broadwater, who sits on the Ports Initiative work group, said,

“The Ports Initiative work group has given us the opportunity to share experiences and perspectives and to discuss what works and does not work with other ports and stakeholders throughout the country.

We are confident that the final recommendations of the work group will lead to voluntary initiatives that will improve air quality and lead to better communication between ports and communities.

We at the Port of Baltimore can benefit from these recommendations and build on our position as a national leader on many environmental and community engagement fronts.” →

**State Efforts:  
The Memorandum  
of Understanding**

Marylanders can breathe easier knowing the MPA and the MDE are working hard to improve the State's air quality.

In December 2015, the agencies demonstrated their dedication to this common goal by signing a Memorandum of Understanding (MOU), a voluntary agreement that states they will "pursue mutually agreeable and cooperative efforts that will sustain and advance the economic health of the Port of Baltimore and protect the environment of the State of Maryland." Because the MPA is a business unit within the Maryland Department of Transportation (MDOT), MDOT also signed the MOU.

"One of the reasons MDE is extremely interested in this partnership is because we recognize the fact that the Port is one of the most important economic engines in Maryland," said Tad Aburn, Director, Air & Radiation Management Administration, MDE. "We're working to make sure the Port can be the economic engine it is while also maintaining an environmental record that is one of the best on the East Coast."

The process to draw up the MOU began more than a year and a half ago. "It was a joint effort between MDE, MDOT and MPA," said Aburn. "We [at the MDE] pushed it and wanted to formalize an agreement and wanted to publicize it because the Port is doing some really good things."

James J. White, MPA Executive Director, who signed the agreement, echoed this sentiment. "Over the past decade, the MPA has made significant progress in improving air quality through our various initiatives," he said.

In fact, 2015 marked a milestone in

Transportation Secretary Pete K. Rahn, Secretary of the Environment Ben Grumbles and James J. White, MPA Executive Director, sign a "Memorandum of Understanding" at Dundalk Marine Terminal in December 2015.



**Port Embraces  
ENVIRONMENTAL  
STEWARDSHIP**

**The Maryland Port Administration (MPA) works to strike the perfect balance between supporting business and protecting the environment at the Port of Baltimore. The past year saw the MPA make strides in air quality and water quality improvement, win accolades and grants and appoint a new leader for a project that keeps the Port accessible and open for business — dredged material management.**

**HIGHLIGHTS OF THE YEAR  
INCLUDE:**



**DIRECTOR OF  
HARBOR DEVELOPMENT**

Christina E. Correale was named the MPA's Director of Harbor Development in 2015. In that role, Correale oversees the selection, environmental feasibility analysis, engineering and design, construction

and operation of dredged material placement sites, with a specific importance placed upon beneficial and innovative re-use. Correale came to the MPA in November after five years as a principal of the EcoLogix Group, where her duties included serving as a senior advisor to the MPA on dredged material management projects.

**DRAY TRUCK  
REPLACEMENT  
PROGRAM**

In December 2015, Shawn Garvin, Environmental Protection Agency (EPA), Region 3 Administrator, presented a grant of \$870,000 to the MPA for the Port of Baltimore (POB) Dray Truck Replacement Program. In operation since 2009, the POB's Dray Truck



Maryland's air quality. "For the first time in 30 years, the State was in compliance with all federal air quality standards. This is the first time in my career that we've been able to say that," said Aburn.

"The Port's efforts have helped us with the reduction of ground level ozone and fine particulate pollution," said Aburn. "In addition, a lot of the Port's activities have revolved around reducing the energy they consume, which reduces greenhouse gas."

One such effort, the Port of Baltimore (POB) Dray Truck Replacement program, has already



“We’re working to make sure the Port can be the economic engine it is while also maintaining an environmental record that is one of the best on the East Coast.”

— Tad Aburn, Director, Air & Radiation Management Administration, MDE

↑ The Memorandum of Understanding is a voluntary agreement that states the three agencies pledge to work together to “sustain and advance the economic health of the Port of Baltimore and protect the environment of the State of Maryland.”

## Purpose of the Agreement

1. Sustain & Advance the Economic Health of the Port
2. Protect the Environment
3. Reduce Air Emissions & Improve Public Health



Replacement Program has helped replace 130 older diesel trucks with newer trucks that have lower emissions. The EPA's grant is expected to help replace at least 25 additional dray trucks.

### DREDGING

The MPA and U.S. Army Corps of Engineers (USACE) removed 4.5 million cubic yards of sediment from shipping channels in the Chesapeake Bay and Baltimore Harbor as part of the annual dredging program that maintains safe passage



KATHY BERGREN SITH

for ships. The dredged material is relocated to sites such as Masonville and Poplar Island. An example of the beneficial use of dredged material, the ongoing Poplar Island Environmental Restoration Project, earned

the MPA and the USACE the "Innovation in Sustainable Engineering Award" from the American Society of Civil Engineers.

### ACCOLADES

In 2015, the MPA received an Environmental Excellence Award from the Department of Transportation for its Water Quality Master Plan (WQMP) to help mitigate stormwater runoff, which carries trash, sediment and other pollutants into local waterways and ultimately the Chesapeake Bay. The MPA's Environmental Management System has been focused on stormwater management practices at its terminals through the use of best management practices and stormwater control devices.

# 10 LOCOMOTIVES

received start/stop  
idle control devices

attracted 130 participants. The program involves helping owner/operator truck drivers replace their trucks with newer ones that produce fewer emissions.

"We've already had a very successful partnership with MPA in the form of the Dray Truck Replacement Program," Aburn continued. The Port and its partners are now looking to extend this success to other air quality initiatives.

"We're looking at railroads and locomotives now. We'd like to find funding for idle-reduction technology," said Tim Shepherd, Chief of Engineering & Technology Assessment Division of the Mobile Sources Control Program, MDE. "We're also looking at cargo-handling and how we can repower those machines with more efficient engines to cut down on energy use and emissions," said Shepherd.

The common denominator of all these projects, however, is cost. New technology often has a high price tag and launching initiatives such as the Dray Truck Replacement Program takes time and



-----

## DIESEL EXHAUST RETROFIT DEVICES INSTALLED ON:

**8**  
trucks & yard jockeys

**12**  
rubber-tired gantries

**24**  
pieces of  
cargo handling  
equipment

money. Another benefit of the MOU could be attracting funds for similar projects.

"By working in partnership with not only state agencies and the Port but also with citizens groups, we can make a powerful argument that we have a lot of people working together on air quality," said Aburn. "This enhances our ability to get grant dollars."

The MPA is optimistic about what the MOU can help produce in the future. "We believe that working collaboratively with the Maryland Department of the Environment will result in furthering our goal of being a good steward of the environment and protecting the health of the communities," said White.

Secretary of the Environment Ben Grumbles, who also signed the MOU, agreed. "Our partnership with the Port means cleaner air and a stronger economy for the region," stated Grumbles. "Environmental stewardship with ships, trucks, trains and machines here at home opens the door to a healthier bay and community and becomes a shining example for other ports around the world." →

## TOURS AND COMMUNITY OUTREACH

The MPA routinely provides insight into the inner workings of the Port of Baltimore by giving tours that allow participants to witness the intricacies of the Port's maritime activities. In addition, the MPA sponsors events and programs, either singly or with Port partners, that educate people about the role the Port plays in Maryland's economy and in developing strategies to improve air and water quality. In 2015, the MPA reached approximately 14,000 people

— including elected officials, Baltimore area grantmakers, scientists from the Chesapeake Bay Foundation, teachers, students, families, outdoor enthusiasts and community representatives — through events, tours and programs.

## TREE PLANTING

The MPA moved ahead this past year with two tree-planting projects to protect water quality and enhance wildlife habitat. Approximately 1,400 trees were planted in Masonville Cove and 2,000 trees at



BILL MCALLEN

Hawkins Point, a closed placement site for dredged material. The tree canopies that will be created will remove greenhouse gases and produce oxygen. In addition, the trees themselves have a high capacity to remove Total Maximum

Daily Load (TMDL) nutrients. The trees planted include evergreen, oak and pine, as well as native species.

## Community Efforts: Port of Baltimore Dray Truck Replacement Program

James Wommack has been passionate about the environment for as long as he can remember. "From a young kid, I grew up on the lower bay and being a sport and commercial fisherman and worker, I've seen the depopulation and decline of Chesapeake water quality," he said.

His summer jobs were on the water. "I was a crabber. I was a mate, so I sorted the crabs when they come on the boat. It was fun," he said. But he knew from talking to the watermen that things had been different in the past. The water had been cleaner, the hauls more plentiful. And thus began his interest in environmental stewardship, which was what drew him to the POB Dray Truck Replacement Program.

Several years ago, Wommack heard an intriguing announcement on WBAL about a new program at the Port of Baltimore. Sitting in his truck, he wrote down the phone number, which he called later that evening. The person who answered explained that the Maryland Port Administration (MPA) was launching an initiative to help owner/operator truck drivers

replace their vehicles with newer ones in order to improve air quality around the Port.

He was inspired enough to send in an initial packet of information to find out if he was qualified to participate in the program. This began the process that concluded with Wommack using his \$20,000 grant to help purchase an International Pro Sleeper from North Point International Truck Sales.

With this purchase, the POB Dray Truck Replacement Program officially started rolling.

"In the beginning, everyone was very nervous about the grants — that you would end up having to pay the money back," Wommack said. "They [the truckers] had never had anyone

↑ **James Wommack, the first owner/operator truck driver to take advantage of the Port of Baltimore Dray Truck Replacement Program, speaks at the event where the Memorandum of Understanding was signed.**



MARYLAND DEPARTMENT OF THE ENVIRONMENT/MAX TUCKER

## WATER WHEEL ANNIVERSARY

In May 2015, the Jones Falls Water Wheel turned one! Developed by the Waterfront Partnership, and funded in part by the MPA, the water wheel collected

more than 150 tons of trash and debris — equal to the weight of about 15 school buses — in its first year. Thus far the MPA has contributed \$500,000 to the project and will help with costs for the next 20 years.



## SMART TRASHCANS

As part of an overall litter reduction program, the MPA installed six new Big Belly trashcans — four at the Dundalk Marine Terminal and two at the World Trade Center — in 2015. Solar-powered, gentle-compression trash receptacles, Big Belly trashcans connect wirelessly to the Internet. The trash receptacle communicates its fullness level — green, yellow, red — and the voltage level of its battery both during the day and at night. The MPA chose the Big Belly because it holds



a higher volume of trash than other receptacles thanks to its compression feature and because it completely contains the refuse.

reach out to help them. It was unknown waters.”

That all changed when they saw Wommack driving his new vehicle. “They saw how pretty a truck it was,” he said, and that’s when people began calling him for information about the program. He was happy to educate them.

He’s proud of the role he has played as the first trucker to take advantage of the POB Dray Truck Replacement program. “There’s always got to be someone to jump in and start swimming first,” he said.

Thus far, 130 truckers have followed Wommack’s lead. By driving newer, cleaner vehicles, these truckers will reduce air emissions over the lifetime of their trucks by approximately 2076 tons of nitrogen oxides, 520.6 tons of carbon monoxide, 86.7 tons of particulate matter and 75.5 tons of hydrocarbons.

That’s a lot to be proud of! 🌐



MARYLAND DEPARTMENT OF THE ENVIRONMENT/MAX TUCKER



MARYLAND DEPARTMENT OF THE ENVIRONMENT/MAX TUCKER



**130  
DRAY  
TRUCKS**

were replaced  
with newer,  
cleaner trucks



**GREEN ROOFS**

The MPA received a grant from the Maryland Department of Natural Resources Stormwater Nutrient Abatement Program (SNAP) to install and test the efficacy of a lightweight green roof system. A green roof reduces stormwater runoff and thus improves

water quality. The grant budget of \$648,000 is funding the installation of state-of-the-art, vegetated roofs on two Dundalk Marine Terminal buildings not capable of accommodating traditional, heavier green roofs.

**COMMUNITY CLEANUP**

The MPA, the Baltimore Port Alliance (BPA) and numerous community volunteers teamed up for a spring cleanup of Turner Station, the Port of Baltimore’s neighbor. The cleanup took place at the Turner Station Waterfront

Park, along the shoreline off the Fleming Senior Center and at Mt. Oliver Road under the Key Bridge approach. In each location, groups filled about two-thirds of a 30-yard dumpster with debris in almost three hours.

**LIGHTING CONSERVATION**

Wallenius Wilhelmsen Logistics embarked on an innovative lighting project to conserve energy at its Dundalk Marine Terminal operations. In its Shed 11, WWL replaced all 104 of the 400W Sodium Halide

bulbs with new 180W CFL bulbs. The new bulbs reduce the company’s energy consumption by 56%. In Shed 8, WWL installed 78 new high efficiency LED high bay light fixtures, each having a local control motion sensor for individual fixture operation. The lights provide 21 average foot-candle illumination, which is far superior to the previous lights.



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

# Successful Results and Well-deserved Honors for Poplar Island

## PORT'S BENEFICIAL USE OF DREDGED MATERIAL A MODEL FOR THE WORLD

BY JESSICA WILSON | *Photography Courtesy of the Maryland Environmental Service*

**T**he Chesapeake Bay is considered a national treasure because of its large and productive ecosystem. Maryland's proximity to the Bay means the State benefits from and is beholden to this essential estuary, the largest in the United States.

The Bay has long provided Maryland with an economic advantage. Baltimore's Inner Harbor connects to the Bay and was a profitable point of entry for goods and services before Baltimore even became a city. A key to preserving and promoting this economic engine is maintaining shipping channels to and from the Port of Baltimore. The State has used the technique of dredging to accomplish this maintenance for more than a century.

The State has also led the way in finding environmentally sound strategies for the dredged material removed from the shipping channels. On the cutting-edge of these activities is the restoration of Poplar Island, a remote island in the Bay. This project marks a change from merely storing dredged material responsibly to using it beneficially.

"From a dredged material management perspective, it's [the restoration of Poplar Island] critical to keeping the 50-foot channel open. You're beneficially re-using dredged material to keep the 50-foot channel open to create habitat that's needed in the Bay," said Chris Correale, Director of Harbor Development for the Maryland Port Administration (MPA).

Run by a partnership between the MPA and the United States Army Corps of Engineers (USACE),

the Poplar Island Environmental Restoration Project has already restored the landmass to 1,140 acres — up from four acres in 1990. A further expansion of Poplar Island has recently been approved and appropriated for in President Obama's budget.

"This expansion will increase the [Island's] footprint by 575 acres," said Correale. "The goal is to do the habitat creation that restores scarce, remote, island habitat to the Bay and to provide 28 million cubic yards of dredged material placement capacity."

The remote island habitat is important for many species that face predators on the mainland, especially birds. "The project is designed and developed to attract a variety of species of wildlife, one of which is terns," said Kenna Oseroff, Senior Project Manager, Environmental Dredging and Restoration, Maryland Environmental Service (MES). "Poplar Island is the only known nesting area in Maryland where terns have been successful in producing young."

"The island habitat is important for them. You have your foxes, your raccoons on the main land. In a remote setting surrounded by water, under typical scenarios you don't have these predators and the terns can nest successfully," she concluded.

In addition to this sought-after species, another visitor started to turn up on Poplar, too — the terrapin. "It was a happy accident," said Laura Baker, Outreach and Education Coordinator, MES.

"As construction progressed on Poplar, the terrapins saw this sandy habitat and they started



## POPLAR PICKS

Dredged material placement capacity to be added to Poplar Island:

**28 MILLION CUBIC YARDS**

Poplar Island expansion:  
**575 ACRES**

Wetlands:  
**206 ACRES**

Uplands:  
**259 ACRES**

Open water embayment: \*  
**110 ACRES**

Vertical expansion:  
**5 FEET**  
(raising dikes)

*\*an area of open water that is partially protected by breakwaters to provide fish habitat*

## ENVIRONMENTAL HONORS

nesting. The Army Corps said we better watch what we're doing so we don't negatively affect these animals," said Baker. The Corps contracted Willem Roosenburg, a professor at Ohio University, to monitor the terrapins.

He designed a Head-start program for the terrapins. A terrapin hatchling has about a one percent chance of survival in its native habitat — partly because it is so small. Roosenburg's program called for the removal of 15 to 25 percent of the terrapin hatchlings from their habitat and the transfer of them to tanks in area classrooms.

The program began in 2005 and has expanded to the point where, "This year we had 229 hatchlings we distributed to schools," said Baker. "The students learn about how to take care of the turtles, learn about their life cycle, the Chesapeake Bay habitat, dredging and Poplar and how Poplar is unique," said Baker.

“

**“There is really nothing like Poplar in the world. It's visited by international specialists. Every year people come and want to see how the engineering was done. And learn from it.”**

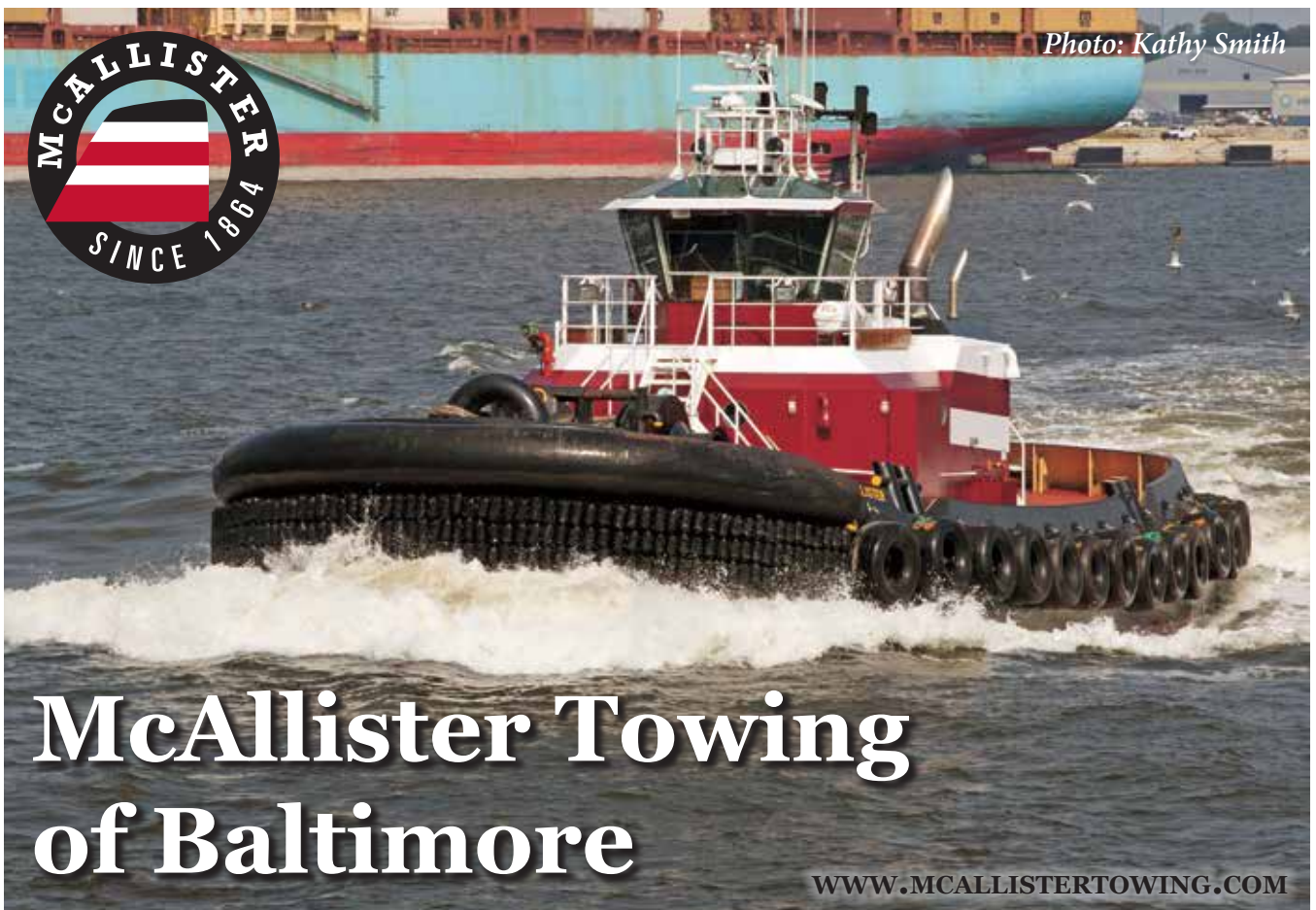
— *Kenna Oseroff*,  
Senior Project Manager, Environmental  
Dredging and Restoration, Maryland  
Environmental Service (MES)

“The kids are pretty fun to watch. They get really into it. They name their turtles. We tell the kids we want the turtles to go from a quarter-size to a cheeseburger-size,” said Baker. “In the wild this would take about three to four years, but in the classroom tanks, it takes about nine months.”

“In the spring, the kids get to come to Poplar and release the terrapins where they were born,” she paused. “The teachers cry more than the kids.”

When the terrapins are released, they have a better chance of survival because they're bigger and heavier — which makes it harder for predators to pluck them out of the water to eat.

Baker points out another benefit of the program that emphasizes how the Poplar Island Restoration Project not only positively affects the economy and the environment, but also individuals. “A lot of these kids have never been on a boat before. So even going to Poplar is a



*Photo: Kathy Smith*

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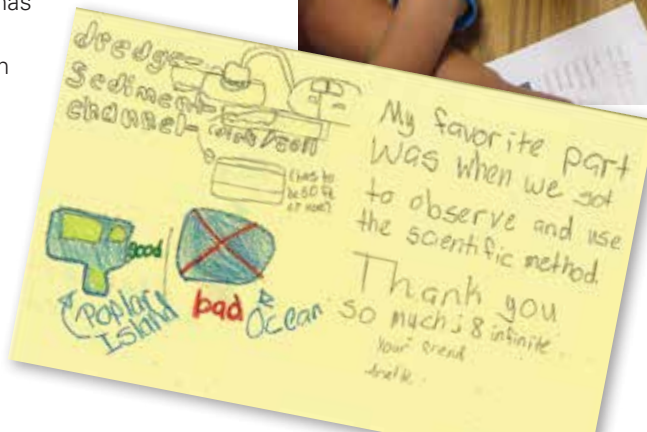
pretty big deal. The Head-start program provides hands-on environmental experiences many of these kids wouldn't have otherwise."

"There is really nothing like Poplar in the world," Oseroff interjected. "It's visited by international specialists. Every year people come and want to see how the engineering was done. And learn from it."

In fact, the project's exceptional success has attracted both international renown and national recognition for the MPA and the USACE, including an award from the American Society of Civil Engineers for "Innovation in Sustainable Engineering."

Correale, who has worked in the dredging field for decades, has never seen anything like the Poplar Island Restoration Project. "It's unique for its scale," she said.

"It's a very good example of a sustainable use of dredged material. Basically it helps the economy and helps the environment," she concluded. 🌐



↑ Children participating in the Terrapin Head-start program weigh one of their subjects, which needs to grow from "a quarter-size to a cheeseburger-size" before returning to Poplar Island.



PHOTOGRAPHY BY CAPTAIN WILLIAM BAND AMP

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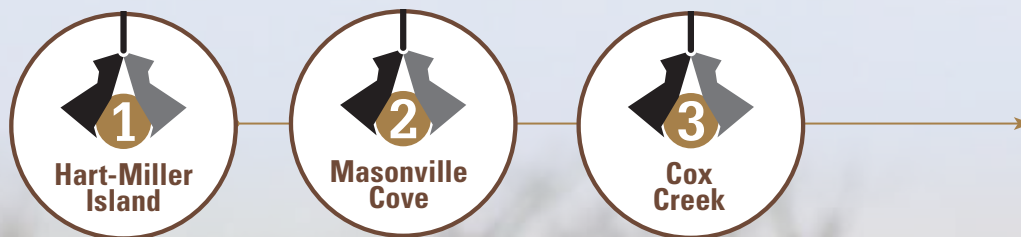
# Beautiful Dredge

## PARTNERSHIPS KEEP CHANNELS CLEAR AND MAINTAIN A VIBRANT HABITAT

BY **KATHY BERGEN SMITH** | *Photography by Kathy Bergren Smith and Courtesy of the Maryland Environmental Service/Tim Carney*

**E**veryone benefits from the carefully planned and executed dredging program of the Maryland Port Administration (MPA). The Port of Baltimore, along with their partners in state and federal government have achieved a balance between the need to keep the channels clear for commerce and providing habitat and recreational opportunities for residents of the region be they fish, fowl or human.

**Three places where harbor materials have been or are being placed include:**





## 1,100 ACRES

make up Hart-Miller Island. Its restored uplands, mudflats, shallow wetlands and open water areas create nesting and feeding habitat for shore birds, terns and waterfowl.





**1** The first of the sites designated to receive harbor material was **Hart-Miller Island**. Located at the mouths of the Back and Middle Rivers on the Chesapeake, the 1,100-acre island has been restored using dredged material. The project began in 1984 when dikes were constructed to receive material from the Baltimore harbor. The dikes created two basins to receive the dredged material. In 1990, the last material was pumped into the South Cell and that has now been restored as wildlife habitat. The island is a major stopover for migratory birds and a haven for threatened species. This summer, the South Cell will be opened up to the public for the first time. Visitors can rent a bike or take a hike along the dike enjoying the spectacular bird life and perhaps catch a glimpse of deer or fox. →







← Snowy egret.

↓ (Left to right) blue grosbeak, prairie warbler and Eastern bluebird.



↑ Marsh area: The rich marshes on Hart-Miller Island are regulated by a complex system of water controls to maintain the wetland during times of extreme flood and drought.

← South Cell: The MPA in partnership with the U.S. Army Corps of Engineers has successfully created what the Audubon Society terms an "Important Bird Area." The South Cell is a major stop-over for migratory birds and a protected nesting area for many threatened species.



**2** **Masonville Cove**, once a debris-filled ruin, has become a vibrant educational and environmental resource for the communities near the south shore of the Patapsco. The 141-acre dredged material containment facility (DMCF) will ultimately become a much-needed auto terminal for the Port of Baltimore. Adjacent to the site, the MPA, in close coordination with stakeholders, has created a restored upstream watershed and an environmental education center. Weekdays, the area is filled with schoolchildren taking part in the programs provided by Living Classrooms, a Baltimore non-profit organization, and weekends feature a host of opportunities for community members to experience nature within the city limits.



## Learning

Living Classrooms inspires young people to achieve their potential through hands-on education and job training, using urban, natural and maritime resources as "living classrooms."

[livingclassrooms.org](http://livingclassrooms.org)



living  
classrooms learning  
by doing



← *The green heron is a small, stocky wading bird, common in wetlands. It can be very difficult to spot as it stands motionless waiting for small fish to approach within striking range.*

↓ *Cox Creek has a total projected capacity of 6 million cubic yards. Compared to Hart-Miller Island and Poplar Island, this is a small placement site. Approximately 100 acres of the 1993 purchase have been permanently preserved for wildlife habitat.*



**3** Currently, material from maintenance dredging of the harbor is being placed at the **Cox Creek DMCF** off of the Patapsco. This site will receive 550,000 cubic yards of material in 2016. Here in the quiet marshes is another refuge from the city created by the harbor dredging program. Waterfowl and fish come to the sheltered wetland to breed each spring. About 100 species of bird life have been counted by the enthusiasts, who roam the Swan Creek facility adjacent to the DMCF. 🌐

↑  
**6 Million**  
cubic yard capacity  
projected at Cox Creek ...  
100 acres of the 1993 purchase  
have been permanently  
preserved for  
wildlife habitat.

↓ *Dredge Offload: During winter, barges deliver material removed from the Baltimore shipping channels to the Cox Creek DMCF. It is pumped from the barge into the cell via a network of pipes that are carefully monitored.*



# A Familiar Face When A Ship Needs Help

MOSS MARINE HAS BUILT NICHE WITH PIERSIDE SERVICE

BY TODD KARPOVICH | Photography by Kathy Bergren Smith



**➤ Michael Moss owns Moss Marine USA, which works all hours to provide technical services, repairs and specialty products for ships passing in and out of the Port of Baltimore. Moss Marine is able to answer the call on short-notice with even shorter deadlines.**

**M**ichael Moss likes to describe himself as, “the most well-known, unknown guy on the waterfront.”

His firm, Moss Marine USA, Inc., works behind the scenes to provide needed services and often operates under the radar. Moss Marine has demonstrated how small businesses can thrive at the Port.

As the founder of Moss Marine, he personally works, often out of sight, at all hours to provide technical services, repairs and specialty products for the ships passing in and out of the Port of Baltimore. Diagnostics on malfunctioning electrical equipment, steel work, piping, machining of parts, rewinding of motors, crane testing and underwater support are just some of the specialty services delivered by Moss Marine on short-notice with even shorter deadlines.

The company provides mobile service and satisfies an essential need for ships by offering general contracting support day or night.

“Because our overhead is low, we have staying power,” said Moss, who started the business in 1994. “Our goal was to be an alternative provider to the shipyard by offering flexibility to customers.”

Known worldwide for quality,

integrity and experience, the company is recognized, qualified and capable, so it receives a wide array of requests.

"Many jobs are scheduled in advance but much of our work is for customers who need help now!" Moss said. "The ship could be at Dundalk, Locust Point, Annapolis anchorage or even out of state and is scheduled to sail in the evening, or the following night, or, sometimes, not until we're done."

Moss originally came to Baltimore from New York in 1978 to attend the Calhoun MEBA Engineering School, pursuing a career in the Merchant Marine. Instead of going to sea, he accepted a job in Baltimore with a Philadelphia-based firm that focused on all types of ship repair. He spent his time there enhancing the corporation by expanding the organization while focusing on international sales, marketing and business development.

After the owner passed away, Moss decided to start his own firm. He had many contacts at the Port so it was a seamless transition.

Today, Moss Marine USA operates from a non-waterfront facility located in the Fairfield/Curtis Bay area of Baltimore City. From there the company dispatches tradesmen and technicians to service commercial and government ships berthed or visiting the Port. Moss receives every call or email from customers in need of some form of assistance.

Moss will go on-site to examine the situation. After quick evaluation and approval to proceed, he often orchestrates the ship's crew to do what they can in an effort to facilitate the process and reduce the total cost. With a minimal workforce and strong partnerships with others, the Moss Marine crew is able to accomplish objectives quickly and efficiently while focusing on avoiding



**➤ Michael Moss personally works at all hours with ships from around the world.**



any delay to the ship's schedule.

Ships visit year-round, however the busiest times are the winter months when the Great Lakes freeze and traffic is redirected to the Baltimore area. Since establishment more than two decades ago, Moss Marine USA has completed nearly 6,000 jobs — that averages about 300 per year.

Moss has carved out a niche in an area that continues to be in need. Most

of his assignments come from referrals because he has developed a good reputation for being reliable and dependable.

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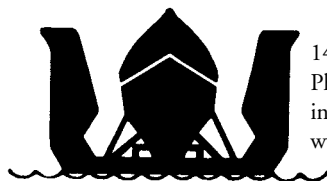
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## → PORT BUSINESS

the ship moving," Moss said.

Tucked away in a corner of the shop, his office is decorated with pictures and nautical memorabilia. At the center of a wall is a photo of Moss and former Congresswoman Helen Delich Bentley, which perfectly underscores the relationships Moss has developed at the Port. Looking around the cramped workshop, it's hard to imagine how massive containerships, tankers and bulk carriers are serviced from this location; however, file after file reminds Moss of his past accomplishments.

It has been quite a ride for the son of an aeronautical engineer and aluminum boat-builder who has spent most of his life on the water, Moss says, "fixing broken stuff." In addition to obtaining his USCG license for operating steam and diesel engines of unlimited horsepower, he acquired an ocean operator's license for small craft before attending Skidmore College in New York, earning a BA in Geology. He also learned to fly and achieved a single engine private pilot's license.

### THE FUTURE

Michael Moss enjoys the gratification of same-day ship repair service but it's not enough to keep him challenged. Seeing wind energy components arriving aboard ships starting nearly a decade ago, he became intrigued by wind energy's elegance and simplicity. Soon after, Moss began absorbing all there was to know about this emerging industry and has been a tireless advocate for the Maryland Offshore Wind Project now under planning and development.

As a maritime professional, Moss represented the State of Maryland's interest as part of a delegation trip to Denmark. There he toured port facilities, depots, monitoring stations, equipment factories and witnessed installation and service vessels at work on offshore wind turbines in operation. After observing the port lay-down

areas and teams of Danish crews, including riggers, welders, machinists, equipment operators and engineers assembling the components, he wanted to bring offshore wind back to Maryland.

Moss is confident that the Port has all the ingredients to make Maryland a central location for the numerous construction, cargo handling and related manufacturing

**As a member of the Business Network for Offshore Wind, he is often invited to speak at forums, represent the Network to international delegations and has even testified before the State Senate Finance Committee on job creation.**

jobs associated with building up this industry.

As a member of the Business Network for Offshore Wind, he is often invited to speak at forums, represent the Network to international delegations and has even testified before the State Senate Finance Committee on job creation. While searching for ways to transfer his unique skill set to the offshore wind industry, Moss is utilizing his wealth of local knowledge, personal relationships and maritime understanding to establish partners and alliances with global leaders anxious to develop the U.S. market.

Moss admits, "Sure there are some obstacles but since I'm asked to perform the impossible every day at Moss Marine, I see this challenge as just another job."

He strongly believes that if private industry and government partners work together, Maryland can and will be the epicenter for future projects presently scheduled for development on the East Coast. By adapting his talents to another machine-driven business, he hopes to generate Maryland jobs and make the world a cleaner place. 🌐



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# BalTerm In Sync with MPA's Strategic Plan

BALTIMORE FIRM SPECIALIZES IN FOREST PRODUCTS

STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH

**T**he Maryland Port Administration (MPA) crafted an ambitious strategic plan in 2008 that included a focus on growing the Port of Baltimore's forest products business significantly.

MPA's leadership knew where to turn to find a partner to accomplish their goals. With the growth of BalTerm, experts in handling paper and wood pulp, the vision has come to fruition.

"When I joined BalTerm in 1995, we handled about 275,000 tons of wood pulp annually," said Morgan "Trip" Bailey, BalTerm's President.

That number has more than tripled over his tenure. Paper volumes have also grown exponentially.

The company was founded in 1990 and operates two terminals in Baltimore. The state-of-the-art warehousing facility in South Locust Point handles rolls of paper primarily and at Dundalk Marine Terminal, wood pulp and lumber. The terminals have added capacity in the form of new warehouses and the berths at Dundalk have



**The unique inland location offered by the Port of Baltimore allows BalTerm to get products to the marketplace in the most timely and cost-effective manner.**





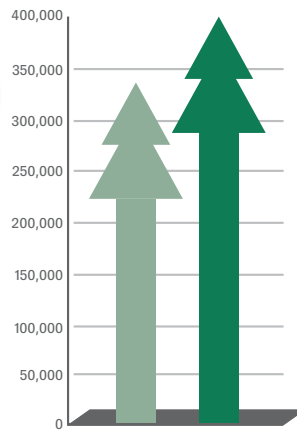
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**FOREST PRODUCTS- PAPER**

2015: **398,618 Tons**

2014: **331,904 Tons**

**PERCENT CHANGE: +20.10%**



**BALTERM AT A GLANCE**

**PRESIDENT:**  
Morgan "Trip" Bailey

**EMPLOYEES:** More than 180

**OPERATIONS:** Two consolidated terminals with more than 2 million square feet of warehouse space dedicated to forest products

**BACKGROUND:** Part of Logistec Corporation, which is headquartered in Montreal and has terminals throughout Eastern Canada and the U.S. East Coast

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## → PORT BUSINESS

been modernized and deepened to accommodate larger ships.

"The MPA has been instrumental in developing and maintaining our facilities," said Bailey.

BalTerm, for its part, has invested heavily in inventory management systems. "We scan all of our products to ensure that both our customers and our employees have accurate, up-to-date data. We provide direct electronic access to these systems for all of our customers, which speeds up

**"We have a valuable partnership with the Warehouse Local and the ILA who provide their experience and expertise to handling these somewhat tricky cargoes."**

— Trip Bailey, President, BalTerm

## Maryland Port Administration



# CHAT

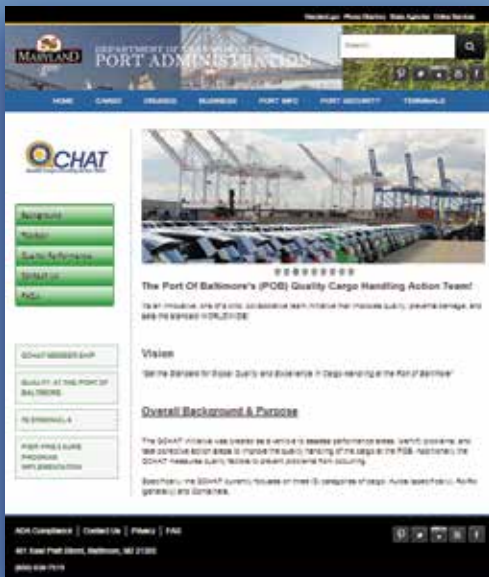
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the exchange of information, and gives them the tools they need for inventory and deliveries," said Bailey.

Paper is a rather fragile cargo, according to Bailey. The paper that arrives in rolls at South Locust Point will be sent to manufacturers to become printed material such as magazines and newspaper circulars. It is imperative that these rolls are kept in clean and dry storage.

The individual paper rolls, like many things, have become larger. BalTerm has invested in the latest clamp technology reducing the likelihood of damaging the rolls as they are shifted from the ship to the



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warehouse and finally loaded out to the manufacturers. In the event that a roll is damaged on the ocean voyage or in the loading process, BalTerm can repair it so the roll is not wasted.

BalTerm runs a two-shift operation that is open from 7 a.m. to midnight, Monday through Friday. BalTerm has its own stevedoring company, Tartan Stevedores.

"We have a valuable partnership with the Warehouse Local and the ILA who provide their experience and expertise to handling these somewhat tricky cargoes," said Bailey. "Our employees understand the requirements of this industry."

In addition to damage-free handling and clean warehouses, BalTerm offers customers a highly efficient logistics component. Both CSX and Norfolk Southern provide rail solutions to customers and the terminals' location on the Interstate 95 corridor is ideal for trucking.

For the trucking community, BalTerm provides a drop lot. "This allows trucking companies to drop trailers, which we then bring to the terminal and load before placing them back in the lot. Truckers save time and money by bringing in an empty, then picking it up as they head out to make their deliveries," said Bailey.

BalTerm's success in forest products is built upon strong partnerships with the MPA, labor and logistics providers. But BalTerm also has deep roots in the Port community.

"We feel that social responsibility is an important part of doing business," said Bailey. "We support the STA Charitable Trust, the Propeller Club of Baltimore and the Seaman's Institute."

BalTerm is also very involved with The Friends of Fort McHenry, helping to bring Baltimore City schoolchildren to the Fort for many different educational and historical re-enactments and events. 🌐

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## Living the Dream

**KASTNER FOLLOWS IN FAMILY FOOTSTEPS AND IS OFFICER-IN-CHARGE OF COAST GUARD STATION CURTIS BAY**

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

**S**enior Chief Brian Kastner enlisted in the Coast Guard in 1990, after many years of idolizing his grandfather, who served in the Navy as a SEABEE in World War II.

After Kastner finished his journey to Eagle Scout, he realized he had always had a strong sense of service and wished to continue in that vein. Not quite ready for college and wanting to find an exciting and rewarding experience, he entered the Coast Guard at age 18.

His initial plan was four years of military service and then higher education. But he reevaluated his priorities and continued in the

service he had fallen in love with for the next 25 years.

This is Kastner's third command and he has been an Officer-in-Charge for the last 13 years. Kastner has been directly involved in several high-profile search and rescue and environmental response cases: namely the Alaskan Air Flight 261 crash at Port Hueneme, California, and the collision of the Cosco Busan with the Bay Bridge in San Francisco.

BMCS Kastner is the Officer-in-Charge of Coast Guard Station Curtis Bay and Station Stillpond. His multi-mission small boat stations are responsible for maritime law enforcement, search and rescue, environmental protection and homeland security from the Bay Bridge to the Chesapeake & Delaware Canal.

His crew of 60 Coasties routinely patrols this entire area in support of the above missions. Some of the homeland security roles for which they are responsible are the patrolling and security of Maritime Critical Infrastructure and Key Resources. His boat crews also conduct security escorts for the cruise ships that transit through the Port of Baltimore.

Marine safety is one of the U.S. Coast Guard's important missions, and this is often where members interact with commercial vessels. Coast Guard personnel work to ensure commercial vessel safety by inspecting vessels under construction, inspecting vessels in service, investigating marine casualties and licensing professional mariners.

Kastner and other crewmembers from Coast Guard Station Curtis Bay have received accolades for their work in this area. This not only entails keeping the waterways safe for vessels, but also responding to emergencies and saving lives. The heroic efforts of Kastner and his crew are appreciated

by his colleagues, the Maryland Port Administration (MPA) and civilians that travel along the local waterways.

In 2015, Kastner received the Coast Guard Commandant's Letter of Commendation for helping save the lives of two boaters. Also, former Sector Commander CAPT Kevin C. Kiefer presented the Meritorious Unit Commendation to the crew of Station Curtis Bay under Kastner's command.

Kastner said the challenges that lie ahead for the Coast Guard and the Port involve cyber technology. The Coast Guard and the Port will need to ensure they are ready to face the challenges of cyber security, although he contends great strides have already been made in the cyber domain.

"I am consistently amazed and humbled by the Port partners in Baltimore," Kastner said. "I have seen industry do amazing things here with local schools and children that normally would not have access to maritime jobs: giving tours of facilities, answering questions about jobs, and so much more. I believe they do it because it is the right thing, to reach out locally and support their community.

"With these people in place, and the local and state law enforcement support the Coast Guard and the Port have received, I am nothing but optimistic about the future of this Port!"

Kastner has been a resident of Howard County for the past five years and plans to stay after his upcoming retirement this fall. Kastner is an avid reader, and he is also still trying to decide what the next chapter in his life will be work-wise. His wife is a kindergarten teacher at Manor Woods Elementary in Howard County, and his sons Andrew (19) and Austin (22) both are attending college. 🌐

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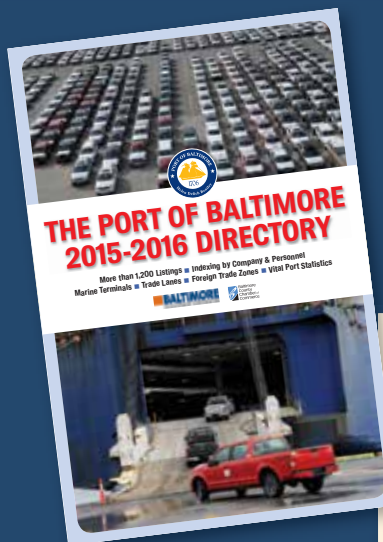
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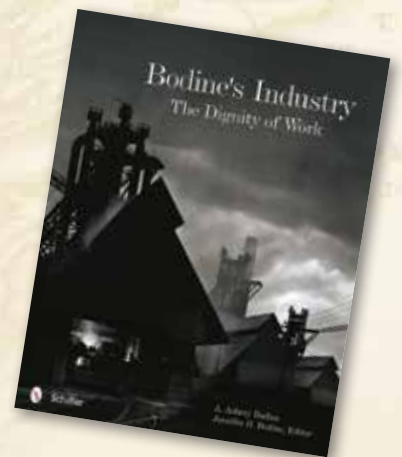
STORY BY KATHY BERGREN SMITH

## The Rail Revolution That Connected The Port

**I**n this 1945 image, renowned photographer A. Aubrey Bodine captured the essence of the rail revolution that connects the Port of Baltimore with the inland USA. The photo was taken at Mount Clare Station, near downtown Baltimore. Built in 1852, it was one of the first railroad passenger and freight stations to be erected in the United States. It was built on land deeded to the railroad by Charles Carroll, who owned a large estate in the western part of

the city called Mount Clare. The first American-built steam locomotive, Tom Thumb, was built by Peter Cooper in a shop near the station and later many locomotives, like the one pictured here, were built at the Mount Clare shops. On May 24, 1844, the world's first official telegraph message was received at the station from Samuel F. B. Morse in Washington. It read, "What hath God wrought?"

Today, the station is part of the B&O Railroad Museum and is open to the public. 🌐



*A. Aubrey Bodine*



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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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