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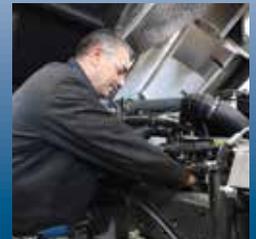
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At the Port of Baltimore, economic development and environmental stewardship go hand in hand.

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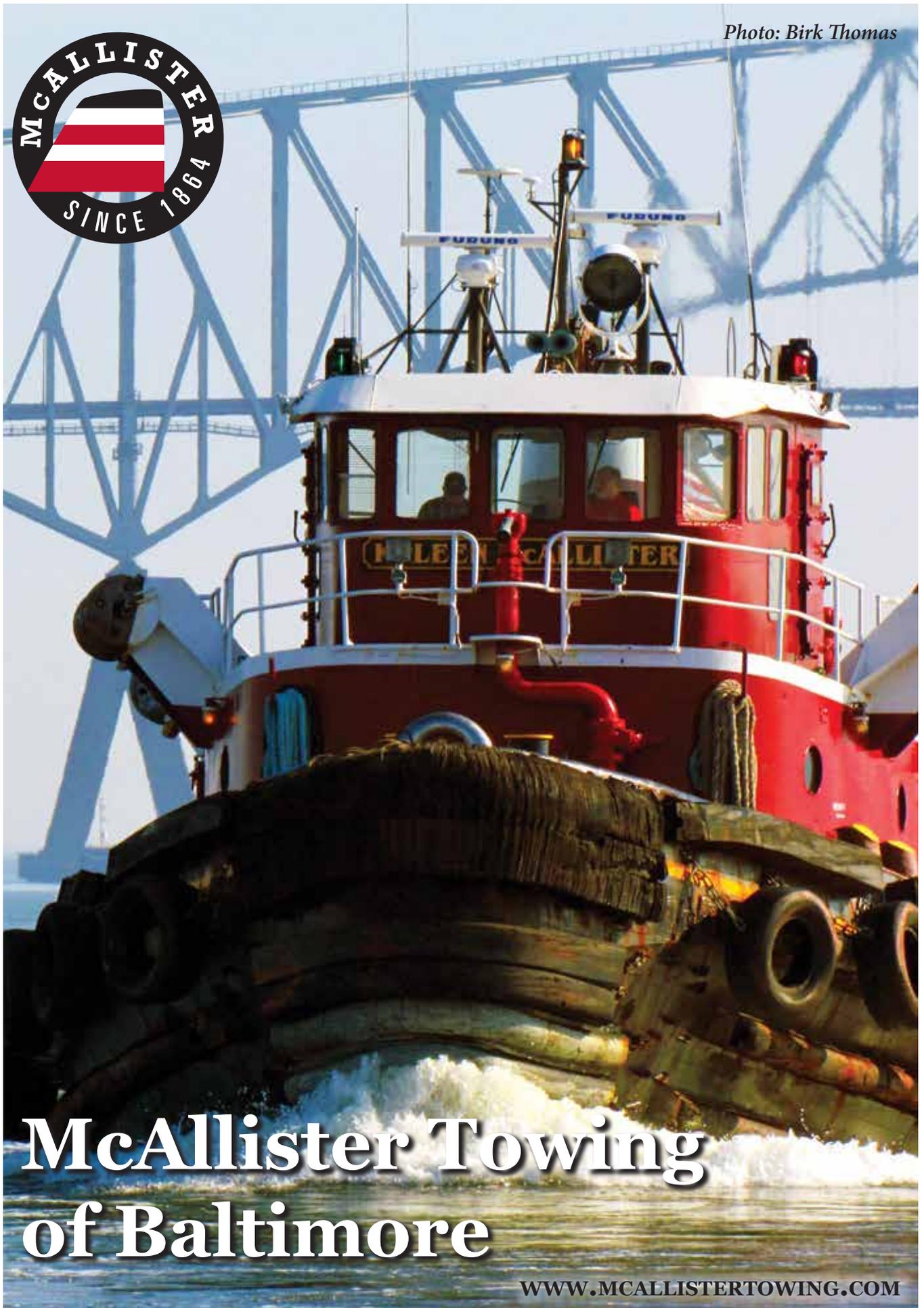
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Retires After 45 Years in Maritime Industry

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Fertilizers Put Baltimore on Chemical Map

Photo: Birk Thomas



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GOVERNOR'S MESSAGE

Environmentally Conscious Port of Baltimore Poised for Another Successful Year

The Helen Delich Bentley Port of Baltimore is off to a great start in 2019!

Recently, we announced that the Port's state-owned public marine terminals and private terminals handled a record 43 million tons of cargo last year — breaking a 44-year record. That record cargo was worth \$59.7 billion, an amount greater than any previous year.

We are equally proud of the work done by the Maryland Department of Transportation Maryland Port Administration to protect our environment. We have an award-winning dredging program that has rebuilt long-eroded islands in Maryland, which now serve as home to many different species of wildlife.

The Port's Clean Diesel program works with truck owners to replace older dray trucks with newer and

cleaner models and replaces engines in different pieces of cargo-handling equipment. This has led to the removal of thousands of tons of air pollutants around our Port.

As one of Maryland's top economic generators, the Port creates more than 15,300 direct jobs and supports more than 139,000 jobs in our state. Under the leadership of Transportation Secretary Pete Rahn and Port Executive Director James J. White, the Port is stronger than ever. Our administration will continue to invest in the necessary improvements to ensure that the Port remains world-class.

The Port is further proof that Maryland is "Open for Business."

Larry Hogan, *Governor*

EXECUTIVE VIEW

Successfully Creating a Greener Port

We are proud of our role in being "Open for Business" and one of Maryland's top economic generators. We are also proud to have achieved a record-breaking year for cargo in 2018.

However, we are about more than that.

We are also about reducing our carbon footprint, boosting environmental awareness and having greener marine terminals.

At our state-owned public marine terminals, the Maryland Department of Transportation Maryland Port Administration's (MDOT MPA) environmental management system has helped to create some significant sustainable advances that will benefit the Port of Baltimore for many years.

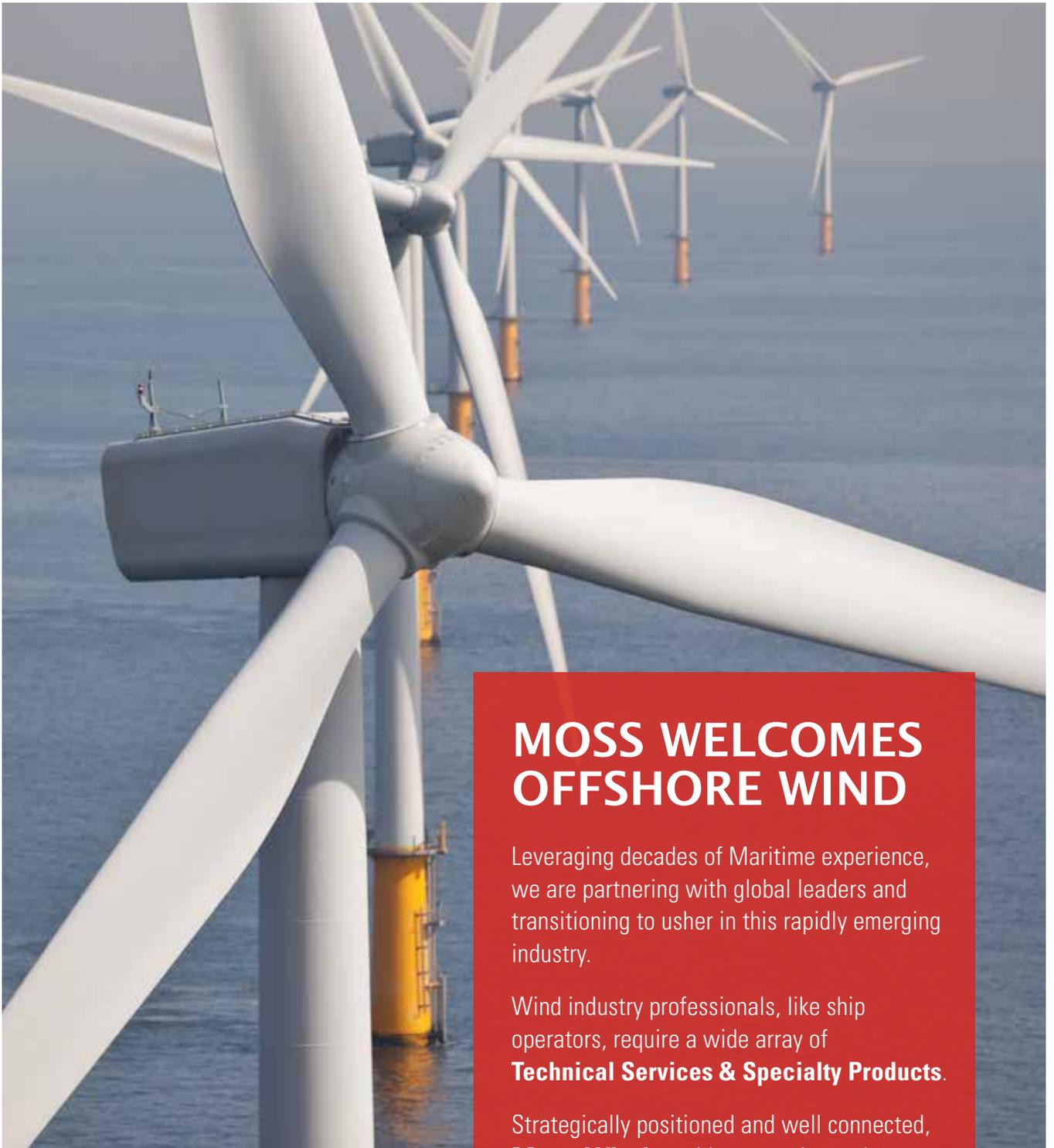
Our Dredged Material Management Program is creating innovative and beneficial reuses of sediment

dredged from our channels to rebuild long-eroded islands in Maryland waters that are today home to hundreds of different species of waterfowl and wildlife.

The greater Port also benefits from groups like the Baltimore Port Alliance, Maryland Department of the Environment, Maryland Environmental Service, individual marine terminal operators and other Port businesses, as well as our industry and regulatory partners that all make significant contributions to a greener Port.

We look forward to continuing to work closely with our partners so we can meet our commercial and environmental challenges.

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



← Pictured are: (front row, from left) Matthew Barra, Compliance Investigator for the Consumer Product Safety Commission; David Stambaugh, former General Manager of the Baltimore Maritime Exchange; Matthew Travis, State Plant Health Director for the U.S. Department of Agriculture; and Capt. Joseph Loring, Captain of the Port for the U.S. Coast Guard Sector Maryland-National Capital Region. (Back row, from left) Natasha Pavlovich, Intermodal and Federal Agencies Liaison for the Maryland Department of Transportation Maryland Port Administration; Armand Patella, Chairman of the Intermodal Council Maryland Motor Truck Association; Larry Smith, Vice President of Belts Logistics Services; Catherine Cockey, Wildlife Inspector for the U.S. Fish & Wildlife Service; Rupert Denney, President of the Maryland Maritime Association; and Capt. Eric Nielsen, President of the Association of Maryland Pilots.

EVENTS

Port's Federal Agency Quality Work Group Signs Pledge

The Port of Baltimore's Federal Agency Quality Work Group signed its 2019 pledge during a Baltimore Port Alliance meeting, agreeing to serve mutual Port customers by communicating and addressing specific issues, events, incidents and concerns between federal, state and local agencies and Port customers. 🌐

OBITUARY

Charles "Steamboat" Markowski Passes Away at Age 72

Charles "Steamboat" Markowski, former President of International Longshoremen's Association (ILA) Local 953, passed away peacefully at his home on April 7 at the age of 72.

Markowski served

the ILA on the Baltimore waterfront for 51 years.

"The name 'Steamboat Markowski' now takes its rightful place at the top of historic and legendary figures in the Port of Baltimore along with Richard Hughes and Helen

Bentley," said Harold Daggett, International President of the ILA. "As President of ILA Local 953, Steamboat delivered powerful ILA contracts benefiting his Baltimore members and their families.

"He was a man who loved his family, treasured the gifts that the ILA had brought him and always strove to make his family



and friends feel welcomed and loved."

A funeral was held at the Transfiguration Catholic Church in Baltimore on April 15. 🌐

NEWSMAKERS

Baltimore Steamship Trade Association Welcomes New GlobalSim Simulator

Utah-based GlobalSim Inc. has completed the installation of a full-mission crane simulator for the Steamship Trade Association of Baltimore at the Port of Baltimore.

The simulator is now fully operational and will be used to train operators for ship-to-shore, rubber-tyred gantry and ship pedestal cranes. "This is one of our latest and greatest simulators," said Brad Ball, Vice President of Sales and Marketing at GlobalSim Inc. "The Steamship Trade

Association of Baltimore had some unique needs, and we were able to work to deliver this system to them in a timely fashion. It should take their training to a new level."

The simulator is a GlobalSim 5th Generation Full Mission system and includes eight flat-panel 4k displays. The entire system is built upon a proprietary 3 DOF (degrees of freedom) motion base that moves the entire simulator and gives the crane operator the realistic motions he or she would feel while operating a real crane.

The controls and buttons on the simulator are authentic and laid out almost exactly like the real cranes at the Port. The system also features an instructor control station that allows operators to practice unlimited scenarios — including difficult weather environments and other emergency situations — that cannot be easily practiced on real equipment. 🌐

NEWSMAKERS

Port Enjoys ANOTHER RECORD YEAR

In 2018, the state-owned public terminals at the Port of Baltimore handled the most containers, cars, construction equipment and other types of general cargo in its history, according to Gov. Larry Hogan's administration.

A record 10.9 million tons of general cargo was handled at the Port last year, the third consecutive year exceeding the 10 million ton mark. Additionally, new individual cargo records were established for containers, cars and imported roll-on/roll-off (ro/ro) machinery.

General cargo includes cars and light trucks, containers, ro/ro machinery (farm, mining and construction equipment), forest products (rolled paper and wood pulp) and breakbulk cargo. The upsurge in cargo mirrors an increase in jobs and the economic impact of the Port noted in a recent study on the public and private terminals' 2017 success at the Port of Baltimore.

"There has been no better example of Maryland being open for business than the Port of Baltimore," Gov. Hogan said. "As one of our leading economic engines,



As one of our leading economic engines, the Port generates good-paying, family-supporting jobs for tens of thousands of Marylanders and will continue to create more jobs and economic benefits for our state."

— Gov. Larry Hogan

the Port generates good-paying, family-supporting jobs for tens of thousands of Marylanders and will continue to create more jobs and economic benefits for our state."

The 2018 surge in general cargo at the state-owned public terminals of the Port of Baltimore puts the public and private terminals combined on target for more records in 2019. The recent study, conducted by Martin Associates of Lancaster, Pennsylvania, shows record numbers for the public and private terminals in 2017.

The recent report also shows an increase in jobs and economic benefits from 2014 to 2017:

➤ Direct jobs at the Port increased from 13,650 to 15,330. Direct jobs include jobs with railroads, trucking companies, terminal operators, cargo handling, manufacturing, security, towing, pilots, ocean carriers and

freight forwarders, as well as U.S. Coast Guard and Customs and Border Protection personnel. The total number of jobs in Maryland linked to the Port increased from 127,600 to 139,170.

➤ The Port's average annual salary for a direct jobholder is 9.5 percent higher than the average annual wage for the State of Maryland, according to the U.S. Bureau of Labor Statistics.

➤ Total personal income for Port workers increased from \$2.9 million to \$3.3 million.

➤ The Port generated \$2.6 billion in business revenues in 2017, up from \$2.2 billion in 2014.

➤ Port business generated \$395 million in state, county and municipal tax revenues, a 27 percent increase from \$310 million in 2014. 🌐



↑ *The exhibit will allow children to operate a gantry crane, using it to move container blocks over visitors' heads and onto the deck of a ship. Next page: The ship at the center of the exhibit will feature an engine room, which communicates with the captain's bridge through a whisper tube. A scanner-like structure allows children to "look inside" container blocks.*

EVENTS

Port Discovery Children's Museum to Open Port Exhibit

"The Port," a forthcoming permanent exhibit at Port Discovery Children's Museum, will allow children age 10 and younger to explore real jobs at the Port of Baltimore through play.

"The exhibit pays homage to the 300-year-old industry that created our city," said Abbi Ludwig, Port Discovery's Marketing Director. The exhibit will be dominated by a massive ship's prow that includes a bridge with interactive components, such as throttle controls, gauges and a ship's wheel.



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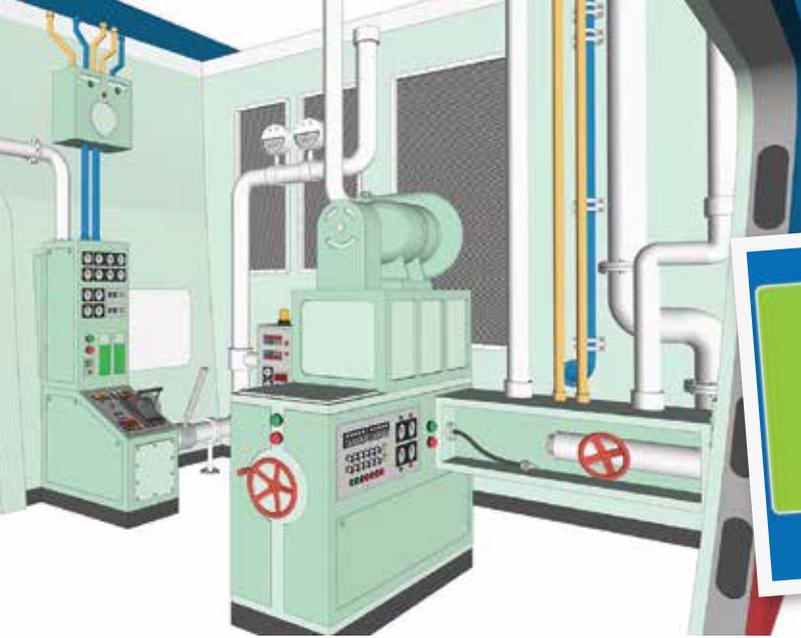


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“Children can role-play as the ship’s captain and sailors, navigators, engineers, stevedores and merchants,” said Ludwig. “The educational outcomes include STEM concepts of sorting, weighing and transporting a variety of products.”

The exhibit is slated to open later in 2019. Port Discovery’s goal is to raise \$10.5 million toward the cost of the

exhibit, with \$9.7 million already raised as of early March.

“Our goals for the exhibit include providing a deeper understanding of the Port, the work that happens there and the people connected to it,” said Ludwig. “The exhibit will tell a story that presents Baltimore as an important connector in a vast network of trade, commerce and culture.”



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NEWSMAKERS

MTC Logistics promotes Andrew B. Janson to President

Andrew B. Janson was named President of MTC Logistics after joining the firm as Chief Operating Officer in June 2018.

As President, Janson will be responsible for providing strategic leadership for the company as it expands its presence to serve its customers' logistics needs. Janson has served in senior leadership roles throughout his 23 years in the temperature-controlled supply chain industry.

Harry D. Halpert, Chairman of the Board of MTC Logistics, credited Janson with his vision and values for the company. MTC Logistics plans to open its newest International Distribution Center in Mobile, Ala., and expand its transportation offerings.



"His operational experience, customer-centric approach and positive leadership style exemplify the company's 'Warm Service, Delivered Cold' spirit," Halpert said. "Secondly, I would like to thank Brooks Royster for his dedication and service to MTC Logistics and his years of service as President. We are thrilled Brooks will remain with MTC Logistics in charge of International Supply Chain Solutions."

Janson was also named Chairman of the International Association of Refrigerated Warehouses. 🌐



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AWARDS

Royal Caribbean Named One of World's Most Ethical Companies

Royal Caribbean Cruises Ltd. was recognized as one of the 2019 "World's Most Ethical Companies" by the Ethisphere Institute, an Arizona-based organization that defines and measures corporate ethical standards.

Royal Caribbean has been recognized since 2016 and is the only honoree in the Leisure & Recreation industry category.

In 2019, 128 honorees were recognized, spanning 21 countries and 50 industries. The 13th class of honorees profoundly illustrates how companies continue to be the driving force for improving communities, building capable and empowered workforces and fostering corporate cultures focused on ethics and a strong sense of purpose.

"We recognize that corporate responsibility and accountability is increasingly driving decisions made by our guests, business partners and our employees," said Richard D. Fain, Chairman and CEO, Royal Caribbean Cruises Ltd. "This honor is a reflection of our 50-year commitment to demonstrating these shared values every day, and I know our employees take great pride in this recognition." 🌐



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NEWSMAKERS

State Submits INFRA Grant to Upgrade Howard Street Tunnel

The State of Maryland submitted an application for a U.S. Department of Transportation (USDOT) Infrastructure for Rebuilding America (INFRA) grant to double-stack the Howard Street Tunnel and assisted Washington County in submitting its INFRA grant application for the I-81/Halfway Boulevard Freight Connection in Western Maryland.

The INFRA grant application submission for the Howard Street Tunnel follows Gov. Larry Hogan's year-long negotiations with CSX to restore the State of Maryland/CSX partnership to rebuild the Howard Street Tunnel that was delayed by CSX leadership in October 2017. Reconstructing CSX's 124-year-old tunnel will break a rail bottleneck that impacts the entire East Coast and finally allow double-stack trains to reach the Port of Baltimore.

"This is an essential project for the

Port of Baltimore, state of Maryland and the entire East Coast," Gov. Hogan said. "Reconstructing the Howard Street Tunnel will create thousands of jobs, open up new trade lanes for the Port and improve overall freight rail service across our nation. I'd like to thank our leadership team at the Port and CSX for their partnership and willingness to continue working with us on a solution. We look forward to working with our federal partners to make this transformative project a reality."

James J. White, Executive Director for the Maryland Department of Transportation (MDOT) Maryland Port Administration, led the discussions for the state of Maryland. In addition to his advocacy for the project, the MDOT Howard Street Tunnel application received more than 100 endorsements across Maryland and up and down



the East Coast. MDOT received support letters from a vast range of people, representing businesses, environmental groups and government, calling for federal funding to make the necessary infrastructure adjustments to the Howard Street Tunnel.

Height restrictions within CSX's Howard Street Tunnel currently prevent the shipment of double-stacked intermodal containers (two shipping

NEWSMAKERS

MDOT MPA Recognizes Stambaugh for Service to Port

Maryland Department of Transportation Maryland Port Administration Deputy Executive Director Dave Thomas presented Dave Stambaugh, formerly of the Baltimore Maritime Exchange (BME), with a Port of Baltimore citation and ship's wheel for his decades of contributions to the local community. Stambaugh officially retired as General Manager of the BME on Jan. 1.

"In recognition of your retirement, we thank you for your more than 45 years of dedication to the Port of Baltimore community," the citation said. "You were a significant reason why the Baltimore Maritime Exchange became such a valued and trusted asset. From maintaining important records dating back years to leading the BME into the digital world, your efforts were nothing short of excellent.

"The BME became a contributing presence to local Port of Baltimore organizations like the Baltimore Port Alliance and the Propeller Club because of your involvement. You



↑ Dave Thomas (left), MDOT MPA Deputy Executive Director, awarded Dave Stambaugh, formerly of the Baltimore Maritime Exchange, with a Port of Baltimore citation and ship's wheel for his years of service to the local community.

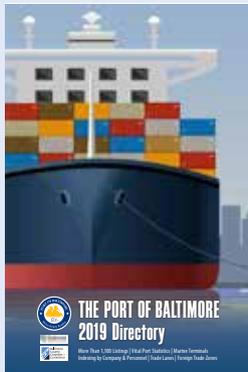
have also been a relentless advocate for the Port of Baltimore and have always been known for your unbridled passion for what this Port means to the city of Baltimore and state of Maryland. We offer our deepest appreciation for all you have done and wish you fair winds and following seas." 🌐



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



BPA Digs in to Spruce up Community Garden

Tucked in a former vacant lot atop a hill overlooking the community of Curtis Bay and the Patapsco River sits the Filbert Street Community Garden. This one-acre lot provides green space to South Baltimore's urban and industrial landscape.

Community members grow flowers and vegetables there, keep bees and foster a habitat for ducks, geese, chickens and even two dwarf goats.

Dedicated volunteers have run the garden since 2010 as a place to nurture crops and experience the

tranquility a garden offers. The plot is also an outdoor classroom for those unfamiliar with how vegetables are grown and where eggs and honey come from.

The Baltimore Port Alliance (BPA) Environmental Committee, which has been looking for ways to expand its community outreach, recently had an opportunity to help the Filbert Street Community Garden get a jump on the growing season.

The garden's steward, Rodette Jones, identified the need to move a large quantity of mulch inside



BILL MCALLEN

the garden fence along a row of raised beds.

One early spring Saturday, about 40 BPA volunteers, along with the garden's stewards and community members, dug in to move the mulch and some dirt into a raised bed for growing vegetables and flowers, turn

over planting beds and plant some early crops.

In a few hours, the group accomplished what would have taken one person 90 hours, estimated Mr. Charles, the garden's animal caretaker.

"The chicks, ducks, Billy goats, bees and staff at the Filbert Street Community Garden can look forward to a great gardening season," said Jones.

"I would like to . . . express thanks from the entire Filbert Street Garden staff for the tireless effort that your organization provided and the high degree of interest your organization showed toward the preservation of the Filbert Street Community Garden green space. Your efforts greatly assisted in maintaining the garden for another gardening season."

During the cleanup, Marvin Hayes, Program Manager for the Baltimore Compost Collective, talked about his program, a service that collects food scraps from residences in the Curtis Bay, Federal Hill, Riverside Park and Locust Point neighborhoods and composts the material at the garden.

The collective also operates a youth entrepreneurship program that employs teenagers and trains them in workforce skills through guided, hands-on experience managing a small-scale composting operation. The compost they create goes into the Filbert Street garden.

"On behalf of the Baltimore Port Alliance, I'd like to share a sincere thank you to the volunteers who turned out on their Saturday morning to assist the Filbert Street Community Garden," said Rupert Denney, Co-Chair of the BPA's Environment Committee and General Manager of C. Steinweg. "It was especially gratifying to see so many kids turn out with their parents — hopefully we can continue to engage the next generation and make these events truly a family outing."

Volunteers were from the Maryland Department of Transportation Maryland Port Administration (MDOT



MPA), Ports America Chesapeake, Vane Brothers, John S. Connor, Inc., BalTerm, C. Steinweg, Maritime Applied Physics Corporation, EcoLogix Group and Pride International.

"Accomplishments at the Port of Baltimore are closely aligned with the stewardship of Maryland's natural resources and the well-being of neighboring communities. MDOT MPA is committed to being a good neighbor to all the communities that surround our terminal operations," said Bill Richardson, Co-Chair of the Baltimore Port Alliance and MDOT MPA's General Manager, Safety, Environment & Risk Management. 🌍

For more information, visit filbertstreetgarden.org or baltimorecompostcollective.org.



BILL MCALLEN

Volunteers from several Port-related businesses and organizations joined Curtis Bay community members in getting a jump on the growing season at the Filbert Street Community Garden. The group moved mulch and filled raised beds, readying the plot for flowers and vegetables, and keeping the area friendly to bees, chickens and other small animals.

↓
Poplar Island will have more than 1,700 acres for birds and other wildlife when completed.



It's Always Christmas on Poplar Island

Christmas lingers well into spring at Poplar Island in Talbot County, and the birds and wildlife there welcome it.

What they welcome are the cozy homes and nesting spots amid the drying branches of discarded Christmas trees. Piled high to create a mound, the evergreens offer small cavities amid the prickly branches that often provide ready-made nests.

Because Poplar Island is still being rebuilt with dredged material from shipping channels, it does not yet have mature growth for nests and wildlife in all areas. That's where the Christmas trees come in. "The trees do provide some cover, at least in young wetland cells, until the shrub community develops," said Peter McGowan, a biologist on the Poplar Island Management Team for the U.S. Fish and Wildlife Service.

"The remnants of original Poplar Island would not have provided much nesting bird habitat," added Michelle Osborn, Lead Environmental Specialist for the Maryland Environmental Service (MES) on Poplar Island.

For more than a dozen years, area residents have repurposed their Christmas trees to benefit wildlife on Poplar. The journey starts with the Easton Public Works Department, which collects the trees at curbside and takes them to Tilghman Island, where Phillips Wharf Environmental Center provides temporary storage and docking for transport. Watermen pick them up for the last part of the journey. This year, about 150 trees were collected, Osborn said.

Employees of MES and the U.S. Fish and Wildlife Services pile the trees within the island's newly restored wetlands. Mallards, red-wing blackbirds, various sparrow species, northern harriers and short-eared owls use the brush piles for perching. Muskrats, meadow voles and mice seek cover in them, as do some snake species, said McGowan.

The black duck population — once almost nonexistent — is also increasing. McGowan attributes this not so much to the Christmas trees as to the quality of habitat now on the island.

"The shrub community and high marsh have become well established in many of the older wetland cells, providing excellent nesting cover for black ducks, which, unlike their close relative, the mallard, are very sensitive to human disturbance and require more isolated areas for successful nesting," he said.

In the 1990s, Poplar Island eroded to about five acres from the 1,140 acres that existed in the mid-1800s. By depositing the sediment dredged from approach shipping channels to the Port of Baltimore, the U.S. Army Corps of Engineers and the Maryland Department of Transportation Maryland Port Administration have restored more than 370 acres since 2001. When it is finished, Poplar Island will have more than 1,700 acres for birds and other wildlife. Already, more than 230 species of birds have been sighted there, as well as deer, otters, muskrats and other mammals. 🌐



Fairfield's Largest Stormwater Project Nears Completion

The largest stormwater management project at the Port of Baltimore's Fairfield Marine Terminal is expected to be operational by early summer.

A large underground sand filter will absorb and treat the runoff from 14 acres, at least twice what earlier sand filters at the Port have treated. This filter replaces a wet basin — a ship's berth confined on three sides — that caught the stormwater runoff and drained it into the harbor. But that basin was filled in as part of a project to use dredged material to create a 7.5-acre parking lot for 20,000 vehicles.

"We are treating more terminal area than what is required, over 14 acres," said Craig Huntley, Project Engineer and Senior Civil Engineer for

Moffatt & Nichol, Inc.

The sand filter is the last part of a multiproject \$10 million grant from the U.S. Department of Transportation. That Transportation Investment Generating Economic Recovery (TIGER) grant funded the completion of the additional parking for vehicles at the Fairfield terminal.

If the runoff is not filtered, when it rains, the oil, grease and sediment on the parking area will run off and end up in the Chesapeake Bay. The first inch of runoff, which contains most of these substances, will now go into a storm drain, settle into the sand filter, flow into perforated pipes and eventually drain into the Bay — cleaner than when it started.

Moffatt & Nichol has done multiple stormwater-management projects at the Port, but this one is somewhat different. In addition to being the largest, the project is "a rare opportunity to work with a new area that did not have the utilities and other constraints that parts of the Port have," said Andrew Forbes, Civil Engineer for Moffatt & Nichol.

This is possible because the sand filter is being installed as the vehicle storage space is under construction.

The TIGER grant was also used to deepen the access channel to Seagirt Marine Terminal to allow the largest container ships to reach the Port's most modern container terminal and to expand railroad access at Fairfield by building a new rail loading and unloading facility there. 🌐



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Partnership Helps 1,000 Trees Grow in Baltimore

From Harlem Park to Highlandtown and beyond, Baltimore City is greener — and environmentally cleaner — thanks to Maryland Department of Transportation Maryland Port Administration’s (MDOT MPA) Urban Forestry Partnership.

The partnership between the Maryland Environmental Service (MES) — on behalf of MDOT MPA — and the nonprofit Blue Water Baltimore (BWB) has its roots in clean water and clean air. Trees help manage stormwater by intercepting rainfall from paved surfaces, which stops polluted water from entering local waterways. Trees also absorb carbon dioxide to help clear the air.

MDOT MPA pays for the trees and solicits help in planting them. BWB recommends appropriate trees and sites based on communities’ interests and Port priorities. Dedicated to restoring Baltimore’s rivers, streams and harbor, the nonprofit also plants many of the trees, waters them during the first year, checks them quarterly and replants any lost trees each fall.

MDOT MPA receives environmental credit for the benefits the trees have on the quality of water flowing into the Chesapeake Bay. The tree canopies also promote energy



MDOT MPA receives environmental credit for the benefits the trees have on the quality of water flowing into the Chesapeake Bay.

savings by providing a cooling effect and help to create wildlife habitats.

“We are always looking for win-win opportunities, and everybody loves trees,” said Bill Richardson, General Manager of MDOT MPA’s office of Safety, Environment & Risk Management. “Planting trees helps the Port meet its permit requirements, but it’s also great for our neighbors.”

MDOT MPA spends \$200,000 a year — about \$400 per tree — on the forestry project, said James Jett, Lead Environmental Specialist for MES.

During the first two years, 216 volunteers planted 1,000 trees in Harlem Park and along Route 40 in West Baltimore, Cherry Hill, Clifton Park and Highlandtown. The partnership also helped develop green jobs and support environmental education activities.

Year three kicks off in April with the planting of 320 trees along residential blocks in the Belair-Edison neighborhood of Northeast Baltimore. Other 2019 projects include the Mondawmin area near Frederick Douglass High School and communities adjacent to the Port, such as St. Helena, Brooklyn and Curtis Bay.

“We’re planning to design and plant along Broening Highway ... to help reduce and trap truck emissions along the Port’s main traffic corridor,” said Darin Crew, BWB’s Senior Manager for Nursery and Forestry. “Conifers and evergreens tend to trap more particulate matter, but also density of plantings can help [emissions] removal.” 🌍



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Poised for GROWTH

TRADEPOINT ATLANTIC CREATES JOBS BY ATTRACTING WORLD- CLASS DISTRIBUTION CENTERS

BY TODD KARPOVICH | *Photography Courtesy of Tradepoint Atlantic*

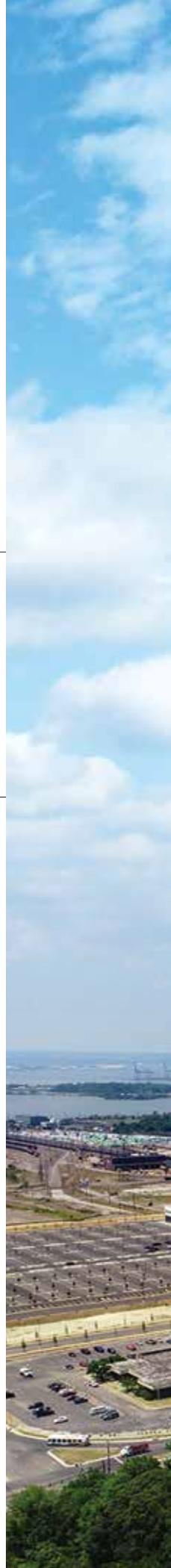
Tradepoint Atlantic is a prime destination for some of the region's biggest distribution centers because of its state-of-the-art facilities, easy access to United States markets and proximity to the Port of Baltimore.

The sprawling site currently has 337 acres under construction, representing 3.4 million square feet. Tradepoint is built on the former home of Bethlehem Steel, which once employed tens of thousands of steel workers, and is carrying on that tradition of providing jobs for the local economy.

James J. White, Executive Director of the Maryland Department of Transportation Maryland Port Administration, credits Mike Mullen, Chairman of Tradepoint, for helping spur economic activity around the region.

"Mike Mullen and his team have done a great job," White said. "We're very excited about Volkswagen and Tradepoint's efforts to help us remain the number one port in the nation for autos. We look forward to continuing to work closely with them to grow business and increase economic benefits for Maryland."

Over the last year, Tradepoint has continued to work on environmental commitments, prepare the site for additional development and modernize





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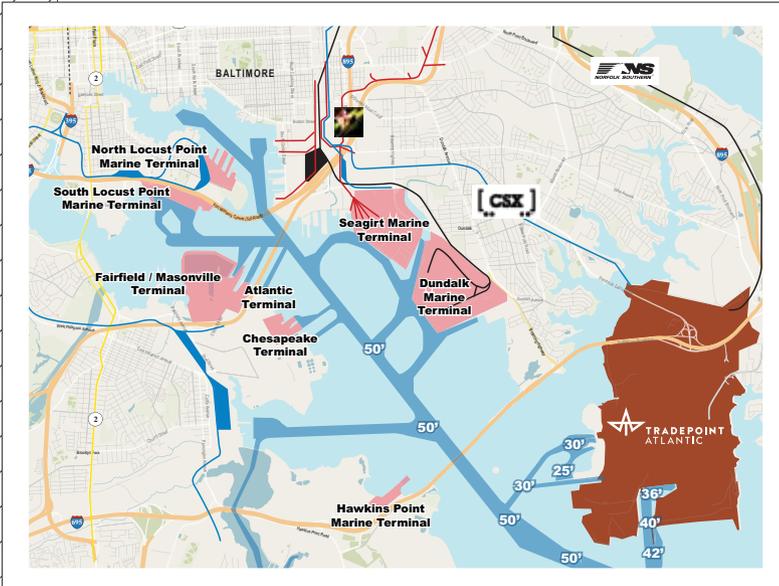
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↑ A short-line railroad serves almost all of Tradepoint Atlantic with 100 miles of track. Connecting to two Class I railroads, CSX and Norfolk Southern, tenants and shippers are able to easily reach markets across the United States.

the Port facilities, according to Aaron Tomarchio, Tradepoint's Senior Vice President, Administration and Corporate Affairs. Tradepoint has also been working on projects to expand infrastructure for water, sewer and electrical capacity.

In addition to its proximity to the Port, Tradepoint also has easy access to major rail lines and to highways that put companies within a day's drive of one-third of the U.S. population.

"The mid-Atlantic and Baltimore, in particular, are very popular for this new distribution model that is starting to take shape in our economy," Tomarchio said.

He said Tradepoint is a model for an effective public-private partnership. The firm has developed close ties with the MDOT MPA.

"The relationship with the Port of Baltimore is great," Tomarchio said. "We have a synergy with the Port. There's active coordination on the sales front with attracting shippers.





TRADEPOINT ATLANTIC



We are able to make the case for an efficient distribution model off-port.”

During the past several months, TradePoint has signed tenants who will provide thousands of new jobs:

- **Amazon** opened an 855,000-square-foot fulfillment center that will employ more than 2,000 people.
- **Home Depot** has leased 1.2 million square feet of space in two new distribution warehouses.
- **Floor & Décor** announced plans to open a 1.5-million-square-foot distribution center that will create 150 full-time jobs by the end of 2023.
- **Volkswagen Group of America** is building a 166,000-square-foot import-processing facility on 115 acres that will provide 100 full-time jobs.

“Through state-of-the-art facilities like this one, this powerful partnership is helping to solidify Maryland’s reputation as a business-friendly environment by bringing meaningful, transformative investment and thousands of



good, high-paying jobs for our citizens,” Gov. Larry Hogan said about Tradepoint.

In late 2018, Perdue Agribusiness, a division of Perdue Farms, announced plans to build a \$30 million organic grain receiving and storage facility at Tradepoint. This new site will help meet the rising demand for organic feed ingredients for Perdue Foods and other companies in the region. The facility will also include grain and oilseed processing/milling and support more than 25 new jobs.

“Expanding our grain operations at Tradepoint Atlantic and the Port of Baltimore will support the continued growth of our organic poultry production in the region,” said Perdue Farms CEO Randy Day.

Will Anderson, Director of the Baltimore County Department of Economic and Workforce Development, noted: “Perdue joins

FedEx, Amazon, Under Armour and Pasha Automotive in recognizing the advantages of Tradepoint Atlantic — a great Sparrows Point location in the Port of Baltimore. Perdue’s organic grain and storage facility will feed their business and our economic growth through \$30 million in new private investment.”

Tradepoint will eventually generate 11,000 permanent jobs and \$2.9 billion in annual economic impact, while adding to Maryland’s gross domestic product “as one of North America’s most strategic commercial gateways.”

Tradepoint Atlantic aligns well with the mission of MDOT MPA. The site encompasses 3,300 acres and has two Class I railroads. Cargo that comes into Baltimore needs to be stored and deployed, and Tradepoint is well suited to handle these needs, which will ultimately attract more companies to the Port.

Acknowledging the Past

Tradepoint Atlantic has a partnership with the Baltimore Museum of Industry to create a long-term exhibit slated to open in 2021. The exhibition will be dedicated to the legacy of Sparrows Point and its 125-year history of steelmaking as the site of Bethlehem Steel — a vital catalyst for Baltimore’s industrial transformation.

“As we work on transforming Sparrows Point into a new center for global commerce, we are ever mindful that we are also the stewards of a rich American legacy that spans generations of Maryland families,” said Tradepoint’s Aaron Tomarchio.

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permanent
jobs will be
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\$2.9
billion
in annual
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Last year, TradePoint received a \$20 million Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation to further boost infrastructure, the largest amount allocated to any port in 2018. Because the public sector is dealing with budget deficits and high debt levels, it must be careful to allocate funds to developments that will support growth and generate a high return, according to TradePoint officials. Therefore, the award to TradePoint indicates that its importance to the economy — locally and nationally — is significant. 🌐



GREEN Pays Off

SMART STRATEGIES, COMMITMENT
BOOST ENVIRONMENTAL PROGRESS

T

he Port of Baltimore scored major environmental victories during the past year, while also continuing record-setting business and cargo shipments.

With the arrival of ever-larger numbers of autos, light trucks, farm and construction equipment and other major imports and exports, for example, reducing diesel emissions is no small feat and could not have

been accomplished without hard work and a commitment to environmental sustainability.

That is just one of the environmental accomplishments of the past year. Others include the successful reuse of dredged material from the shipping channels, innovative approaches to controlling stormwater run-off and the making of a star — Mr. Trash Wheel, who with his colleagues, Professor Trash Wheel and the newcomer Captain Trash Wheel, has attracted quite a following in his fight for trash-free water.

In the spring, the Port of Baltimore garnered international attention when it hosted the 2018 International GreenPort Congress — the first time the conference took place in North America. The event brought together more than 200 maritime and environmental professionals from around the world.

BY MARY MAUSHARD



Air Quality

The focal points of the Port's air-quality improvement program are the highly successful diesel-emission reduction program and the cargo-hauling equipment replacement project. These programs have received substantial federal and state grants to help private haulers and other Port users to replace aging, higher-exhaust-emitting equipment with newer, more efficient engines.

A 2018 grant from the Environmental Protection Agency includes funds for replacing up to 35 dray trucks, pushing the program's total above 200. Truck owners can receive half of the purchase price — up to \$30,000 — of a 2013 or newer model, replacing trucks from model years 1996 to 2006. Also included in that \$2.4 million award are funds for 30 pieces of cargo-handling equipment, such as forklifts and top loaders, and two new, cleaner diesel engines to repower the *Spirit of Baltimore*, a tour boat that operates at the Inner Harbor.

"In recent years, MDOT MPA has been very successful in receiving competitive federal grants to improve air quality," said Shawn Kiernan, Environmental Manager for the Maryland Department of Transportation Maryland Port Administration (MDOT MPA). "Our



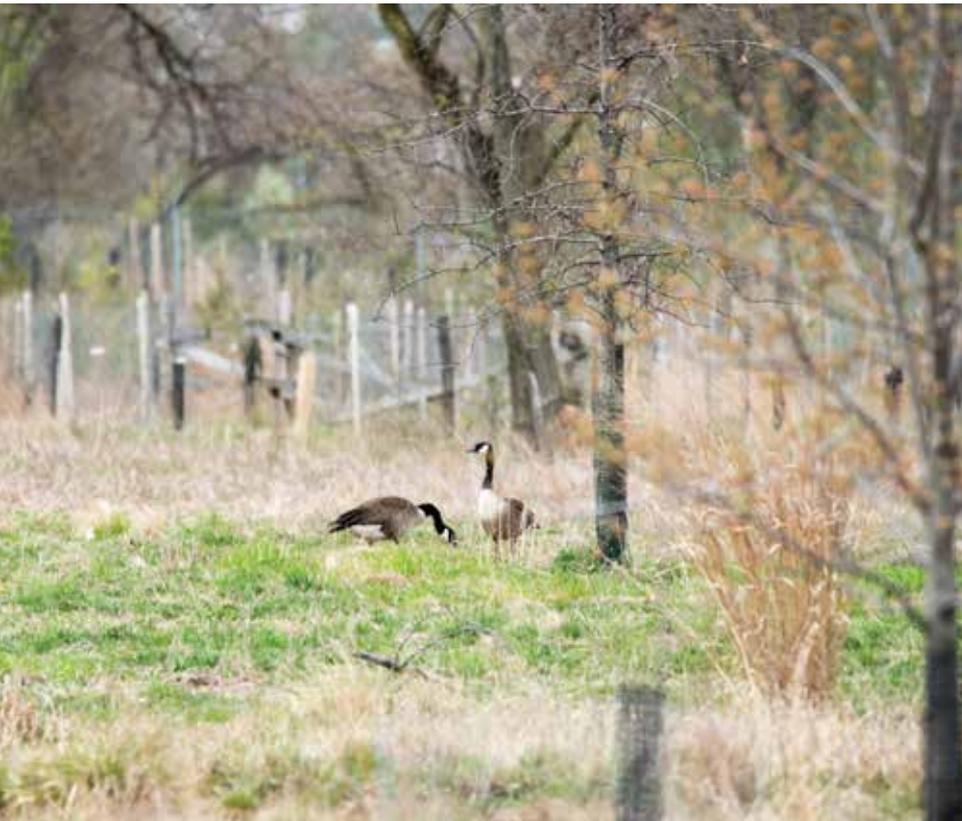
DONOVAN EATON PHOTOGRAPHY

→ **With the help of federal grants, the Port is able to replace older equipment with newer models, such as this Western Star Tier 4 dump truck, reducing diesel emissions and the pollutants that contaminate the air.**

program has been greatly enhanced by the support that we've received from local communities."

These replacements will result in lifetime emission reductions of approximately 37 tons of particulate matter, 398 tons of nitrogen oxides, 165 tons of carbon monoxide and 724 tons of carbon dioxide. Altogether, air-quality initiatives undertaken by MDOT MPA and its partners have reduced the lifetime amount of air pollutants by more than 10,000 tons.

→ *The John Deere Tier 4 rubber-tire front-end loader and an all-electric vehicle, far right, are also among the new energy-efficient, emissions-reducing equipment at the Port. The electric vehicle is used to make short trips and move supplies around the terminal.*



DONOVAN EATON PHOTOGRAPHY

Dredged Material Reuse



MDOT MPA's dredged material reuse program became an award winner once again in 2018 when the American Society of Landscape Architects (ASLA) recognized it with the prestigious ASLA Professional Award for design, presented to Mahan Rykiel Associates of Baltimore. "Design With Dredge: Resilient Landscape Infrastructure in the Chesapeake Bay" was selected for identifying innovative strategies to safely reuse dredging material in the region, where 1.15 million cubic yards of sediment must be removed each year from the Baltimore harbor to keep the Port operating.

All of that sediment has to go somewhere, but not just anywhere. Maryland's Dredged Material Management Program (DMMP) has



DONOVAN EATON PHOTOGRAPHY

Air pollutants reduced by 10,000 tons



DONOVAN EATON PHOTOGRAPHY

1.15 million cubic yards of sediment must be removed each year



← Dredged material is on the move from the storage area at Cox Creek Dredged Material Containment Facility for use at another containment site at Hawkins Point. Below: almost completely restored with dredged material, Hart-Miller Island is a popular recreational center with boating, fishing and swimming among the activities and many species of birds and wildlife.

guided this work for nearly 20 years and created not only award winners but also national models. Now Hart-Miller Island, Poplar Island, Masonville and Cox Creek are all rich habitats for birds, fish and other wildlife — and recreational areas for visitors.

MDOT MPA also found another use for this dredged material. In December, Baltimore received 6,000 cubic yards of the material to use as an alternative daily cover for a landfill.



Water Quality



TRASH WHEELS

Captain Trash Wheel became the newest addition to the family of garbage-eaters that ply the Inner Harbor and other waterways, preventing tons of plastic, Styrofoam and cigarette butts from floating into the Chesapeake Bay.

Mr. Trash Wheel, the first of the threesome, sponsored in part by MDOT MPA as mitigation for projects around Masonville, is something of a social media celebrity and a beloved Baltimore icon.

All this attention has not deterred the Trash Wheel trio from doing their primary job. All in all, they collected more than 360 tons of trash in 2018.

CLEANING WATER

The Algae-to-Energy project moved into Phase 3 this year. As the algae flow-way continued to clean water from the Patapsco River by growing algae to remove undesirable nutrients, the project focused on producing biogas from the algae to feed a fuel cell that produces electricity.

An innovative above-ground sand filter went to work at the Dundalk Marine Terminal this fall, cleaning stormwater that runs off a two-acre parking lot. "This project is extremely important to MDOT MPA as a way of treating stormwater run-off and was installed with no impact to Port operations," said Bill Richardson, General Manager of MDOT MPA's office of Safety, Environment and Risk Management.



TREE PLANTING

The MDOT MPA Urban Forestry Partnership planted — 1,000 trees in two years across Baltimore City to improve stormwater runoff and air quality in neighborhoods. MDOT MPA purchases the trees and partners with the nonprofit Blue Water Baltimore to oversee the plantings and help to maintain the trees. The planting events attract volunteers from around the Port and many community organizations.





BILL MCALLEN

↑ *Captain Trash Wheel, above, has had a busy year collecting trash at Masonville Cove. The above-ground sand filter, bottom left, is an innovative way to manage storm-water runoff at Dundalk Marine Terminal.*

Community Projects



The Port of Baltimore has long worked to be a good neighbor to communities on its perimeter and those affected by Port traffic and emissions. More than 19,400 people attended 440 events hosted by MDOT MPA and its partners last year. The Port extended its reach out to 22 Baltimore communities through partnerships such as BMORE Beautiful and the Baltimore Port Alliance (BPA). This nonprofit group of maritime business representatives is dedicated to addressing the needs and interests of communities affected by the Port.

In 2018, the BPA donated tools to BMORE Beautiful, a pilot peer-to-peer community beautification project, so neighborhoods could borrow tools for community gardening and improvement projects. BPA members and friends helped remove a downed tree from the Madeira Street Community Garden in East Baltimore, planted 150 trees in Cherry Hill in the spring and sponsored a fall compliance workshop on air quality and community health. 🌍

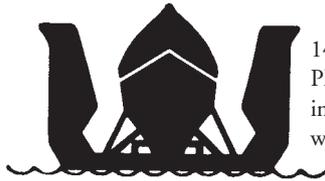
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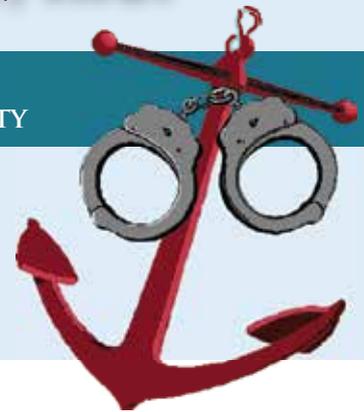
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FLOOR & DÉCOR TO OPEN MAJOR DISTRIBUTION CENTER AT PORT

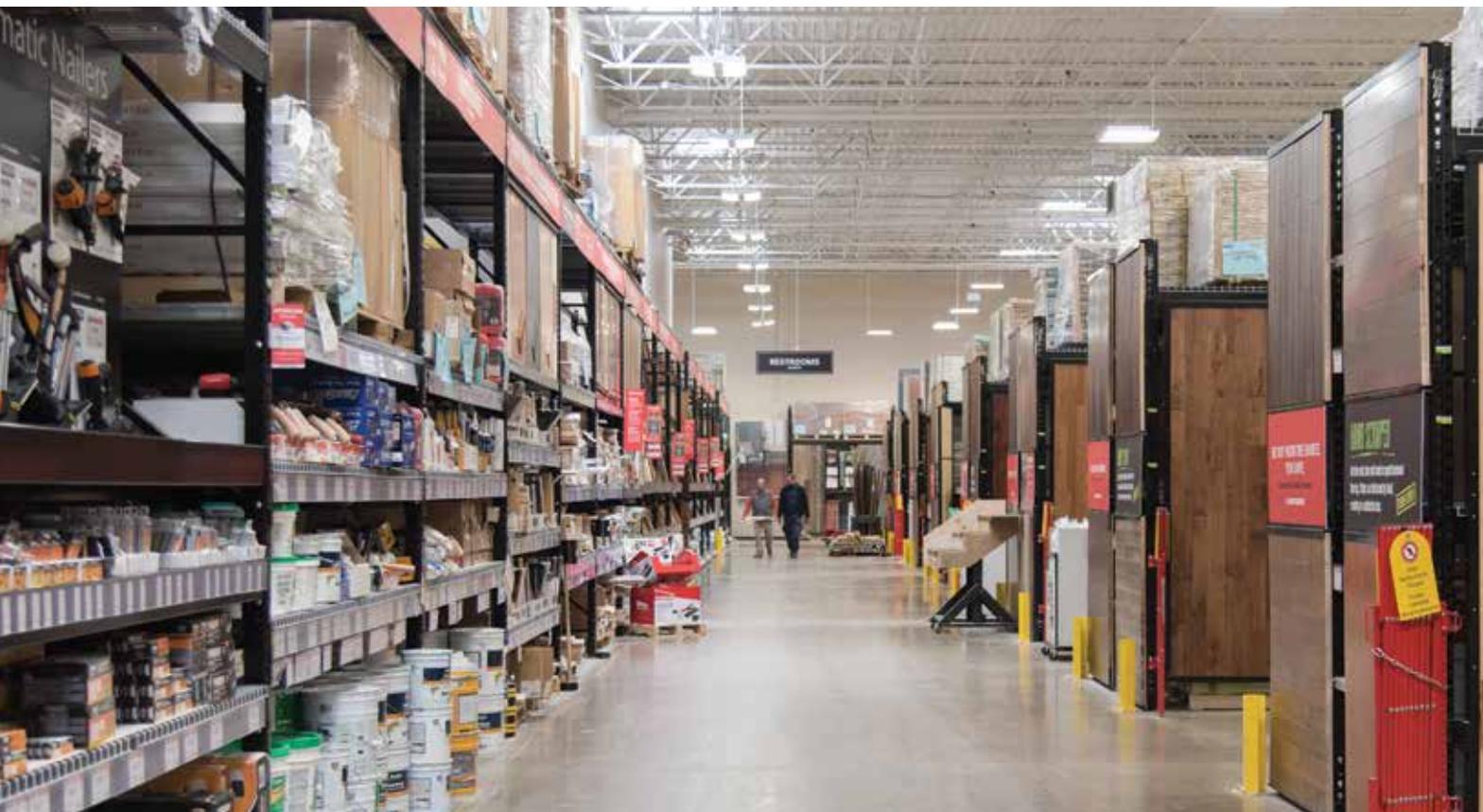
BY **MERRILL WITTY** | *Photography by Donovan Eaton Photography*

When Floor & Décor's distribution center is full of tile, stone, hardwood and flooring materials of all colors and shapes, the company will be one of the Port of Baltimore's largest customers.

The 1.5-million-square-foot center is due to be completed in the fourth quarter of this year, and its arrival is anticipated both by the fast-growing flooring retailer itself and by representatives of Tradepoint Atlantic — the former Bethlehem Steel site — and the Port.

"Working together with the Commerce Department helped MDOT MPA bring Floor & Décor into the Port of Baltimore," said James J. White, Executive Director of the Maryland Department of Transportation Maryland Port Administration (MDOT MPA). "They recognized the Port's collaborative environment and planned enhancements that align very well with their vision."

For Floor & Décor, an Atlanta-based hard-surface flooring firm with stores in 28 states, the site ushers in





its Northeast expansion.

“The new Baltimore distribution center will service all the existing and new stores in the Northeast, Midwest and mid-Atlantic states,” said Brian Robbins, Floor & Décor’s Executive Vice President of Business Development Strategy.

“We anticipate greater capacity needed for the continued growth of our stores, faster cycle-time from the distribution center to the stores and lower domestic transportation costs,” he added.

For Tradepoint Atlantic, the center means 150 new full-time jobs by 2023 and one of the largest structures in the state.



“ It’s a big win for Maryland and the Baltimore region that a growing national company like Floor & Décor is choosing to open a new facility and bring 150 new jobs.”

— Gov. Larry Hogan

“We are excited to welcome Floor & Décor, another marquee national brand, to Tradepoint Atlantic,” said Eric Gilbert, its Chief Development Officer. “This massive facility will be the largest import distribution center in Maryland.”

Founded in 2000, Floor & Décor has 101 stores, with more planned. (Regional locations include Gaithersburg and Potomac Mills, Md., and Alexandria, Va.) The firm offers the industry’s largest in-stock selection of tile, wood, laminate and natural stone flooring, along with decorative and installation accessories.

The company sources directly from manufacturers or quarries worldwide. “Our flooring can originate from all over the world, including Asia, Europe, Central and South America and the U.S.,” said Robbins.

“Our merchants travel the globe in search of the best product and trend-setting flooring options. Customers have realized the importance of livable floors, yet they still want beauty.”

Floor & Décor said its typical

warehouse-format store averages 75,000 square feet, usually much larger than its competitors. The stores stress visual presentation, everyday low prices, an extensive selection and a local focus, with store managers striving to create a mix of products that meet the needs and tastes of the market they serve.

Current popular options in tile include hexagon shapes, wood looks, mosaics, Moroccan-influenced shapes and glass of all colors. Another huge trend is running flooring — usually tile — across kitchen backsplashes, countertops and up onto walls in any room. Customers who prefer real wood will find dozens of varieties in Floor & Décor stores.

“Floor & Décor has an incredible growth story, and we are happy to aid this growth into the Northeast,” said Nick Porter, Beneficial Cargo Owner Account Representative, Intermodal/Trade Development for the MDOT MPA.

“Brian Robbins and his team have been great to work with. They truly



work to build lasting relationships and partnerships to build their business,” added Porter. “It is easy to see why they have had such tremendous success.”

Porter noted that the decision of where to locate the flooring distribution center was truly a collaborative effort. The company worked not only with Tradepoint Atlantic and the Port, but also with MDOT, the Maryland Department of Commerce, Baltimore Development Corporation and numerous other Port partners.

Gov. Larry Hogan is only one of several state officials looking forward to Floor & Décor’s arrival.

“It’s a big win for Maryland and the Baltimore region that a growing



national company like Floor & Décor is choosing to open a new facility and bring 150 new jobs," Gov. Hogan said. "Attracting this exciting project to Maryland underscores our commitment to keeping our state open for business and working hard to create new job opportunities for Marylanders."

Baltimore County Executive Johnny Olszewski said that bringing rapidly growing companies like Floor & Décor to Tradepoint Atlantic is a great way to increase jobs in the area. There's also the goal to transform Sparrows Point into a prominent trading center, which would in turn attract more businesses.

"By continuing to support the businesses of tomorrow, we can continue Sparrows Point's transformative redevelopment into a vibrant hub for global commerce," Olszewski said.

Maryland Commerce Secretary Kelly M. Schulz added: "From their new facility at Tradepoint Atlantic, Floor & Décor will be in close proximity to the Port of Baltimore, and able to access a number of key interstates to reach one-third of the U.S. population within an overnight drive." 🌐

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GOOD WORKS: The company has a giving-back program called F&D Cares, driven primarily by each store supporting its community. Many of these efforts support military members and their families.

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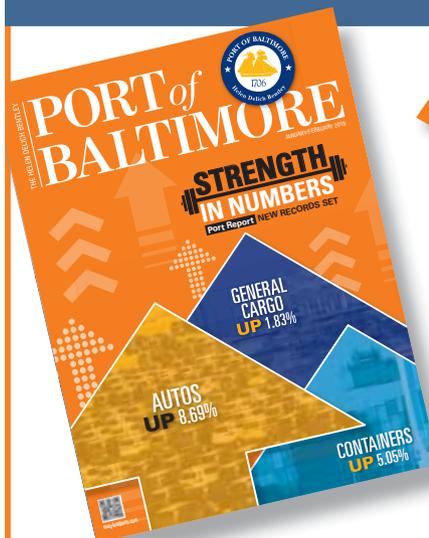
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On the Road

BY MARY MAUSHARD

Photography by
Donovan Eaton Photography





CONTAINERPORT GROUP KEEPS 100 TRUCKS MOVING EVERY DAY

ContainerPort Group (CPG) has been moving containers in and out of the Port of Baltimore for more than four decades. Today, the Port has the fastest-growing intermodal terminal of the 26 in CPG's network, keeping about 100 trucks loaded and on the road every day.

With 110 independent drivers in its Baltimore fleet and a staff of 12 at its Fisher Road office, CPG is among the largest drayage providers at the Port, said Rob Movshin, Vice President of CPG's Northeast region, which includes ports in New York, New Jersey, Pennsylvania and Maryland.

Founded in Cleveland in 1971 as Rail Container Services, the firm is a leading service provider to the transportation industry. In 1973, the company founded a sister company, Midwest Container Services, which opened the Baltimore facility in 1978. The two entities merged in 1986 to become ContainerPort Group, with headquarters in Cleveland.

In addition to its 31 locations, CPG has eight

container yards east of the Rocky Mountains. CPG operates facilities and terminals throughout the Midwest, Ohio Valley, Northeast, Southeast and Gulf regions. Its 575 employees and 1,300 independent contractors provide intermodal container truckload and logistics trucking, inland container yard terminal and transloading operations and container repair, modification, sale and rental.

"We are a people-oriented, family-run business with a focus on creating solutions that work for our customers and drivers," said Katie Lovett, Director of Enterprise Marketing for World Shipping Inc., the parent company of CPG.

The Baltimore operation includes a

← *The leadership of ContainerPort Group consists of (from left): Owner Fred Hunger, Regional Vice President Rob Movshin, Terminal Manager Gene Burgee and President Michael Smith.*



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seven-acre secured yard, terminals at both Seagirt and Dundalk Marine terminals and a local, regional and long-haul fleet with ready access to interstate highways and to both CSX and Norfolk Southern rail lines.

All of CPG's drivers own and operate their own trucks. Working under contract to CPG, they deliver containers but do not unload them. "Owner-operator is a very good relationship for port drayage," said Movshin, "because it gives the drivers choice" of when and where they work and what loads they haul. Drivers who want to be home evenings and weekends can opt for short hauls that fit within the 12-hour clock they work under.

"They work for themselves; they work with us," he said.

"We pride ourselves on really understanding drivers' needs and catering our operations to those needs," said Lovett. Roads, fuel, tolls and safety are CPG's main concerns. Drivers are paid by the load at the completion of the load.

What's in a container doesn't matter to truckers and CPG's staff. What does matter is where it's going, how much it weighs and when someone will be available to receive it. As long as it's legal cargo, CPG will take it on its way to a warehouse, railcar, cargo ship or intermediate stop.

In Baltimore, CPG's biggest import cargos include furniture, office and restaurant supplies, and general merchandise for big retailers who ship it to distribution warehouses in Maryland and Pennsylvania.

"The volume going in and out of the Port of Baltimore has increased year over year," Movshin said. "We're very excited about the Port. I think the Port of Baltimore is an excellent partner, because Port personnel understand what it takes to be trucker-friendly, and they work to achieve that standard. They also go out of their way to ask how the Port can help CPG and its truckers."

Movshin counts Ports America Chesapeake and the Maryland Department of Transportation Maryland Port Administration among CPG's most supportive partners.



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CPG's sister company, World Distribution Services, maintains a 150,000-square-foot warehouse near the Port.

As a leading provider of creative domestic and global supply-chain solutions, World Distribution Services caters to customers who need short-term inland storage for faster order-to-port times. "This helps with port congestion and capacity issues for regional and over-the-road loads," said Lovett.

Port congestion and capacity issues are industry trends, she said, and CPG is "continuously creating solutions for them." Lovett cited the addition of truckload services in 2018 as a way to help domestic transportation beyond ports.

In 2018, CPG and ASF Transportation Group merged under the CPG brand. Comprised of ASF Intermodal, ASF Truckload, ASF Brokerage and Middle Bay Transportation, ASF brought about 600 independent contractors, plus dispatchers, managers, customer service and support teams to the combined enterprise.

Since then, Movshin said business has gotten bigger and better in Baltimore. "I have an energetic leader in Michael Smith who has created an enthusiastic team, which positions us well for continued growth in Baltimore," he said. 🌐

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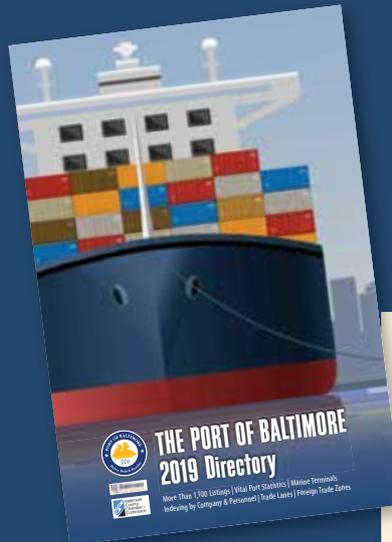
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Iconic Leader Retires

TOM SIMMERS ENDS 45-YEAR CAREER
IN EVOLVING MARITIME INDUSTRY *BY KATHY BERGREN SMITH*

Tom Simmers found a way to navigate a 45-year career through rapidly changing times in the maritime industry. He did it by embracing that change and the challenges it presented in an industry steeped in tradition.

In the mid-1970s, fresh out of the U.S. Merchant Marine Academy, Simmers began his career as a vessel superintendent on the docks in Philadelphia. He worked for Atlantic & Gulf Stevedores, a subsidiary of the McGrath Corporation. From there, he worked in terminals along the Gulf and Atlantic coasts, including Houston, New Orleans, New York and, finally, the Port of Baltimore. Along the way, Atlantic & Gulf merged with International Terminal Operators (ITO). Simmers was Vice President of ITO Baltimore, the company's senior official at the Port, for 12 years.

"It was a very exciting time to be here," said Simmers. "I arrived in 1988 and stayed until 2000." Containerization was transforming the breakbulk and bulk cargo business. "ITO was the largest terminal operator in the Port. We faced challenges, but it was very rewarding."

Simmers called the maritime community in Baltimore unique in its cohesive and overarching interest in promoting the greater good of the Port of Baltimore.

"It was, as I said, a time when changes were coming across the industry, yet people worked together to make the transitions," Simmers explained. "There was also strong government support for the Port. Governor [William Donald] Schaefer understood the economic benefit as did the legislature. Also, the



Maryland Port Administration had very good foresight.”

When Seagirt Marine Terminal opened in 1991 as a dedicated container terminal, Simmers led ITO as the stevedore at the new facility. Meanwhile, next door at Dundalk Marine Terminal, the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) consolidated several properties and began to focus on roll-on/roll-off (ro/ro) cargo. Simmers said that this move set the stage for the Port of Baltimore to ascend to its current position at the top of ro/ro cargo-handling ports nationwide.

“I told you it was an exciting time!” said Simmers. Again, he pointed to the maritime community in Baltimore as the reason for the success of ro/ro. “We had very good labor, and we could all sit down together, customers, stevedores, labor and the shipping lines and address problems together without finger pointing.”

In 2003, Simmers became President of Ceres Terminals. Then headquartered in Weehawken, N.J., Ceres had recently become a wholly owned subsidiary of the NYK Group. Simmers was able to apply his Baltimore experience to craft a strategy of growth for Ceres. This strategy included a greater emphasis on the ro/ro sector and an expansion into cruise stevedoring.

During his tenure, Ceres more than doubled its size, expanding into nine new ports and, along the way, becoming the largest cruise stevedore in North America.

Simmers had another transition to assist.

The United States Maritime Alliance (USMX) is the trusted negotiator of master contract collective-bargaining agreements representing employers across the longshore industry on the East

and Gulf coasts of the U.S. Since 1977, USMX and its predecessor organizations have successfully negotiated contracts with the International Longshoremen’s Association, AFL-CIO (ILA) with no coastwide disruptions in service.

Simmers was Executive Vice President there for five years and worked closely with President David Adam. Adam said that Simmers’ depth of knowledge was an important asset to USMX.

“Tom is so well respected in the industry,” said Adam. “He is a legend, and not only that, he is a very sociable guy. Everyone loves Tom.” Adam added that fewer and fewer people in the industry have the institutional knowledge that Simmers brought to the table.

Simmers officially retired in January. He plans to divide his time between his homes in central New Jersey and Ponte Vedra Beach, Fla.

“As corny as it sounds, I am looking

forward to spending time with my family,” he said, chuckling. But he added on a serious note, “The maritime industry is demanding of one’s time. There were many commitments, and in my case, a lot of travel.”

Simmers may have retired, but he remains an active part of the maritime community, freely sharing his knowledge with the next generation of stevedores and volunteering wherever the industry needs him.

“Tom had unique leadership qualities and the expertise to work with both sides to maintain labor harmony,” said James J. White, Executive Director of the Maryland Department of Transportation Maryland Port Administration. “He understood this business inside and out. He also fully appreciated the incredible economic benefits and family-supporting jobs that our industry provides. He will be sorely missed.”

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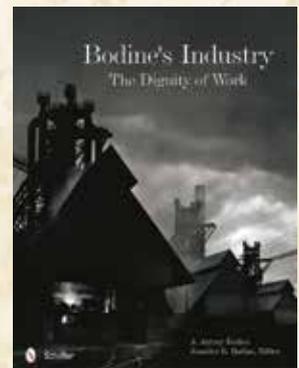




STORY BY KATHY BERGREN SMITH

Fertilizers Put Baltimore on Chemical Map

Baltimore has been a leader in chemical development and production since Benjamin Henfrey demonstrated the possibility of gas lighting for city streets in 1802. His method of coal- and wood-fired gaslights was adopted in the early 19th century in many U.S. and European cities. Baltimore was also the world's leader in chrome ore production. But it was fertilizers that put the city on the chemical map.



A. Aubrey Bodine

Beginning in the 19th century with the importation of guano from South America, the Port of Baltimore became a major supplier of fertilizer to America's heartland. The production of sulphuric acid led to the development of synthetic fertilizers. In this photo, from 1954, a ship offloads sulphur from Lake Charles, La., at the Olin Mathieson Chemical Company in Curtis Bay. At this plant, the sulphur was processed into fertilizer. The Mathieson Chemical Company had recently merged with Olin Industries when this photo was taken, which created a \$500,000 chemical giant. 🌐

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

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