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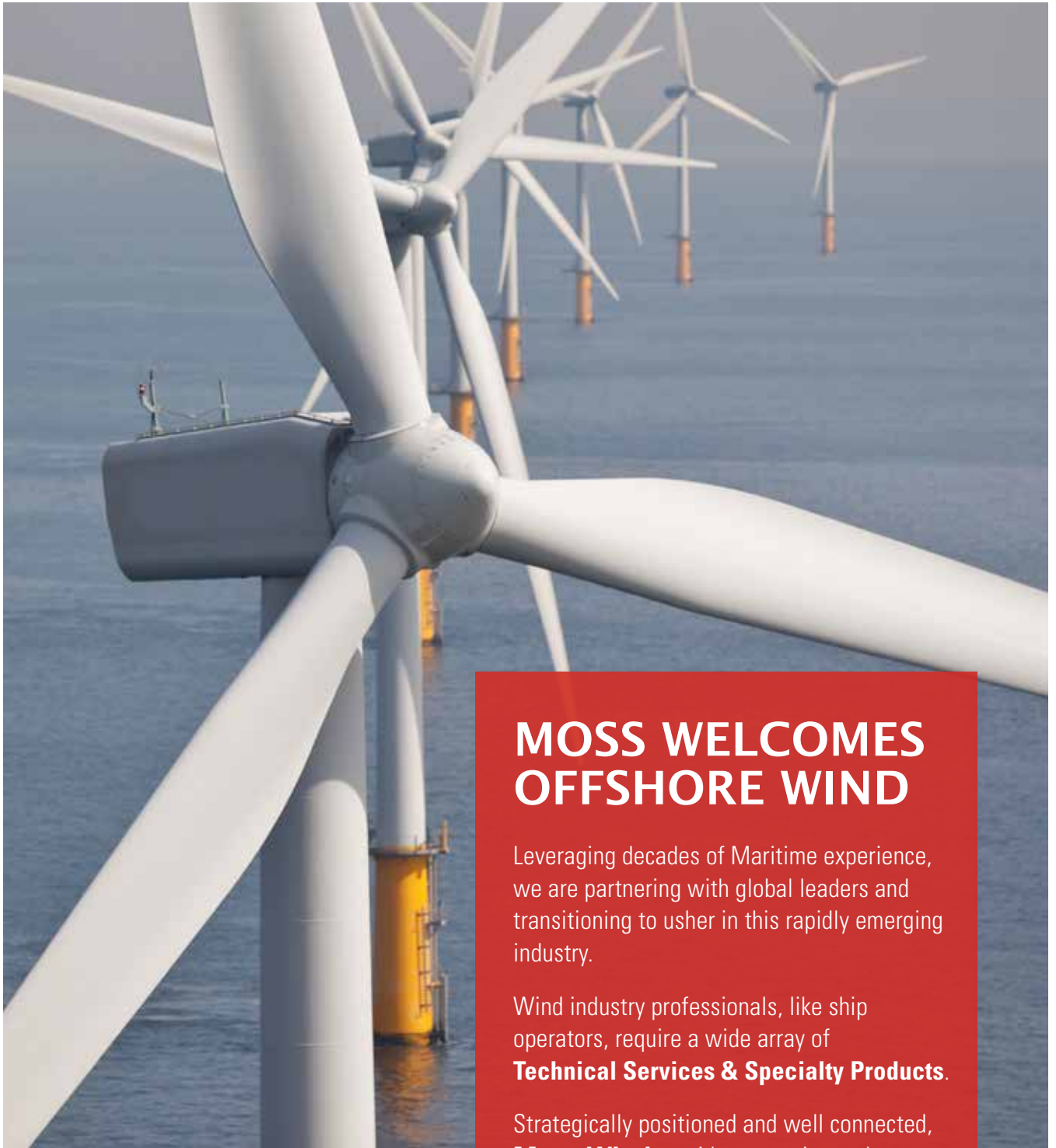
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# PORT of BALTIMORE



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1014 W. 36th St.  
Baltimore, MD 21211  
410-828-0120 | Fax: 410-825-1002  
www.todaymediacustom.com

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July/August 2019

**NEW  
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ROCKYETRUELOVE

↑ *The Evergreen Thalassa Elpida has the capacity to handle 13,808 twenty-foot equivalent unit (TEU) containers.*

## FEATURES

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MSC, Port Have Productive History

**24** Another Record Year  
Port Has Best Fiscal Year, Best Quarter Ever



### COVER:

*MSC and the Port of Baltimore have forged a strong strategic relationship that has been a boon to the local economy. Photography by Bill McAllen.*

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Tomorrow's  
Requirements,  
Starting Today**

**Announcing a  
New Building  
Program,  
Commenced  
in 2019**



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**GOVERNOR'S MESSAGE**

## Port of Baltimore Is Powerful Economic Engine for the State

**A**s we start heading into the home stretch of 2019, the Port of Baltimore continues to set new records and show why Maryland is “Open for Business.”

The Port’s state-owned public marine terminals handled a new record of 11 million tons of cargo during the recently completed fiscal year (July 1, 2018 through June 30, 2019). The Port also had its best quarter ever, handling more than 2.8 million tons of cargo during the second quarter of 2019.

These impressive accomplishments followed some very exciting news.

Maryland has been awarded \$125 million in federal Infrastructure for Rebuilding America (INFRA) grant funding toward reconstructing Baltimore’s century-old Howard Street Tunnel. The funding will allow for reconfiguring the tunnel for double-stacking container trains to and from the Port. Double-stacked trains will grow the Port’s container business by approximately 100,000 containers annually and also generate 6,800 tunnel construction jobs and another 7,400 jobs that will

be created as a result of the Port’s increased container business.

Also, Ports America Chesapeake, which operates the Port’s Seagirt Marine Terminal, will develop a second 50-foot-deep container berth later this year. The Port already is one of the few U.S. East Coast ports with the necessary water depth and infrastructure to accommodate some of the world’s largest container ships. A second deep berth will allow the Port to handle two supersized ships at the same time. Earlier this year, the Port welcomed the largest container ship to ever visit Maryland, the 14,424-TEU (twenty-foot equivalent unit) ship *Evergreen Triton*.

We are very fortunate in Maryland to have this incredible economic engine in our backyard. I will continue to do everything I can to support projects like the Howard Street Tunnel reconstruction and the second deep-water berth so we can keep setting new cargo records and growing good-paying Port jobs.

**Larry Hogan, Governor**

**EXECUTIVE VIEW**

## Strong Workforce Key to Port’s Success

**A**s Gov. Larry Hogan notes, 2019 has been a very good year for the Port of Baltimore. We are currently tracking ahead of last year’s record pace for key targeted commodities. We continue to make significant investments, such as reconstructing berths and purchasing new equipment that will help us continue to succeed. However, the most important reason for our success is our strong and skilled labor force.

The men and women who comprise our longshore workers are second to none. We can give them the tools to succeed, but they are the ones who execute their success. I congratulate and thank the men and women who work hard here at the Port every single day and make us the best port in the nation.

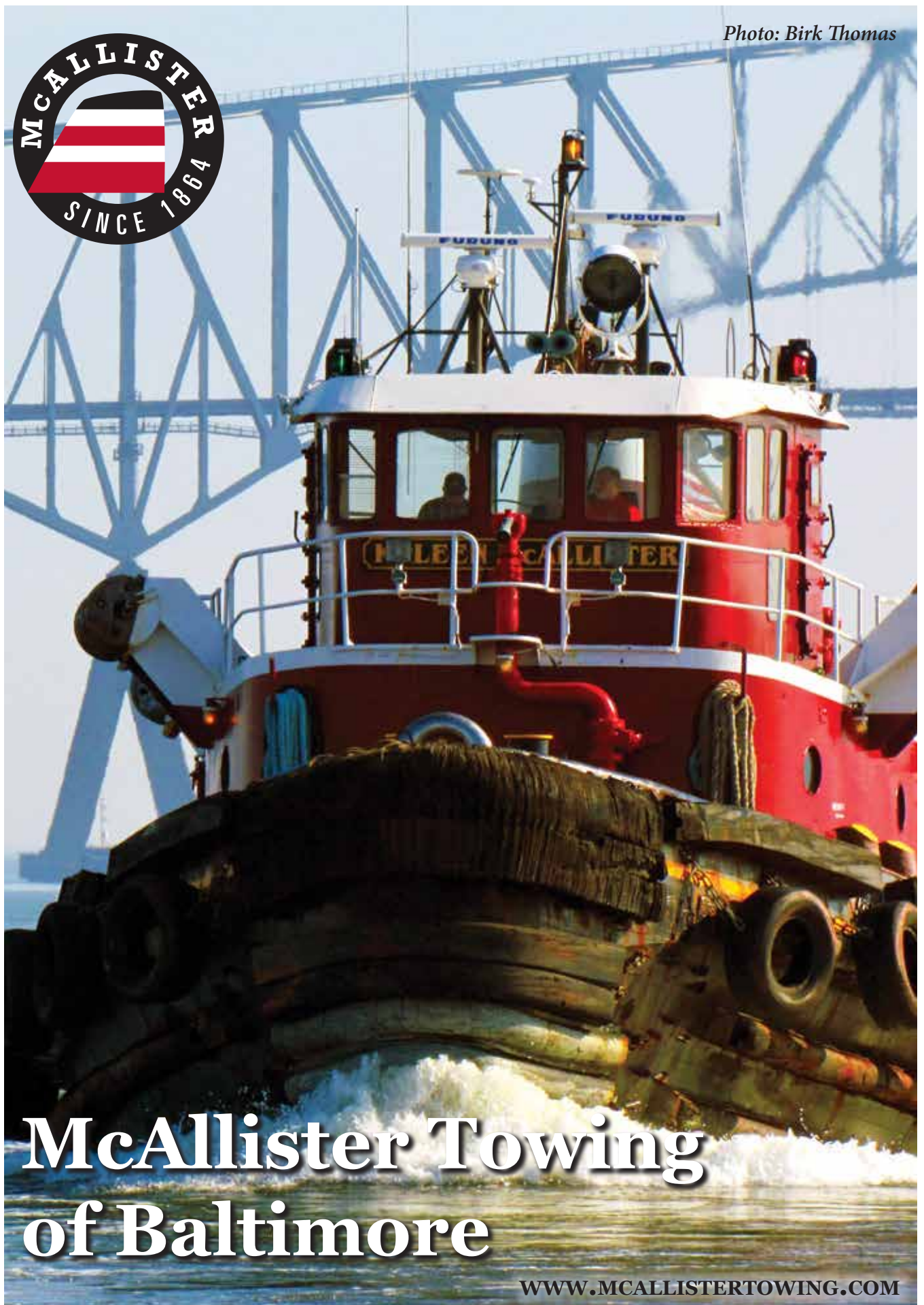
Besides our longshore workers, we have many other jobs on our marine terminals that are all vital cogs to making the Port of Baltimore run on all cylinders. Each and every job is important to helping us prosper.

The Port of Baltimore would not be “Open for Business” without the dedicated efforts of all the people who make our Port run. I look forward to continuing to work together as a team to further grow one of Maryland’s top economic engines!

**James J. White, Executive Director**  
*Maryland Department of Transportation*  
*Maryland Port Administration*



*Photo: Birk Thomas*



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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).



↑ From left to right: Congressman Greg Walden (Oregon), U.S. Senator Roy Blunt (Missouri), U.S. Department of Transportation Secretary Elaine L. Chao, Congressman Sam Graves (Missouri), Georgia DOT Commissioner Russell McMurtry and Maryland Lt. Governor Boyd Rutherford.

## NEWSMAKERS

### Feds Announce **\$125M Grant** for Howard Street Tunnel

On July 25, Maryland Lt. Governor Boyd Rutherford and Maryland Department of Transportation Maryland Port Administration Executive Director Jim White attended a major transportation infrastructure funding announcement by U.S. Department of Transportation Secretary Elaine L. Chao in Washington, D.C.

Federal funding in the amount of \$125 million was awarded to Maryland for the Howard Street Tunnel reconstruction project, which will allow double-stacked container trains to travel to and from the Port of Baltimore.

Maryland is contributing \$147 million and CSX \$91 million toward the costs. The project is expected to increase the Port's throughput by 100,000 containers annually and serve as a significant job generator by creating 6,800 construction jobs and 7,400 additional jobs related to the increased business. 🌐

## EVENTS

### MDOT MPA Performs Vital Safety Drill

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) hosted an active shooter tabletop exercise on August 7 at the Port of Baltimore's cruise terminal. More than 90 participants that included local, state and federal law enforcement as well as Port marine terminal tenants all participated.

"Exercises like these are very important," said MDOT MPA Director of Security David Espie. "As we have seen in our society all too much, we need to be as prepared as we can be for incidents like this that could happen. Thousands of people work at the Port of Baltimore daily and we need to make sure they do so in as safe and secure an environment as possible." 🌐





## NEWSMAKERS

# Gaumer Named Maryland Motor Truck Association's 2019 PERSON OF THE YEAR

Wayne Gaumer of Lightning Transportation in Hagerstown, Md., has been recognized as the Maryland Motor Truck Association's (MMTA) Person of the Year for 2019.

The award recognizes a key figure dedicated to serving the trucking industry.

Gaumer has spent 53 years in the trucking industry and is currently Lightning's President Emeritus. Lightning Transportation is one of the largest motor carriers, providing drayage services hauling containers to and from the Port of Baltimore.

Under Gaumer's leadership, the company's terminal network has grown from one to seven, with terminal locations in Hagerstown, Baltimore, Norfolk, Charlotte, Savannah, Atlanta and Charleston. Lightning has about 350 drivers in addition to 50 employees spread throughout its terminal network.

Gaumer's roots in the trucking industry run deep. His father was in trucking most of his career and got Wayne into the business. Wayne's brother, Dan, was a driver with Pitt Ohio Express — reaching the milestone of two million miles of safe driving.

MMTA's 2019 Person of the Year Banquet generated more than \$5,000 in scholarships, which will be awarded to students undergoing commercial driver's training to get their CDLs at Garrett College and Montgomery College. 🌐



Wayne Gaumer

### Gaumer's many contributions to the trucking industry include:

- Giving testimony before the Federal Maritime Commission concerning Port congestion.
- Serving as a longtime MMTA Board member.
- Serving as Maryland's representative to the American Trucking Associations (ATA).
- Serving on the Intermodal Motor Carriers Conference of the American Trucking Associations and on ATA's Independent Contractor Policy Committee.
- Remaining active in local issues concerning the Port of Baltimore.
- Serving on the Liberty Mutual Insurance Maryland/DC Advisory Board.

## NEWSMAKERS

# Port Secures Federal Grant to Boost Security

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) was awarded \$703,116 in the most recent round of funding through the Federal Emergency Management Agency's (FEMA) Port Security Grant Program.

The grant money will help strengthen access control points and cybersecurity efforts at the Port of Baltimore's state-owned public marine terminals.

"As the Port of Baltimore continues to break cargo records and generate higher numbers of jobs, we want to make certain it remains one of the most secure seaports in the nation," said Gov. Larry Hogan. "This funding will help further our mission to ensure the security of the men and women who work at the Port, as well as the inbound and

outbound cargo that comes through the Port."

For 10 consecutive years, the Port's public marine terminals have received a top rating on an annual security assessment conducted by the U.S. Coast Guard. The new FEMA allocation will be used for three specific projects to help make the Port's security even stronger.

One project will upgrade and add new security features to access control software that prevents unauthorized access to the terminals.

Another project will add three additional access control booths at the terminals. In the third project, MDOT MPA will incorporate additional mechanisms and upgrades to its cybersecurity platforms. 🌐





**MAIDEN VOYAGE**

## Port Welcomes Evergreen *Thalassa Elpida*

The Port of Baltimore conducted 5,181 container moves while handling the Evergreen *Thalassa Elpida*, the highest amount of container moves per ship in the Port's 313-year history. This surpassed the previous record of 4,395 container moves from the MSC *Maria Elena* on March 3, 2015. The vessel called the Port from Sept. 5-7.

The *Thalassa Elpida*, which has a capacity of 13,808 twenty-foot equivalent unit (TEU) containers, arrived at the Port's Seagirt Marine Terminal, which is operated by Ports America Chesapeake. It is one of the largest vessels to have called the Port.

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) is further boosting capacity with the construction of a second 50-foot-deep berth set to begin later this year.

"Thanks to Maryland's investment in a 50-foot berth, every year we are seeing larger and larger container ships choosing the Port of Baltimore," Maryland Gov. Larry Hogan said. "Maryland truly is open for business. The Port of Baltimore fuels the state's economy and supports thousands of jobs throughout the freight industry."

As part of a public-private partnership between MDOT MPA and Ports America Chesapeake, the Port is one of only a few on the East Coast to have the 50-foot-deep channel and 50-foot-deep berth necessary to accommodate the mega-ships traveling through the recently expanded Panama Canal. 🌐

**MAIDEN VOYAGE**

## WWO Vessel's MV *Traviata* Calls on Port

A highly energy-efficient roll-on/roll-off (ro/ro) vessel with industry-leading capabilities has joined Wallenius Wilhelmsen Ocean's (WWO) fleet of neo-Panamax vessels and recently visited the Port of Baltimore.

With a capacity equivalent to 8,000 cars and electrically hoistable deck panels, MV *Traviata* is the second in a series of four neo-Panamax HERO vessels with a combined capacity of 24,000 car equivalent units (CEUs).

"*Traviata's* sister ship, *Titus*, the first vessel of this HERO class, has now been in operation for 10 months and proven that all design efforts have paid off," said Michael Hynekamp,

Wallenius Wilhelmsen Ocean's COO. "The vessel class is setting a new benchmark in terms of energy efficiency, improving consumption by approximately 15 percent, resulting in considerably reduced emission levels compared to similar vessels in the global fleet."

MV *Titus* was delivered in June 2018, while the third HERO vessel is scheduled for delivery later this year and the fourth in early 2020. 🌐



PHOTOGRAPHY BY BILL MCALLEN



**CRUISES**

## Carnival Adds Bermuda Cruises for 2020

Travelers from the Port of Baltimore to Bermuda will soon have more choices on when to sail.

As part of an expansion of its Bermuda season, Carnival Cruise Lines has announced seven week-long cruises departing on the Carnival *Pride* from Baltimore in 2020 — three more than in previous years.

The seven-night cruises feature two nights and two-and-a-half days in Bermuda. Departure dates for 2020 from Baltimore include May 31, August 2 and 23, September 6 and 20 and October 4 and 18.

Carnival officials said the popularity of the tropical island and guest feedback from existing cruises prompted the company to expand its Bermuda schedule. The cruise line will have six different ships from five East Coast ports bound for Bermuda in 2020.

Royal Caribbean Lines also sails to Bermuda with five- and seven-night cruises and an eight-night cruise that docks in Bermuda and Nassau, Bahamas.

Carnival Cruise Lines and Royal Caribbean sail year-round from the Port of Baltimore Cruise Terminal, scheduling about 100 cruises between them to Bermuda, the Bahamas, the Caribbean, New England/Canada and the Southeast Coast of the United States. 🌐



KATHY BERGREN SMITH

## TRANSACTION

# McLean Contracting Co. Acquires Barge and Tug Company

On August 1, Glen Burnie, Md.-based McLean Contracting Co. completed the acquisition of Smith Brothers, a barge and tugboat rental company based in Galesville, Md.

The newly acquired company will continue to operate under the name Smith Brothers, as a division of McLean. Both McLean and Smith Brothers have served the construction and maritime industries in Maryland for more than 100 years.

McLean will take over the entire marine fleet of Smith Brothers, which includes deck and material barges, sectional barges, truckable tugboats and three Subchapter M compliant tugs. The office and yard will remain in Galesville.

The company charters equipment to contractors along the East Coast and beyond.

"We are very pleased to have the team at Smith Brothers join us," said Michael Filipczak, McLean President. "Smith Brothers is an old friend of McLean, and their rental business will allow us to diversify and offer our customers additional services."

McLean's Keith Aschenbach will join the Smith Brothers team to lead the transition.

"It is a good fit," said Jeff Smith, President of Smith Brothers, who will remain along with the rest of the staff. "Joining forces with McLean gives us an opportunity to grow." 🌐

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## NEWSMAKER

# Enrollment up for Choptank Transport's Student Loan Pay-Down Program

The Choptank Student Loan Pay-Down Program, established in 2017, has become a popular perk among the company's millennial staff, a large portion of the firm's workforce.

In the first year, 11 employees took advantage of the benefit. The following year, 13 people signed up. This year's enrollment hit 18 employees, three of whom have already paid off their loans in full.

"Very few companies I have worked for provide a program this beneficial," said Tim Tedesco, who is part of Choptank's management team. "I have been able to reduce the life of my loan by three years. I have been able to refinance and consolidate my loans to a manageable monthly payment."

Student loan debt is a major

economic issue in our country. In many cases, college graduates have to put off buying their first home indefinitely due to the student debt they are already carrying. This program helps

in the student loan pay-down program," said Keirsa Buckingham, another Choptank employee. "I think it is one of the best programs Choptank Transport has to offer. It lowers my stress level, knowing that I will not be paying student loans my entire life and that in the next couple of years, I will have my student loan completely paid off."



**It lowers my stress level, knowing that I will not be paying student loans my entire life."** — *Keirsa Buckingham, Choptank employee*

pay off outstanding college loans by alleviating the debt more quickly and allowing consolidation of all loans, so there is only one payment to make at a time. It is open to all employees who meet the required criteria.

"This is my second year participating

Brooke Meade is looking forward to an exciting future that many young people anticipate — buying a house.

"This program will help me pay down my student loan debt faster so that I can focus on the purchase of my first home," Meade said. 🌐





## NEWSMAKER

### New Dredging Contract Awarded

Dredging is continuing in Baltimore Harbor to ensure the safe navigation of ships going into and out of the Port of Baltimore. A recent contract awarded by the U.S. Army Corps of Engineers, Baltimore District, will provide regular maintenance of the multiple channels that go from the Harbor to the mouth of the Chesapeake Bay.

Great Lakes Dredge & Dock Co. LLC of Oak Brook, Ill., won the \$26.4 million contract for the dredging work, which is expected to be completed by March 30, 2020.

To keep the shipping channels open to a depth of at least 50 feet to accommodate the larger ships that sail the Panama Canal, at least 4.7 million cubic yards of sediment must be dredged annually. The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) and the Corps of Engineers work together to maintain 150 nautical miles of channels.

The most recent dredging campaign, completed last spring by Norfolk Dredging of Virginia, cost about \$24.6 million for the removal of nearly 2.6 million cubic yards of material.

Through a Dredged Material Management Plan, MDOT MPA and the Harbor are continually exploring new uses for the dredged sediment. 🌐



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# GreenPort



Environmental Stewardship at the Port of Baltimore **BY MARY MAUSHARD**

## Port Offers 'DOLLARS FOR DRAYS' Truck Incentive



MARYLAND DEPARTMENT OF THE ENVIRONMENT/MAX TUCKER

**T**he Port of Baltimore is offering owners of older dray trucks that operate at the Port a great opportunity to help upgrade their vehicles.

In return, the Port gets fewer air emissions and cleaner air for the wider community.

Eligible applicants can receive half the cost of a newer truck, up to \$30,000, on trucks with a 2013 or newer model year engine.

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Dray Truck Replacement Program has received federal and state funds that can help defray the cost of new, or recent model, dray trucks for qualified truck owners.

With the new funding comes a terrific opportunity to help more truck owners upgrade their equipment. "Dollars for Drays" is the most recently launched campaign to acquaint truckers with the program's benefits, eligibility requirements and application process and encourage them to participate.

Thanks to the recent funding, the Port is looking to replace approximately another 150 trucks in the near future, said Susan Stephenson, Senior Associate at the EcoLogix Group, who helps manage the dray program. "Truckers are aware of the program," she said, "but the latest campaign will attempt to reach those who are not, and to assist them in taking

advantage of the grants."

Dray trucks make short hauls to and from the Port and nearby warehouses and cargo hubs, with some making several trips per day. The replacement program has already benefitted nearly 200 truckers at the Port since it began in 2009, reducing thousands of tons of diesel emissions.

By replacing trucks with engines from model years 1996-2006, the program assures that the truckers will be driving newer model trucks with lower emissions that release fewer pollutants and greenhouse gases.

Truckers may apply to replace more than one truck, but must complete a separate application for each truck, verifying that they have owned it more than one year and that it operates at the Port of Baltimore, among other stipulations.

Because many truckers are owner-operators, they find the grant money a boon to their small businesses, which may be stretched to afford new equipment. The average rebate per truck has been \$24,000.

"The Port's Dray Truck Replacement has been a great program for several years," said Chandra Chithaluru, Air Quality Manager for the office of Safety, Environment and Risk Management at MDOT MPA, "and with the funds available and ease of the application process, I know that we can help a lot of truckers drive away with a new clean, green, diesel machine." 🌍

**FOR MORE INFORMATION** on Dollars for Drays, visit [www.dieselupgrades.org](http://www.dieselupgrades.org) or email [info@dieselupgrades.org](mailto:info@dieselupgrades.org)



## Masonville Cove Open for Eaglet Visitors

Visitors can now get a closer look at the young eagles hatched at Masonville Cove this spring.

With the two males growing and thriving, the temporary restrictions on access to parts of the urban wildlife refuge have been lifted. Visitors are cautioned, however, not to approach the young eagles closely or follow them if they fly to a different area.

When the eaglets were about eight weeks old, they received identification leg bands that also record that they were hatched in the Chesapeake Bay watershed. Scientists will be able to track them throughout their lives.

This is the only known pair of nesting eagles in Baltimore City and a successful nest has not been seen at Masonville Cove since before the restoration project began in 2007.

Another pair of eaglets is doing well at Swan Creek Wetlands and Cox Creek Dredged Material Containment Site (DMCF), said Tim Carney, Senior Environmental Specialist at the Maryland Environmental Service. The Cox Creek eagle nest has been used every year, but observers initially did not see any young this year because foliage blocked the view, he explained. This facility is closed to drop-in birding due to construction.

Nevertheless, "DMCF sites are quite the nursery for our eagle population this year," said Carney. 🌍



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## BPA Delivers Container for Community Garden Storage

**A**n East Baltimore community association is recycling a 20-foot shipping container as a storage facility, courtesy of Ports America Chesapeake (PAC) and the Baltimore Port Alliance (BPA).

The container, located at East Baltimore's C.A.R.E. — Cleaning, Active, Restoring Efforts — Community Association's Madeira Street Garden, will house tools and equipment that C.A.R.E. uses on plots throughout the community.

The BPA's Environmental Committee recently became aware of the non-profit's need for additional storage after its existing storage — a 40-foot container — was vandalized. PAC offered to donate the used container, paint it and prepare it for delivery to Madeira Street by Ted's Towing in early July.



**“We have over 70 lots in total that we help maintain through the adopt-a-lot program. Some of the lots are dedicated vegetable gardens, others are flower gardens or open space,”**

said Cynthia Gross, C.A.R.E. President. “So, we have to have all types of equipment on hand to cover all types of scenarios. We lend equipment to residents or other nearby community groups if asked and available.

“This gift came right on time as we try to rebuild our stockpile of tools,” she added.

BPA's Environmental Committee coordinated the contribution as part of its continuing commitment to C.A.R.E. Solomon Egbe, a committee member and PAC employee, coordinated the project and Darren Thompson, PAC's Director of Operations at Seagirt Marine Terminal, oversaw the container preparation and delivery.

Madeira Street is a community garden where local residents grow flowers and food for themselves and their neighbors. It is also a community gathering place. The neighborhood boundaries are North Washington Street, Patterson Park Avenue, Fayette Street and McDerry Street. 🌍

## DAY AT THE BAY Celebrates Students' Environmental Success

**M**ore than 3,000 students from 100 schools around Maryland kicked off their summer with a day at the Bay — and a celebration of their hard work and dedication to the state's environment.

The Maryland Association for Environmental & Outdoor Education (MAEOE) Annual Youth Summit at Sandy Point State Park was a day to enjoy sun and sand, discover what others in the state are doing to protect the environment and find new resources for both students and teachers. The summit theme was “Full Steam Ahead: Hold the Environment in the Highest E-Steam.”

Maryland Lt. Gov. Boyd Rutherford, Secretary of the Environment Ben Grumbles, Secretary of Natural Resources Jeannie Haddaway-Riccio, and Deputy Superintendent Carol Williamson and Assistant State Superintendent Marcia Sprinkle, both from the Maryland State Department of Education, joined the students and teachers. They praised and thanked everyone for their commitment to the environment. “It all starts with you,” said Grumbles.

The day's agenda included a diamond-back terrapin egg activity led by Maryland Environmental Service educators on behalf of the Port, youth leadership projects and an environmental literacy fair. The day ended with award ceremonies for newly certified and recertified Green Schools. Katrina Jones, Outreach Coordinator for Harbor Development at the Maryland Department of Transportation Maryland Port Administration (MDOT MPA), was an emcee for one of the ceremonies. Jones is also a past president of MAEOE, representing MDOT MPA.

Green Schools is the signature program of MAEOE, providing educational tools and support for pre-k–12 schools that promote responsible environmental stewardship practices and increase awareness of how an individual's relationship with the environment affects public health and

**31%**  
OF MD SCHOOLS  
Are Certified as  
Green Schools



society. More than 600 Maryland public and independent schools — 31 percent — are certified as Green Schools.

Maryland's new Green Schools Act of 2019 will provide funding, beginning in 2020, to schools that want to become Green Schools in an effort to increase certified schools to 50 percent of Maryland's 2,200 public and independent schools. 🌐

➔ *Clockwise, from top left: Carolyn Parsa, representing Safe Skies Maryland, with students; a checklist for doing research on terrapin nests; Rebecca Kreatschman of MES works with students on the Diamondback Terrapin Egg Simulation; students who received Green School Awards for their schools.*



PHOTOGRAPH BY JODY COUSER



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**BEFORE**



**DURING**



**AFTER**

## Education Center Shoreline Gets New Life

The shoreline along the Severn River will be lush with native grasses, welcoming to small fish and able to withstand waves that could erode it. When completed, the “living shoreline” at Arlington Echo Outdoor Education Center in Millersville will also be a model for shoreline protection.

Arlington Echo is the Anne Arundel County Public Schools’ 24-acre environmental education center in Millersville. Its three-year shoreline renewal project developed into a collaboration of the Maryland Department of Transportation Maryland Port Administration (MDOT MPA), the Maryland Environmental Service (MES), Anne Arundel County Public Schools (AACPS), and the Chesapeake Bay Trust.

A living shoreline, sometimes called a soft shoreline, is an alternative method of preventing and correcting shoreline erosion using environmentally friendly engineering methods to create areas where

marsh grasses can grow and aquatic creatures thrive.

The Chesapeake Bay Trust kicked off the project by awarding AACPS grants for design and construction. MES was engaged for the construction, but after initial cost estimates, the project proved more costly than the available funds.

AACPS was able to contribute some funds toward the project, but they were not enough. With the help of MES, the center contacted MDOT MPA, recognizing that it could be a good partner to help complete the project. In exchange, MDOT MPA will receive stormwater “credits” to help meet its environmental goals. This was a great partnership that made this project come to fruition, said Melanie Parker, Coordinator of Environmental Literacy and Outdoor Education for AACPS.

“Because of the support of all our partners, the Severn River has more than 400 feet of restored shoreline that will provide habitat, reduce erosion

and serve as a learning opportunity for the community and our students,” said Parker.

The living shoreline consists of a sill constructed of small stones approximately 30 feet off the existing shoreline. The area between this sill and the shoreline was filled with sand, creating a “marsh,” explained Lawrence Walsh, Senior Engineer for MES. Small openings in the sill allow small fish and other marine organisms to move in and out of the shoreline.

“The top of the stone sill is at the estimated mean high-water level and the bottom of the marsh area is at the estimated mean low-water level. As the tide changes, the marsh fluctuates between dry and fully inundated.” At least 5,000 plants of grasses native to Maryland and the Mid Atlantic are being planted to complete the marsh, Walsh said.

“This was a great opportunity for MDOT MPA to work together with Arlington Echo in Anne Arundel





County to help establish a living shoreline,” said Bill Richardson, General Manager of MDOT MPA’s office of Safety, Environment and Risk Management, “and it’s even better that it can serve as a living classroom for the students who visit.”

Some of this summer’s campers at the education center helped plant the new shoreline, putting the small plants in the watery sand, as part of their camp experience, said Parker, who manages Arlington Echo. The county’s fourth-graders will complete the planting this fall.

As the county’s environmental education center, Arlington Echo hosts more than 8,000 students a year, including all of the county’s fourth-graders, who spend a day or an overnight as part of their curriculum, Parker said. The center is the main site for the AACPS Environmental Literacy and Outdoor Education Office, which conducts environmental programs at other sites for more than 25,000 students a year and provides curriculum for all county students in grades K-12. 🌐

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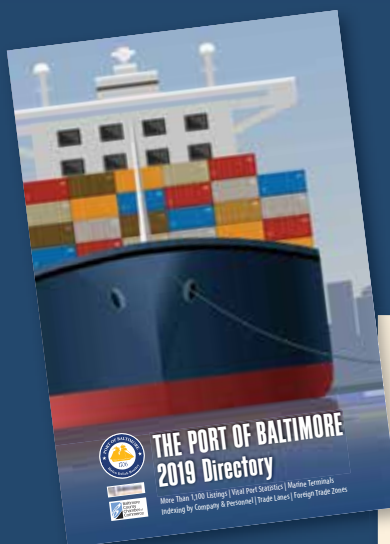
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# VALUABLE PARTNERSHIP





# MSC, PORT HAVE PRODUCTIVE HISTORY

BY TODD KARPOVICH

**M**editerranean Shipping Co. (MSC) and the Port of Baltimore have forged a partnership that has been highlighted by steady growth, milestones and a clear path for future success.

The relationship harkens back to the days when MSC first called on Dundalk Marine Terminal in 1985. The venerable shipping company later called on the South Locust Point Terminal, years prior to the development of Seagirt Marine Terminal in 1990.

Today, MSC and the Port maintain that close bond. The two sides work closely together to ensure success in the international maritime industry. In 2018 MSC

moved over three million tons of cargo at Seagirt, ranging from imported furniture to beverages and auto parts.

James J. White, Executive Director of the Maryland Department of Transportation Maryland Port Administration (MDOT MPA), credits Gianluigi Aponte, Founder, Owner and Chairman of MSC, for being an innovative leader.

"Gianluigi Aponte is one of the true visionaries in our industry," White said. "MSC has become one of the top container shipping companies in the world under his esteemed guidance. We have a long-standing

**1985** – MSC BEGINS CALLING THE PORT OF BALTIMORE AT THE DUNDALK MARINE TERMINAL

**1990** – MSC IS THE FIRST CONTAINER LINE TO VISIT THE SEAGIRT MARINE TERMINAL

**2002** – MSC GOES OVER 100,000 TEUs AT THE PORT OF BALTIMORE FOR THE FIRST TIME

**2015** – A RECORD 391,628 MSC TEUs ARE HANDLED AT THE PORT OF BALTIMORE



BILLMCALLEN

and very productive relationship with MSC. They were the first container carrier at Seagirt and have seen remarkable growth here over the years. We look forward to many more years of a successful partnership."

MSC takes goods from Baltimore to ports in Northern Europe, South Africa and South America.

Cargo from the Far East travels through the Panama Canal and is unloaded at MSC's hub in Freeport, Bahamas. From there, the products are transferred to another vessel and shipped to Baltimore.

MSC has also enjoyed numerous milestones at the Port. "It's extraordinary to see how MSC, the Port, the laborers, the trucking community and customers have been growing together throughout all these years," remarked Mauro Dal Bo, Branch Manager of MSC Baltimore. "Constant dialogue and understanding the stakeholders' needs have been the key of this successful story of the Port of Baltimore. We, at MSC, still believe that more is to come."

In 2011, the MSC *Sindy* became the largest container ship to ever call on Seagirt. The *Sindy* is the size of almost four football fields and has the capacity for 9,200 twenty-foot equivalent unit (TEU) containers. The *Sindy*'s arrival in Baltimore made national headlines at the time.

Since the arrival of the *Sindy*, new records have been shattered as the Port has invested heavily in its infrastructure to handle even bigger vessels. Still, MSC helped pave the way for these improvements because of its continued investment in Baltimore.

Seagirt, operated by Ports America Chesapeake, developed a 50-foot draft berth and neo-Panamax cranes to accommodate the ultra-large container vessels. To help with expansion, the Port also recently acquired the Point Breeze Business Center, which will provide more than 350 acres of land for the terminal's expansion.

Further improvements are on the way to help MSC continue its successful partnership with the Port.

In December, the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) received \$6.6 million in U.S. Department of Transportation grant funding to contribute to a project that will deepen a second container berth to 50 feet at Seagirt. The state of Maryland will also contribute \$7.8 million, and Ports America Chesapeake, which operates the Seagirt Marine Terminal for the MDOT MPA, will add \$18.4 million, for a total project cost of \$32.7 million.

The federal funding is from a program called Better

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Constant dialogue and understanding the stakeholders' needs have been the key of this successful story of the Port of Baltimore. We, at MSC, still believe that more is to come."

— Mauro Dal Bo, Branch Manager of MSC Baltimore

Utilizing Investment to Leverage Development (BUILD). Construction is scheduled to begin in the second half of 2019 and should take approximately one year to complete.

A second 50-foot-deep draft container berth will allow the Port of Baltimore to handle two supersized container ships simultaneously. Under a public-private partnership agreement signed with Ports America Chesapeake in 2010, a 50-foot-deep draft berth was constructed at the Seagirt Marine Terminal. The Port of Baltimore is one of only a few U.S. East Coast ports with the necessary 50-foot-deep channel to accommodate these massive container vessels.

The Port and MSC have also enjoyed the benefits of the expansion of the Panama Canal, which was completed in June 2016 at the cost of \$5 billion. The updates include a new set of locks on the Atlantic and Pacific sides of the waterway. This created a third lane of traffic for more cargo,

especially cargo from East Asia headed to the East Coast, providing more logistics and supply-chain options.

Gianluigi Aponte founded MSC in 1970. While the company always acknowledges its Italian heritage, MSC has been headquartered in Geneva, Switzerland since 1978.

Today, MSC operates in all major ports of the world. MSC has 480 offices across 155 countries worldwide and more than 24,000 employees. MSC's shipping line sails on more than 200 trade routes, calling at more than 315 ports.

MSC operates vessels with some of the world's largest capacity, including the MSC *Gulsun*, the largest containership in the world at 23,756 TEUs. The company remains independent and wholly owned by the Aponte family under the leadership of Diego Aponte, who was appointed President and CEO by his father and company founder, Gianluigi, in October 2014. 🌐

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BY TODD KARPOVICH

# Another Record Year

## PORT OF BALTIMORE ACHIEVES BEST FISCAL YEAR, BEST QUARTER EVER

**T**he Port of Baltimore continues to rev Maryland's economic engine with another record-setting performance.

The Port's state-owned public marine terminals established new milestones for cargo tonnage handled in a fiscal year and in a quarter.

During the Port's recently completed fiscal year 2019, the public terminals handled a record 11,001,234 tons of cargo, surpassing the previous mark of 10,969,308 tons set during fiscal year 2018.

The second quarter of 2019 was the Port's best ever, handling 2,873,392 tons of cargo and topping the previous quarter record of 2,790,745 tons set during the second quarter of 2018.

"With these records, the bustling Port of Baltimore continues to demonstrate what a vital economic engine it is for our state," said Gov. Larry Hogan. "Our administration will continue doing everything in

our power to grow this incredible asset and support the thousands of men and women who work at the Port every day."

Maryland was recently awarded \$125 million in federal Infrastructure for Rebuilding America (INFRA) grant funds to use toward the reconstruction of the 125-year-old Howard Street Tunnel. This project will reconfigure the tunnel to allow for double-stacked container trains heading to and from the Port.

Double-stacked trains are expected to boost the Port's business by about 100,000 containers annually. The improvements will also generate

**"With these records, the bustling Port of Baltimore continues to demonstrate what a vital economic engine it is for our state."** — Gov. Larry Hogan

7,000 construction jobs and another 7,400 jobs as a result of the Port's increased container business.

"For years, our administration has pursued funding for this critical project, and after a number of

roadblocks, we are finally able to move forward on reconstruction," Gov. Hogan said. This grant will help Baltimore break an East Coast bottleneck, "further bolstering our economic success at the Port of





Baltimore and across the state.”

More infrastructure improvements are on the way that will further boost business.

Ports America Chesapeake, which operates the Port’s Seagirt Marine Terminal, will develop a second 50-foot-deep container berth. The Port already is one of the few U.S. East Coast ports with the necessary water depth and infrastructure to accommodate some of the world’s largest container ships. A second deep berth will allow the Port to handle two supersized ships at once.

“The partnership between the Port of Baltimore and Ports America Chesapeake ... will continue to allow the world’s largest container ships to deliver the goods and commodities that power America’s economy through Maryland,” said Bayard Hogans, Vice President, Ports America Chesapeake. “Ports America Chesapeake is committed, with continued investment and expansion, to utilizing advanced technologies and enhanced infrastructure to deliver world-class service.”

Earlier this summer, the Evergreen *Triton*, with a capacity to handle 14,424 twenty-foot equivalent unit (TEU) containers, arrived at the Port, becoming the largest container ship to ever visit Maryland. Previously, the largest container ship at the Port was the 11,000-TEU container ship Gunde *Maersk*, which arrived last October.

“This is just the beginning for us,” said Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Executive Director James J. White. “These ships are going to continue to call the U.S. East Coast ports. They are going to be common at our piers here and we are just hitting our stride.”

In 2018, a record 43 million tons of international cargo was handled by the Port’s combined state-owned public and privately-owned marine terminals. The value of the cargo in 2018 was also a benchmark: \$59.7 billion. Last year the state-owned public terminals handled a record 10.9 million tons of general cargo and 1,023,152 TEU containers, the first year ever to exceed 1 million. The Port also saw a record 850,147 cars and light trucks in 2018, the most in U.S. ports for the eighth consecutive year.

**The success of the 2019 fiscal year comes on the heels of several records set in March for monthly standards for cargo tonnage and number of containers:**

- **Most general cargo tons in a month: 1,018,274**
- **Most 20-foot containers in a month: 95,862**
- **Best March for cars and light trucks: 59,052 vehicles**
- **Most roll-on/roll-off (farm and construction machinery) cargo tons since June 2012: 96,535**

The 43 million tons in 2018 placed the Port as 11th among major U.S. ports for cargo handled and the \$59.7 billion cargo value ranked ninth nationally. Among the nation’s ports, the Port of Baltimore ranks first for autos and light trucks, roll-on/roll-off heavy farm and construction machinery, imported sugar and imported gypsum.

The Port accounts for about 15,330 direct jobs, with more than 139,180 jobs overall linked to Port activities. The average salary for people with direct jobs at the Port is 9.5 percent higher than the average annual wage in Maryland. The Port is responsible for nearly \$3.3 billion in personal wages and salaries, \$2.6 billion in business revenues and \$395 million in state and local tax revenues. 🌐





# Pursuing His Passion

COAST GUARD CAPT. JOSEPH LORING  
HELPS KEEP WATERWAYS SAFE

BY MERRILL WITTY

**C**aptain Joseph Loring, Commander of the U.S. Coast Guard Sector Maryland-National Capital Region, always had an affinity for the sea.

So, it was not a hard choice when it came time to decide on a career.

The Massachusetts native graduated from the U.S. Coast Guard Academy in 1994 and has since traveled all over the United States.

"I always liked being around the water, so I pursued it," he said.

Loring has enjoyed some "pretty cool jobs and had fun" everywhere he's been. For example, he previously was the executive officer of the Pacific strike team in California in charge of pollution response and hazmat control.

But, no doubt about it, his present job, which includes working with the Port of Baltimore, has been "the high point" of his career.

"It's a very busy command, a terrific assignment," Loring said. "I work with great people every day. This

is a job you work your whole career to get."

Sadly, though, it's not forever.

"It's a three-year tour; I have two left," he lamented.

As the Sector Commander of Maryland-National Capital Region, Loring is responsible for the Maryland waters of the Chesapeake Bay, the waters off Ocean City, and the National Capital Region of Washington, D.C. His accountability includes law enforcement, intelligence collection and waterways management, including boat races and other such events.

And there's marine safety — inspection of every commercial vessel, whether under a U.S. or foreign flag, in the Port of Baltimore's waters.

"Every boat that shows up in a U.S. port is thoroughly vetted," he added. "We know the crew, know the cargo and have 96 hours' notice. We also have seven multi-mission stations with 29 U.S. Coast Guard boats, one cutter

and three 'aids to navigation' teams for our area of responsibility. We're the primary inspectors for cargo ships, oil tankers, ferries, down to D.C. dinner cruises; we ensure safe and secure navigation in the region."

Even though Loring is Sector Commander, he couldn't do it without his deputy and staff to cover mayday calls, law enforcement and pollution control with partners that include the Maryland National Resources Police, for one.

The Coast Guard's mission is three-pronged: homeland security, search and rescue, and pollution response.

"We're the federal on-scene coordinators for oil spills or hazmat





release. On land, that's the [Environmental Protection Agency's] responsibility; on navigable waters, it's the Coast Guard. Whoever spilled the oil is responsible for cleaning it up. They hire a contractor to do it, but we oversee the operation."

Loring has moved his wife and three children nine times over his career.

"It's challenging for kids," he said, "but mine have been great about it and see it as an adventure. They've lived on the Great Lakes, the Gulf Coast, the East and West coasts and Colorado. It's made them pretty well rounded and grounded."

Loring's attendance at Baltimore Port Alliance meetings is important as well.

"As the captain of the Port, he attends these meetings to ensure the Coast Guard shares relevant information and remains up to date on the concerns of the Port community," said Cmdr. Mathew Fine, the Sector Maryland-National Capital Region Deputy Commander. "The Port partner relationships within Baltimore are exceptional and serve as an example for other areas."

As far as the future goes, Loring said, "Our mission will remain the same. But technology changes so fast — everything the Port does has a cyber aspect."

Cybercrime is a very real threat, he says, and the constant and growing need for cybersecurity the world over is very real. 🌐



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STORY BY TODD KARPOVICH

## Port Covington Was Major Coal Hub

**P**ort Covington, which opened in 1904, was a major center of trade for the region. The site was able to handle all types of cargo because of its piers, cranes, rail yards and warehouses. In this photo dated Sept. 25, 1954, the vessel *Chateaugay* unloads various goods before heading out to international waterways.

Coal was a major catalyst for Port Covington's growth, spurred by the Western Maryland Railway that operated onsite. Workers on the coal pier, which operated from 1921 to 1974, were able to efficiently unload large quantities of the sedimentary rock onto ships. This helped the Port of Baltimore evolve into a

major player in transportation of coal from the eastern part of the United States. The increasing cargo numbers and ship calls to the Port of larger vessels were the catalyst for the development of new terminals, piers and the creation of the Locust Point Branch, a rail looping out from downtown Baltimore to Fort McHenry.

Today, the Port is ranked second among all U.S. ports in export coal. Coal is handled by private terminals CNX, CSX and Tradeport Atlantic. Port Covington is also getting a complete makeover as a hub for economic growth. The \$5.5 billion, 235-acre project will add 1.3 million square feet of office space, 338,000 square feet of retail, more than 976,000 square feet of residential space and 285,000 square feet of hotel space. 🌐



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