

SPECIAL ADVERTISING SECTION OF THE JOURNAL OF COMMERCE

PORT OF BALTIMORE



Preserving a Sustainable Future

GreenPort 
of Baltimore

A snowy egret perched at Maryland's Hart-Miller Island, which has been fully restored as a wildlife and recreational setting using dredged material by the Maryland Port Administration.

PORT OF BALTIMORE FULL PG

The Port of Baltimore took some significant steps forward in 2009, despite some extremely challenging economic conditions. That positive trend has continued into 2010, as our cargo business continues to improve and our cruise business continues to set records, all while we make impressive environmental strides.

Midway in this recovery, Gov. Martin O'Malley led our team in executing a 50-year public-private partnership agreement that will create 5,700 new jobs and further secure the port's long-term container business. That agreement between the Maryland Port Administration and Ports America Chesapeake provides for the latter to lease our Seagirt Marine Terminal while constructing the needed 50-foot berth. When completed in 2012, Baltimore will become only the second port on the East Coast with both a 50-foot berth and 50-foot channel, well ahead of the completion of the expanded Panama Canal in 2014. During the 50-year lifetime of the contract, Ports America anticipates investing and creating a revenue stream of \$1.8 billion for the port and state of Maryland.

Simultaneously, Mediterranean Shipping Co., the longest-serving ocean carrier at Seagirt, signed a six-year extension to continue bringing its container business to Baltimore, thus maintaining approximately 628 direct jobs. MSC also initiated a new Far East service from Baltimore that provides an additional 52 MSC ship calls annually.

In 2009, the Port of Baltimore handled more than 22 million tons of foreign cargo worth approximately \$30.2 billion, ranking the port No. 12 nationally in dollar value and No. 15 for foreign cargo tonnage. The news for the first half of 2010 is even more optimistic, with general cargo up 16 percent in May 2010 over May 2009, autos up 21 percent after being down as much as 50 percent, and containers up 1 percent after being down 10 percent.

Despite the tough economic conditions, the Port of Baltimore last year upheld its market share in several cargos

by ranking No. 1 for roll-on, roll off; trucks; imported forest products; imported gypsum; imported iron ore; and imported sugar, while ranking No. 3 nationally for autos.

Automobiles always provide an excellent economic indicator. When times are good, people buy cars. When times are bad, they don't. In March 2010, the port's public terminals handled a monthly record of 38,000 autos. Two new accounts that helped boost the total included BMW's five-year contract providing 50,000 cars annually and Ford's import of Ford Fiestas through Baltimore. BMW's 200 new jobs bring the total direct jobs produced by the auto industry at the port up to 1,150.

While cargo certainly remains our main trade, our cruise business continues to remarkably evolve. Last year, the port saw a

was aided with more than \$5 million in federal Recovery Act funding to help clean the air around the port. That money is being used to install clean-diesel technology on equipment such as harbor craft, locomotives and dray trucks, thus reducing emissions by up to 90 percent.

The MPA has also partnered with Baltimore city public schools in a schoolyard greening program to replace a school's pavement or blacktop with grass, trees and gardens. Eight schools have been greened through the program, which also reduces storm water flow from schoolyards and the quantity of phosphorous running off site. For this effort, the MPA has received the Mayor's Business Recognition Award from the Greater Baltimore Committee.

The port's environmental leaders are

Business Rebounding in 2010

*A message from James J. White,
executive director of the Maryland Port Administration*



record 167,000 passengers embark on a record 81 cruises, as Baltimore began year-round cruising for the first time. More than 90 percent of the cruises that left Baltimore sailed at 100 percent capacity. The 91 cruises being offered in 2010 are expected to embark 190,000 passengers. In 2010,

Carnival and Royal Caribbean offer cruises from Baltimore 12 months a year, while Celebrity offers a winter schedule. The unique location of our cruise terminal, right off the very busy Interstate 95 highway, allows for easy driving access for tens of millions of people coming from as far away as Indiana, New York and the Carolinas. The \$90 million annual economic impact of cruising from Baltimore shines brightly throughout the state of Maryland.

Reducing the port's carbon footprint is one of MPA's fundamental goals. This goal

also working to develop a ship's ability to safely treat ballast water before discharge, search for economical and beneficial uses of dredged material, implement an environmental management system, and fund a state program to replenish Maryland's oyster program.

Overall, the Port of Baltimore remains an important job provider and major source of revenue for the state of Maryland by helping to support approximately 120,000 jobs, including 16,700 direct jobs. Annually, the port generates \$3.6 billion in personal wages and salary income, nearly \$2 billion in business revenues and about \$400 million in state, county and municipal taxes.

Despite extremely unfortunate economic conditions in 2009, the Port of Baltimore opened doors to new business opportunities that created or maintained good-paying jobs for today, while it also forged ahead and positioned itself favorably for the future. ★

Containers are one of Baltimore's chief commodities. Last year, Mediterranean Shipping Co., one of the largest container shipping companies in the world, signed a six-year extension with the Port of Baltimore. The Geneva-based carrier also began a new Far East direct ocean service, including Baltimore in its East Coast vessel rotation.



Photo by Bill McAllen

Port of Baltimore: The Year in Review

Despite the economic downturn, the Maryland Port Administration has positioned the Port of Baltimore to favorably weather decreases in cargo, while strengthening existing partnerships and forging new, mutually beneficial alliances. These steps will result in a thriving port, continued jobs and the smooth flow of goods and commodities to Baltimore and beyond.

What happened in the past year? Although Baltimore's public terminals

handled 7.8 million tons of general cargo in fiscal 2009 (a decrease from 2008), the Port of Baltimore maintained its position as the nation's No. 1 port for the handling of imported forest products. Baltimore ranked No. 2 for roll-on, roll-off cargo and No. 3 for automobiles.

Since January 2009, there has been a slow but steady increase of commodity tonnage. MPA's purchase of 14.6 additional acres of land near the Dundalk and Seagirt Marine Terminals is an indicator that when the

flow of commerce gains momentum, more space will be available for more goods that come through the port.

The Port of Baltimore continues to attract ocean carriers and shippers of ro-ro cargo – such as construction and agricultural equipment and machinery, boats, buses and military vehicles – because of its proximity to the Midwest markets. Exported tonnage continued to outpace imported tonnage by a 60/40 ratio.

The port remains committed to improving the quality of the ro-ro cargoes moving through its terminals through innovative programs like the Quality Cargo Handling Action Team, Power Industrial Truck training and the annual Ro-Ro Rodeo.

Container traffic was once again – and will continue to be – a constant in Baltimore. Last year, Mediterranean Shipping Co. signed a six-year extension with the port, and the Geneva-based shipping line began a new Far East direct

The Port of Baltimore still holds the top spot in the imported forest products market share, thanks to a 10-year contract extension with paper company UPM. The port's penchant for quality handling has resulted in increased volumes of Master

Cruises and Royal Caribbean International offer excursions as varied as the Bahamas, Bermuda, the Caribbean and New England and Canada. In 2009, 167,000 passengers embarked for 81 homeport cruises – both of which set new port records.

Despite the economic challenges, the Port of Baltimore continues to serve existing clients, offer new partners tangible rewards, and maintain and create well-paying jobs for dedicated, hard-working employees. ★

★ THE PORT OF BALTIMORE STILL HOLDS THE TOP SPOT IN THE IMPORTED FOREST PRODUCTS MARKET SHARE, THANKS TO A 10-YEAR CONTRACT EXTENSION WITH PAPER COMPANY UPM.

ocean service, including Baltimore in its East Coast vessel rotation. This new service provided the port with its second Far East direct ocean service, the other being Evergreen's Asia-U.S. East Coast Service.

In February, the MSC Rita became the largest container vessel to visit Baltimore. The ship can carry 8,085 TEUs and is the largest class of ship the port can accommodate until its 50-foot berth opens at Seagirt Marine Terminal.

Plank, Finnforest USA's laminated veneer lumber that has seen expanded use from scaffolding and construction jobs to the growing interior design market.

Year-round cruise traffic has embraced Baltimore, and vice versa, as hearty vacationers make a beeline for the port's dedicated Cruise Maryland Terminal, which provides ship-side parking adjacent to Interstate 95.

Carnival Cruise Lines, Celebrity



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Signs that the economy is starting to turn around are evident at the Port of Baltimore, where the wheels on automobiles have been turning 'round and 'round in record numbers.

The Port of Baltimore handled more automobiles at its public marine terminals in March than at any time in the past 10 years. In March, 38,053 autos came through the Port of Baltimore; the previous record was 37,552 vehicles in July 2008.

"The auto market is an excellent early gauge on consumer confidence and demand," said Maryland Gov. Martin O'Malley. "We look forward to hearing more good news as we continue to move Maryland's economy forward."

Baltimore Breaks 10-Year Auto Handling Record

Like other U.S. ports, Baltimore saw a decline in auto traffic during the heart of the economic downturn. But MPA has undertaken steps to ensure that the Port of Baltimore maintains its role as one of the strategic points of automobile import and export.

BMW will ship 50,000 autos, including its coveted MINI brand vehicles, through the port each year as part of a new agreement announced in December. The Wallenius Wilhelmsen vessel *Fidelio* arrived in March carrying 320 BMWs, the first shipment to utilize the vehicle processing center at the Fairfield-Masonville Terminal as part of the five-year pact.

The processing facility performs special detailing and adds audio components, protective coatings and other items before vehicles are shipped to dealerships. Baltimore's location in the middle of the eastern seaboard and near to car-crazy Midwest retailers means BMW's most desired models will be readily available for consumers in these regions.

"It's a win-win partnership," said Jim Goldsmith, national vehicle distribution manager for BMW of North America. "We are able to keep our customers happy by delivering their vehicles quickly and in the highest quality manner, and Baltimore benefits from newly created jobs in its already thriving automotive community."

Automobiles are more than a niche commodity at the Port of Baltimore, which has honed the transport of vehicles into a fine art. Auto manufacturers, recognizing this unique capability to offer white-glove treatment for everything from family-friendly models to high-end luxury cars, have forged beneficial partnerships with MPA.

Last summer, the port was the point of ingress for European-made Ford Transit Connector vans, a means of handling larger

cargo that is more maneuverable and efficient than commercial vans. Ford anticipates importing 35,000 vans annually, with 85 percent arriving through Baltimore.

Jaguar Land Rover North America used Baltimore to test its new Web-based tracking system – which utilizes real-time cellular connectivity to follow cars from bill of lading to dealership delivery – and then realigned its distribution plans to increase flow through the port.

Subaru utilizes the Port of Baltimore to provide Forester and Impreza vehicles manufactured in Japan and as a launching point for Tribecas, manufactured in Lafayette, Ind., and exported to 75 countries worldwide. Subaru was the first customer of Wallenius Wilhelmsen Logistics' 72-acre vehicle-processing facility. ★

New BMW MINI Cooper cars began arriving at the Port of Baltimore this year. This new business will boost Baltimore's standing as one of the top ports in the nation for automobiles. The port's public marine terminals handled more autos in March 2010 than at any other time in its history.



Cruise Lines Rely on Baltimore's Quick Thinking

The Port of Baltimore now offers year-round cruising from its Cruise Maryland Terminal. Carnival Cruise Lines became the port's first year-round cruise line in 2009. Royal Caribbean began offering year-round cruises from Baltimore in 2010 onboard a newer and larger ship, *Enchantment of the Seas* (shown above). Celebrity Cruises will offer winter sailings from Baltimore in 2010. Baltimore has jumped from offering 27 cruises in 2008 to 91 in 2010.

Four lines, 81 cruises and one snowstorm were highlights of a record-breaking 2009 at the Port of Baltimore, which saw approximately 167,000 passengers embark from its dedicated cruise terminal during its first year of year-round cruising. That easily surpassed the previous high-water mark for a calendar year, set in 2004 when the port offered a then-record 60 cruises.

"Even in a difficult economy, our very successful 2009 cruise season provides us with a tremendous sense of optimism for the future of cruising from Maryland," said Gov. Martin O'Malley. "The strong cruise market in Baltimore last year generated an estimated economic impact of \$80 million, illustrating how the port continues to drive economic progress and create jobs."

Even the unwelcome arrival of a December snowstorm didn't get in the way of the smooth flow of cruise passengers through Baltimore. When the *Carnival Pride's*

arrival from the Bahamas coincided with more than a foot of snow, Maryland Port Administration operations personnel worked 12-hour shifts to ensure the Cruise Maryland Terminal was plowed, shoveled and salted.

Their efforts allowed 2,300 passengers arriving in Baltimore to safely get to their parked vehicles and easily exit the terminal. Keeping walkways, piers and parking lots clear of snow and ice helped facilitate the arrival of another 2,300 passengers who wanted to escape the winter wonderland for the Caribbean on a cruise that was to leave later in the day.

"The men and women at the Port of Baltimore proved they can handle year-round cruises, no matter what the weather," said Maryland Secretary of Transportation Beverley K. Swaim-Staley. "Working with a cruise schedule that does not allow for much flexibility, our team at the port knew it had to be ready for the ship's arrival and departure later in the day."

The weather also caused flight

delays to nearby BWI Thurgood Marshall International Airport, and Carnival decided to delay the *Pride's* departure by four hours to accommodate late-arriving passengers.

"It's wonderful that we can count on our partners at the Port of Baltimore to keep things running smoothly, even during extreme circumstances," said Vicky Rey, Carnival's vice-president of guest services.

Carnival, Celebrity and Royal Caribbean are operating from Baltimore in 2010. The *Carnival Pride* returns for a second season of year-round cruising to the Bahamas and eastern Caribbean, while Royal Caribbean will offer all-season cruising for the first time. Royal Caribbean brings a larger, newer vessel in the *Enchantment of the Seas*, for excursions to New England and Canada, Bermuda, the Caribbean and the Bahamas. In October, the *Celebrity Mercury* returns for a second season of winter cruising to the eastern and western Caribbean and the Bahamas. ★

Maryland Gov. Martin O'Malley operates a front loader during the groundbreaking ceremony for a new 50-foot berth at the Port of Baltimore. The berth — scheduled to be completed in 2012 — is one element of a 50-year lease and concession agreement of Seagirt Marine Terminal between Maryland Port Administration and Ports America Chesapeake. The new berth will allow Baltimore to welcome the supersize ships that will begin sailing through the Panama Canal following the completion of its expansion in 2014.



Photo by Bill McAllen

Ground Broken for Seagirt Marine Terminal

MPA partnership with Ports America includes new berth and canal expansion

A “groundbreaking” public-private partnership at the Port of Baltimore is being hailed as a major move toward ensuring 50 years of progress, productivity, efficiency and stability at the Seagirt Marine Terminal. Ground was broken on the project in March and the new berth should be up and running by 2014.

After an extensive bidding process, the Maryland Port Administration agreed in November to lease the 200-acre container terminal to Ports America Chesapeake for the

next 50 years. In return, Ports America will construct a 50-foot berth that is expected to result in increased business opportunities and larger vessels being able to dock at the port.

“We welcome an internationally respected partner in the maritime field for this unique, long-term joint venture,” said Maryland Gov. Martin O'Malley. “With this agreement, we are able to secure the port's long-term future with a 50-foot berth, apply an immediate influx of capital for system preservation of roads, tunnels and bridges, and provide an

extended revenue stream to the state.”

Challenging economic times call for new ways of doing business, O'Malley said, and the end result will be a more efficient and productive Port of Baltimore. Two of MPA's long-standing partners in container traffic — Mediterranean Shipping Co. and Evergreen Line — were featured prominently during the announcement, with each company's container displaying a banner that read “Partnership for the 21st Century” across the top and “Jobs for Maryland” along the bottom.

Ports America is the current operator of the Seagirt Terminal and was there when the facility opened in 1990. The company has also run operations at the Dundalk Marine Terminal since 1996.

“Ports America Chesapeake has been an important part of Maryland's maritime tradition since 1921,” said Christopher Lee, Ports America Chesapeake chairman. “We are looking forward to building on this foundation,

as we and the Maryland Port Administration partner together in this key initiative.”

Ports America will run the daily operations of the Seagirt Terminal, as well as invest in the new berth, cranes and other infrastructure. The cost to develop the 50-foot berth and four cranes is approximately \$105.5 million.

“THIS ALLOWS THE PORT OF BALTIMORE TO GET THE PANAMA CANAL BUSINESS.”

JAMES J. WHITE, MPA EXECUTIVE DIRECTOR

The berth is scheduled to be finished two years before the completion of the Panama Canal expansion project in 2014. Canal expansion should result in a greater number of ships traveling to East Coast ports to reach their customers more quickly and less expensively than going to West Coast ports and moving products by rail.

Because these ships are expected to be larger in size, they would not have enough

water depth to dock at the Port of Baltimore without a 50-foot berth. When work is completed, the Port of Baltimore will become only the second port on the East Coast with a 50-foot berth and 50-foot channel.

Along with receiving full control of daily operations at Seagirt and agreeing to design and build the 50-foot berth to meet or exceed the MPA's required standards, Ports America will receive base payments for 50 years as well as all net revenues; the right to move and consolidate all current container business to Seagirt; control over the timing and nature of system preservation costs, as long as standards are met; and the opportunity to invest in new technology as situations demand.

“This allows the Port of Baltimore to get the Panama Canal business,” said MPA Executive Director James J. White.

The new agreement is expected to bring in 5,700 new jobs — 2,700 in permanent direct, indirect and induced positions that will result from the increased and sustainable container business at the port, along with 3,000 one-time

construction jobs over the next three years for port and Maryland Transportation Authority highway improvements.

A projected \$15.7 million will be generated annually in new taxes for Maryland. The total benefit to the state over the 50-year span of the agreement is estimated in the range of \$1.3 billion to \$1.8 billion.

The berth is ahead of schedule, White said, because of Ports America Chesapeake's commitment to the project.

“Once the agreement was signed, it was up to Ports America Chesapeake to fulfill their obligation to make improvements at Seagirt,” he said. “They're not only doing it, they're doing it quicker than anyone had planned. We can actually go out and sell the berth instead of just talking about it.”

The unique public-private partnership has already been honored with the Innovations in Public Service Award by the Maryland chapter of the American Society for Public Administration. The group recognizes outstanding public servants and innovative agencies or programs in Maryland. ★

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Local students engage in a planting activity at the MPA's Masonville environmental education center. Masonville opened in 2009, and provides hands-on activities and learning experiences for students and citizens to learn about the local environment and watershed. Nearly 2,000 people visited Masonville in its first year. Masonville was constructed as a state-of-the-art green building.

Photos by Bill McAllen

“Smart, Green and Growing” Campaign Continues to Expand

When those in the maritime community talk about “greening” their ports to make them more ecologically friendly, they’re merely following the enduring lead of the Maryland Port Administration, where environmental responsibility has been a consistent hallmark of the past generation at the Port of Baltimore.

MPA recognizes that the green movement is cyclical, a conscientious approach that addresses long-standing environmental issues and provides forward-thinking answers to tomorrow’s ecological dilemmas. Nowhere has this been more

evident than in the ways the Port of Baltimore has maintained its role as a leader in these important causes during the past year.

The U.S. Environmental Protection Agency announced late last summer that the Port of Baltimore would receive \$3.5 million in Recovery Act funding, which will help MPA ensure clean air in and around the port.

The port will use the funds for clean-diesel technology in essential equipment that moves goods and cargo, creating jobs and reducing emissions-related illnesses. Both public and private entities operating within the port and Baltimore supported the initiative.

Using the newest, clean-diesel technology, built to meet higher air-quality standards, will cut diesel emissions by up to 90 percent, drastically reducing fine particulate and other pollutants that contribute to ozone smog.

More than 100 pieces of diesel-powered equipment used for port operations will be retrofitted with clean-diesel technology, including approximately seven locomotives, 50 short-haul trucks and 83 units of cargo-handling equipment. The technologies include about nine engine repowers, 43 vehicle and equipment replacements, 83 exhaust controls and seven idling devices.

“It’s wonderful to see the partnership that has developed to support diesel equipment cleanup at the Port of Baltimore,” said Gina McCarthy, assistant administrator of EPA’s Office of Air and Radiation. “That’s what stimulus money is all about. Today is a great example of combining the goal of clean air

with economic competitiveness.”

The grant will also support partnership with the Baltimore Port Alliance’s environmental committee in extensive outreach to the maritime community about ways and technologies to cost-effectively reduce air emissions. Clean-diesel projects will help reduce premature deaths, asthma attacks and other respiratory ailments that occur as a result of exposure to hazardous emissions.

While the stimulus funds are a recent achievement that will bear longtime benefits, the Port of Baltimore recently closed a productive chapter on a nationally recognized project that has reclaimed lost wetlands, turning dying ecosystems into thriving wildlife habitats.

In December, MPA celebrated the final deposit of dredged material at Hart-Miller Island, a 1,100-acre wildlife sanctuary and recreational area. The facility, composed of materials dredged from the much-needed 50-foot channel in Baltimore Harbor, created a new model for cooperation between citizen watchdogs and state agencies.

“This is a very significant milestone in the history of this project,” said MPA Executive Director James J. White. “We must continue to dredge our channels to accommodate for the safe transit of large cargo ships that travel to and from the Port of Baltimore. Hart-Miller Island has been a symbol of working very closely with local citizens on a project that benefits both the environment and the public.”

Hart-Miller Island was once two small islands at the mouth of Back River, but both islands experienced excessive erosion. In the late 1970s, the MPA bought Hart Island as a place to put material dredged while maintaining Baltimore Harbor. The project began in 1981 with construction of a large, oval-shaped, diked enclosure.

The reformed island is divided into two cells, an 800-acre north cell and a 300-acre south cell. More than 100 million cubic yards of dredged material have been pumped onto the island. Having two cells allows dredged material to dry out, an important scientific element of its handling.

The south cell, completed in 1990, contains nearly 16 million cubic yards of dredged material. Today, it is a wildlife

habitat, home to more than 200 different species of birds, including nesting bald eagles. The topography was designed with mud flats and ponds necessary to sustain birds, muskrat, foxes and deer.

While Hart-Miller Island stands as a testament to aggressive problem solving, MPA continues to be at the forefront of environmental concerns, preserving and protecting these unique habitats while shepherding research into how to best maintain fragile ecosystems.

In an effort to protect wildlife such as the Maryland terrapin, eagles and heron, MPA has implemented extensive research programs to monitor water conditions and bottom sediment around the Port of Baltimore. MPA established a special pathway along Swann Creek so that spawning fish could reach protected interior waters.

The cleanup of the Kurt Iron and Metal shipyard, together with the development of a new environmental education center along Masonville Cove, resulted in the removal of thousands of pounds of timber, concrete, scrap metal and solid waste.

MPA continues to fund the seeding of oyster beds in the Chesapeake Bay, a project that helps the health of the bay by removing excess algae. When it was discovered that 14 million gallons of potable water were being discharged annually into the Patapsco River via required weekly fire-pump testing, a recirculation process was developed that eliminated 99 percent of the discharged water.

These are concrete examples that Gov. Martin O’Malley’s “Smart, Green and Growing” campaign is embracing sustainable practices that improve operations and reduce harmful environmental impact. ★



Bill Richardson of Maryland Port Administration’s environmental department checks ground water on Dundalk Marine Terminal. Storm water management is just one example of an evolving and comprehensive emergency management system at MPA.

PORT OF BALTIMORE

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Securing a port as large as the Port of Baltimore takes a real team effort. The port's partnerships with U.S. Customs and Border Protection, the Coast Guard, Maryland Transportation Authority Police and a private security firm help to make sure cargo flows in and out in a safe and secure manner. Some of the recent security enhancements at the Port of Baltimore include radiation monitors, video surveillance, new truck access, perimeter fencing and high-mast lighting. As a result of these and other improvements, the port has received a near-perfect security assessment from the Coast Guard for the last two years.



Photo by Bill McAllen

Federal Funding Received for Security Improvements

Keeping the Port of Baltimore safe and secure isn't a newfangled concept, as Gov. Martin O'Malley pointed out when Secretary of Homeland Security Janet Napolitano arrived in Baltimore in September to announce that more than \$6 million in federal stimulus funds were being earmarked for Maryland.

"Welcome to the birthplace of 'The Star-Spangled Banner,'" Gov. O'Malley said proudly, "where we've been doing homeland security since 1814!"

Gov. O'Malley, Secretary Napolitano and U.S. Rep. C.A. "Dutch" Ruppersburger stood beside Baltimore Harbor, not far from Fort McHenry, where by dawn's early light nearly 200 years ago, American forces thwarted a British naval attack. The battle prompted Francis Scott Key to write the national anthem.

The grant money, made available through the American Recovery and

Reinvestment Act, includes \$4.1 million allocated under the Port Security Grant Program for protection of critical port infrastructure.

The funds will help make Baltimore "one of the model ports from a security perspective," said Secretary Napolitano.

The port's money is going toward vehicle screening, closed-circuit television capacity and improvements in port operations. The funding not only aids Maryland Port Administration security initiatives, but also improves interactive communication with the U.S. Coast Guard, U.S. Customs and Border Protection and other port partners.

"You can't do it all with people alone," said MPA Executive Director James J. White. "The technology is pretty remarkable, and it brings interoperability."

Last year, the Port of Baltimore's public terminals received a near-perfect score during a security compliance exam conducted by the

U.S. Coast Guard. This represented a significant improvement over a similar Coast Guard exam in 2007.

The port has undertaken significant security enhancements, including becoming the first major U.S. port to require the federally mandated Transportation Worker Identification Card; implementation of real-time video surveillance at public terminals; activation of the new Terminal Cargo Truck Plaza, which uses real-time video and security checks to verify a trucker's identification and purpose of visit; and the strengthening of perimeter fencing.

Additional federal Recovery Act grants totaling \$1.3 million will be used to erect permanent guard booths at the Dundalk Marine Terminal truck gate and South Locust Point Marine Terminal cargo entrance; construct enclosed facilities to conduct vehicle screening at the Dundalk truck gate, Dundalk visitor's gate and South Locust Point Terminal; purchase equipment for an emergency operations center at the Dunmar building; and expand MPA's closed-circuit video surveillance system.

MPA has received more than \$19.5 million in federal port security grants since 2002. ★