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PORT of BALTIMORE



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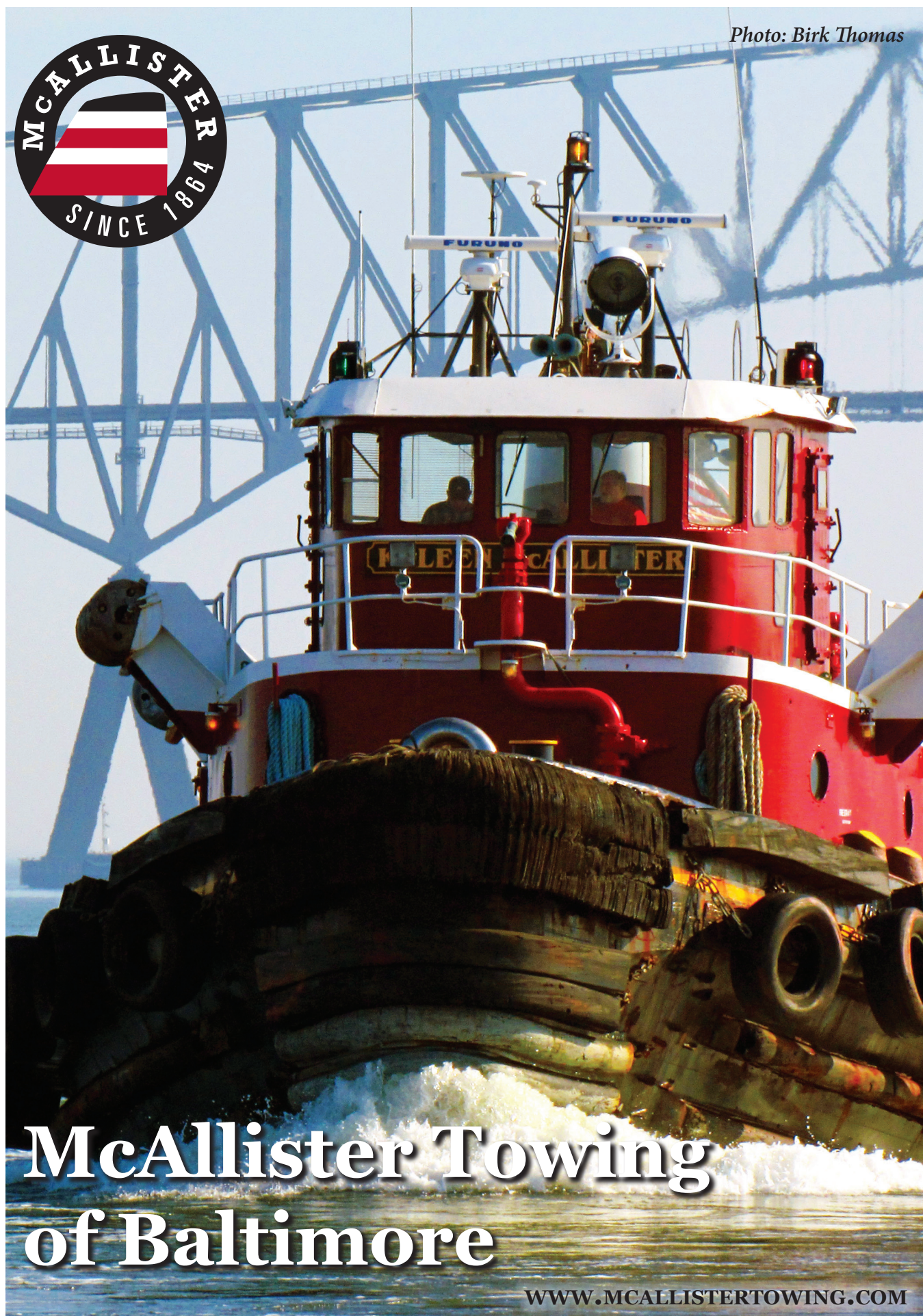
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COVER:
Expansion of the Howard Street Tunnel is moving forward thanks to a joint effort by the State of Maryland and CSX Transportation to secure funding.



Photo: Birk Thomas



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GOVERNOR'S MESSAGE

Congratulating Jim White on an Outstanding Career

In my time as Governor, we have aimed to show the world that Maryland is open for business. Part of our administration's global reputation is built on our strong and thriving Port of Baltimore, which recently bid farewell to its longtime executive director, Jim White.

We are grateful for Jim's dedicated service to the continued success of the Port, which currently ranks as one of the top ports in the United States. Jim has long been regarded as one of the finest port directors in America, known throughout the industry for his tough, but fair negotiating and his ability to produce results.

During his tenure, the Port became the number one ranked port in the U.S. for certain cargos, had multiple years handling record amounts of cargo, signed leading international shipping companies to long-term contracts that helped preserve and grow good-paying, family-supporting Port jobs and oversaw a nationally-renowned dredging program that rebuilt long-eroded Maryland islands using sediment from shipping channels leading to the Port.

Jim's contributions to establishing a unique public-private partnership agreement between the state and Ports America Chesapeake, which enabled the necessary capital investments for the Port to begin handling some of the largest container ships in the world, have helped the Port reach unprecedented success in container handling and will leave a lasting legacy as the Port continues to grow.

Most recently, Jim had a key role in our administration securing a project to reconstruct Baltimore's 125-year-old Howard Street Tunnel to allow for double-stacked container trains serving the Port. This initiative is now moving forward. It will create thousands of jobs in Maryland and break a significant rail bottleneck on the East Coast that has long inhibited the Port's container business.

On behalf of our entire administration, I congratulate Jim on an outstanding career and thank him for leaving the Port in an excellent position for the future.

Larry Hogan, Governor

EXECUTIVE VIEW

Looking Back on 18 Years as MDOT MPA Executive Director

I recently made the decision to resign after 18 years as Executive Director of the MDOT MPA, effective December 31, 2019. I did not come to this decision quickly or easily, but it was one that was the right move at the right time for me.

Leading the Port of Baltimore has been without a doubt the greatest professional time of my life. I am very proud of what our incredible team has achieved together. The list includes a groundbreaking lease and concession agreement with Ports America Chesapeake to operate the Seagirt Marine Terminal, long-term contracts with key customers, year-round cruising, critically-needed dredged material containment facilities and of course, most recently, the Howard Street Tunnel project.

Working together, we have been successful in making the Port of Baltimore one of Maryland's largest economic generators. Today, our Port generates more than 15,300 direct jobs and is linked to 140,000 jobs in Maryland.

The Port of Baltimore is a much more formidable and respected seaport today than it was years ago. We handle more cars and light trucks, farm and construction equipment, imported sugar and imported gypsum than any other U.S. port. Our container business will once

again have a record year and will soon enjoy a second, 50-foot-deep berth. We rank ninth nationally for the total dollar value of cargo and 11th for cargo tonnage handled. We have had several record years for cargo and will have another one this year. We also have one of the most secure ports in the nation, as evidenced by 10 consecutive years of outstanding security assessments from the Coast Guard.

These remarkable achievements could not have been accomplished without our Port of Baltimore team. That team is all of you, including our skilled and dedicated longshore workers, our terminal operators, the Maryland Pilots, freight forwarders, towing companies, agents and our own MDOT MPA. Not all ports have the good working relationships between public and private marine terminals that we do. Each of you are the real stars.

Thank you for all you have done to help push the Port of Baltimore forward. I truly appreciate your efforts. I wish each of you the very best.

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

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SOUNDINGS



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NEWSMAKERS

White Steps Down as Executive Director at MDOT MPA

James J. White, who led the Port of Baltimore to new heights, has resigned as Executive Director of the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) effective Dec. 31.

No successor has been named.

White has held the position of Executive Director for a total of 18 years. He was initially hired in 1999 and held the position through 2005. After a brief hiatus, White returned to MDOT MPA in 2007.

Under White's leadership, the Port emerged as the leading maritime destination for automobiles and has consistently broken records for handling cargo. The Port leads the nation in handling autos and light trucks, roll-on/roll-off heavy farm and construction machinery and imported sugar and gypsum.

Generating some 15,330 direct jobs and 139,180 jobs linked to its overall activities, the Port drives nearly \$3.3 billion in wages and salaries, \$2.6 billion in business revenues and \$395 million in state and local tax revenues.

"Maryland has been fortunate to have him at the helm of the Port of Baltimore for so long," said Maryland Gov. Larry Hogan. "I congratulate him on an outstanding career and thank him for leaving the Port of Baltimore in fantastic shape for his successor."

Last year, the Port handled more containers, cars, construction equipment and other types of general cargo than ever before, a record 10.9 million tons. It was the third

consecutive year the Port exceeded the 10-million-ton mark.

In addition, individual cargo records were set for containers, cars and imported roll-on/roll-off machinery.

"There is no better job that I have had in my life than being Executive Director of the MDOT MPA," White



“Jim’s legacy is not only in the tremendous amounts of cargo and revenue that have passed through the Port of Baltimore under his leadership, but in the many careers he has created in Baltimore and around the state.”

— Pete K. Rahn, former Maryland Transportation Secretary

said. "Gov. Hogan's support for the Port of Baltimore from day one has set the course for the future of the Port from the Howard Street Tunnel to key infrastructure investments.

"I've also been lucky to have had an outstanding executive team helping me every step of the way. But the heart and soul of the Port of Baltimore are the thousands of men and women who work here every day, rain or shine, who have helped propel this Port to incredible heights. I will forever be grateful for their efforts."

In 2010, White led an effort to execute a 50-year lease and concession agreement with Ports America Chesapeake to operate the Port's Seagirt Marine Terminal.

The landmark deal included the construction of a 50-foot-deep container berth, four state-of-the-art supersized cranes, the creation of 5,700 new jobs, more than \$15 million annually in new taxes and a potential long-term value of about \$1.8 billion to Maryland.

The Port is one of the only U.S. East Coast ports able to handle the largest ships in the world and is a major container port. "Jim's legacy is not only in the tremendous amounts of cargo and revenue that have passed through the Port of Baltimore under his leadership, but in the many careers he has created in Baltimore and around the state," former Maryland Transportation Secretary Pete K. Rahn said. 🌐

NEWSMAKERS

Gregory Slater Named New Secretary of Maryland Department of Transportation

Gov. Larry Hogan has appointed Gregory Slater as Secretary of the Maryland Department of Transportation (MDOT).

Slater will succeed Secretary Pete K. Rahn, who has led MDOT since Gov. Hogan took office in 2015. Rahn is returning to his home in New Mexico and his last day was Jan. 13.

"I want to thank Pete Rahn for his outstanding service to our state over the last five years," Gov. Hogan said. "Under his leadership, we have

made record investments in transit, advanced the Purple Line — the largest transit project of its kind in North America — secured the Beltway Accord and the Traffic Relief Plan and resurfaced or improved more than half of our state highway system."

Slater served as Administrator of the State Highway Administration, a role in which he spearheaded the Traffic Relief Plan and led the negotiations for the Beltway Accord with Virginia to fix

the American Legion Bridge and the entire Capital Beltway system.

Slater has more than 20 years

under his belt with the Maryland Department of Transportation, with experience in both planning and engineering and a focus on integrating innovation and performance-driven initiatives into those processes. His appointment, which will be subject to Senate confirmation, is effective Jan. 14, 2020. 🌐



NEWSMAKERS

Port Welcomes Back *Enchantment of the Seas* Cruise Ship

Royal Caribbean International's *Enchantment of the Seas* cruise ship will return to the Port of Baltimore in April 2021 as a replacement for the current Baltimore-based ship, *Grandeur of the Seas*, which will be reassigned to another port at that time.

The Port is not new to *Enchantment of the Seas*, which was previously based at the Port of Baltimore from 2010 to 2013 while *Grandeur of the Seas* underwent a renovation. *Enchantment of the Seas* is a slightly larger vessel. It will also offer year-round cruising to the Bahamas, Bermuda and the Caribbean, along with fall voyages to New England and Canada.

"We are excited to welcome the *Enchantment of the Seas* back to Maryland and the Port of Baltimore," said Gov. Larry Hogan. "Royal Caribbean's decision to continue year-round sailings is a strong vote of confidence in Maryland and our cruise market. The Port of Baltimore's cruise terminal enjoys a wonderful location off Interstate 95, allowing convenient access from the Mid-Atlantic into the Midwest."

Last year, 218,849 passengers sailed on 94 cruises from the Port of Baltimore. Nearly 400 jobs are generated by cruise activity in Maryland, including more than 200 direct jobs at the Port. About \$90 million in economic benefits to Maryland are generated by cruise activities through local spending, hotels, dining and entertainment.



The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) recently completed significant renovations to the Port of Baltimore cruise terminal, including an enclosed, temperature-controlled breezeway that protects passengers from the weather and links the terminal to the ship. Other improvements include expanded restrooms and a new VIP lounge, carpeting and ticketing kiosks.

The *Enchantment of the Seas* is a 2,446-passenger ship that began service in 1997. It has been refurbished twice, most recently in 2013. It offers many amenities, including pools, whirlpools, a bungee trampoline, a casino and a variety of diverse dining options for its passengers.

"*Grandeur of the Seas* will be leaving the Royal Caribbean International fleet in early April 2021 to join our Spanish partner Pullmantur Cruceros," said Jonathon Fishman, Manager of Corporate Reputation for Royal Caribbean Cruises Ltd. "Later that month, *Enchantment of the Seas* will replace *Grandeur* in the Port of Baltimore and offer year-round sailings, starting with her spring 2021 season." 🌐

NEWSMAKERS

Port Provides Funds, Sediment for Baltimore County Park

A 16-acre Baltimore County park is gearing up for environmental improvements with the support of a \$500,000 Maryland Department of Transportation Maryland Port Administration (MDOT MPA) grant.

Awarded to the county's Turner Station community, the grant will help restore public recreation areas, add walking trails and a boardwalk and strengthen 2,600 feet of shoreline.

Fleming Park, located close to the Port of Baltimore, will be restored using sediment dredged from channels leading to the Port.

"We are happy to be working so closely with the residents of Turner

Station to restore this important part of their community," said Kristen Fidler, Director of Harbor Development for the MDOT MPA. "The MDOT MPA is a national leader in using dredged sediment from shipping channels in ways that benefit the environment. We look forward to transforming this park into something that can be thoroughly enjoyed by local residents and others for years to come."

The proposed improvements include public recreation areas with open fields, walking trails that will allow visitors to observe birds and other wildlife, and a boardwalk that will provide access to the Patapsco River.

The shoreline will be reinforced and strengthened to accommodate rising water levels due to climate change. The project will be developed in four phases.

The MDOT MPA grant will help Turner Station undertake the first phase, which includes community outreach and education, pre-design, design and engineering and permitting.

"Thanks to the grant, we can now begin implementation of the Phase 1 Environmental Assessment for this project," said Gloria Nelson, President of the Turner Station Conservation Team. "The beneficial reuse of dredged material from the Baltimore Harbor will be an invaluable resource supporting Turner Station's public health, habitat restoration, coastal resiliency and environmental justice issues. This inventive community

EVENTS

Rahn Outlines Success of Port of Baltimore

The Maryland Department of Transportation (MDOT) Secretary Pete K. Rahn, who stepped down from his position on Jan. 13, spoke at the World Trade Center Institute's annual State of the Ports and lauded the success of the Port of Baltimore.

The meeting was part of MDOT's annual tour of Maryland's 23 counties and Baltimore City, which is meant to update local officials and the public on Gov. Larry Hogan's \$15.3 billion investment over the next six years in transit, highways, MDOT Motor Vehicle Administration (MDOT MVA) facilities, the Port and the Baltimore/Washington International Thurgood Marshall Airport (BWI).

"The Port is one of the only ports on the East Coast to have the infrastructure that's needed to accommodate today's large container ships," Rahn said. "It welcomed its biggest ship ever, the Evergreen *Triton*, in May. The *Triton* can hold 14,424 20-foot containers and is as long as four football fields. We're working with Ports America



Chesapeake to construct a second 50-foot-deep berth that will be operational in 2021. That will allow us to handle two huge ships at once.

"In other good news, we were approved for \$125 million in federal funds for the Howard Street Tunnel. This project will allow us to double-stack containers from the Port of Baltimore. It will ease truck traffic, boost our economy and create jobs."

Officials also discussed the Maryland Transportation Authority's additional investments of \$3.1 billion in Maryland's toll roads and bridges.

In 2015, the Hogan administration outlined a program of historic investment in infrastructure. During the last four years, MDOT has completed 1,069 projects totaling nearly \$5.9 billion.

In addition, Deputy Transportation Secretary R. Earl Lewis Jr. highlighted the latest records at the Port, including its handling of 11 million tons of general cargo in fiscal 2019. The Port remains No. 1 in the nation for autos and roll-on/roll-off machinery. The port is ninth among U.S. ports for dollar value of cargo with \$59.7 billion last year, and 11th for total foreign cargo tonnage with 43 million tons. 🌐

**1,069
PROJECTS
COMPLETED
by MDOT in past
4 years**





The beneficial reuse of dredged material from the Baltimore Harbor will be an invaluable resource supporting Turner Station's public health, habitat restoration, coastal resiliency and environmental justice issues."

— Gloria Nelson, President of the Turner Station Conservation Team

project will create a dynamic playscape for our children as well as a special park that will enhance the social, economic and environmental quality of life for the residents of Turner Station."

The MDOT MPA is the largest creator of wetlands in Maryland due to its award-winning dredged material management program, which rebuilds islands and landside acreage in Maryland using channel sediment.

Poplar Island in Talbot County and Hart-Miller Island near Baltimore have both been rebuilt to their original footprints using channel sediment after decades of erosion whittled both to less than 10 percent of their original size. They are both now home to hundreds of various species of wildlife and waterfowl.

The south cell of Hart-Miller is also a public park, popular with boaters, birders

and campers, operated by the Maryland Department of Natural Resources and Maryland State Park Service.

Another project, Masonville Cove in Baltimore City, was the former home of Kurt Iron & Metal and the Maryland Shipbuilding & Drydock Company. A massive environmental restoration effort, part of the construction of the Masonville Dredged Material Containment Facility, was completed in 2008.

More than 61,000 tons of trash and debris dating back to the Great Baltimore Fire of 1904 were cleared from the site. Today, the nationally recognized refuge includes walking trails, a fishing pier and an environmental education center. More than 2,000 students annually visit Masonville for hands-on environmental lessons. 🌐



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



Forestry Partnership Produces Trees for Port Gateway

Spring will be a little greener along Broening Highway in East Baltimore, thanks to the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) Urban Forestry Partnership with the nonprofit Blue Water Baltimore and volunteers from throughout the area.

Together, they planted more than 100 trees in late fall on property owned by MDOT MPA and Rukert Terminals along the main truck thoroughfare to Seagirt and Dundalk Marine terminals in Baltimore. Working in teams, the volunteers planted a variety of native trees along a roughly half-mile section next to

the road. The trees will not only beautify the area, but they will also improve local air and water quality.

"As our cargo numbers and the economic benefits they provide continue to go up, at the same time, we have been able to reduce air emissions, control stormwater runoff and, with events like this, help improve the quality of life for our neighbors," Dave Thomas, MDOT MPA's Deputy Executive Director, told the more than 70 volunteers.

The Port's Urban Forestry Partnership began in 2017 with a goal of planting 500 trees each year in Baltimore neighborhoods to improve the urban tree canopy.

Through the partnership, volunteers have planted trees in neighborhoods like Cherry Hill, Brooklyn, Belair-Edison, Clifton Park, Highlandtown and along Route 40 in Baltimore. Future plantings are scheduled for areas of Curtis Bay and St. Helena.

"Our most successful restoration projects are the ones we do in partnership with communities and stakeholders where we work," said Jenn Aiosa, Executive Director of Blue Water Baltimore. "The idea for this planting project was brought to us by the Maryland Port Administration to improve the land they manage, and the number of partners who contributed shows the strength of our community and the ways we are all connected by water."

Volunteers included representatives of MDOT MPA; Maryland

Environmental Service; Bloomberg Philanthropies, which also generously provided lunch; C. Steinweg; T. Rowe Price; EcoLogix Group; Cub Scout Pack 858; Johns Hopkins School of Public Health; Women's Traffic and Transportation Club of Baltimore; Phi Kappa Sigma fraternity at University of Maryland, College Park; Alpha Phi Omega coed fraternity at Johns Hopkins University; and HeartSmiles, a Baltimore youth advocacy organization. 🌍

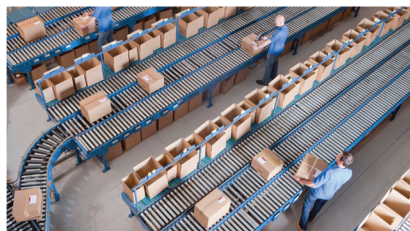
There's no doubt who planted this tree: Volunteers from Alpha Phi Omega coed fraternity at Johns Hopkins University leave their mark in stone.



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MDOT MPA Facilities Staff Installs Ceiling Tiles at Community Center

Informing, engaging and investing in neighborhoods are essential elements of the Maryland Department of Transportation Maryland Port Administration's (MDOT MPA) commitment to being a good neighbor. The Port has cultivated strong relationships with many of the communities near the marine terminals and throughout the region.

One of those communities is St. Helena, a historic neighborhood in Dundalk close to the Seagirt and Dundalk Marine terminals. The Port has a long-standing relationship with St. Helena, fostered by collaboration on multiple community enhancement projects over the past 10 years.

That commitment continued this fall when members of MDOT MPA's Facility Maintenance, Fleet and Cranes Department volunteered, as part of Gov. Larry Hogan's 2019 Day to Serve initiative, to finish installing ceiling tiles at the St. Helena Community Association building.

"The Community Association had been in the process of replacing ceiling tiles in various rooms in the community building. The results are just beautiful," said Association President Shirley Gregory. "St. Helena extends a warm thank you and owes a debt of gratitude for this kind act of volunteerism."

"Volunteering to help out in communities around the Port is always a rewarding experience. Our MDOT MPA team did a great job, and this was a terrific opportunity to work with our neighbors in St. Helena," said Joe Nickoles, Deputy Director of Facility Maintenance, Fleet and Cranes.

Led by Rich Rehberger Jr., the Port team included Hunter Noha, Tim Cosgrove, Bill Bosley and Erick Cartnail. They spent half a day finishing the ceiling above the center's main hallway and in several restrooms. The volunteers used their skills to make precise measurements for some of the more detailed areas, including getting up into the ceiling to ensure a perfect fit.

The Day to Serve initiative encourages all Marylanders to perform community service during September and October each year. Gov. Hogan gave state employees four hours of leave to participate in volunteer activities across Maryland. 🌐

Partnership Links New Era Students to Futures at Port

About 50 students at Baltimore's New Era Academy are delving into coursework and real-world experiences acquainting them with the Port of Baltimore, while aiming to get their high school diplomas, an associate degree and a head start on a promising career.

Pathways to Technology Early College High School, or P-Tech, is in its second year at New Era, with 50 ninth- and 10th-graders enrolled. A national model, the program is a four-way partnership among the school, the students, Baltimore City Community College (BCCC) and the Baltimore Port Alliance (BPA) as the corporate sponsor.

With the Port nearby, P-Tech at New Era focuses on transportation and logistics with an emphasis on supply chain management. Students take

both high school and college courses — sometimes simultaneously — in this specialty. "All of the transportation courses align with jobs that you can find at the Port," said Shannon Cottman, the P-Tech Coordinator at New Era.

"My ninth-graders are definitely excited about the program," he said. "They don't have a clue what it takes to get these jobs. They are a little curious about the possibilities."

P-Tech students visit the Port to see what some of those jobs look like. They also make college visits — to Morgan State University and Temple University in Philadelphia, among others last year.

"Our goal is to expand opportunities for students ... to make sure our students have a full range of options," said Rachel Pfeifer, Executive Director

of College and Career Readiness for Baltimore City Public Schools. In addition to New Era, Pfeifer oversees P-Tech programs at Dunbar High School and Carver Vocational-Technical School.

BCCC provides college courses in general studies and those specific to the transportation major. BPA facilitates field experiences, mentors and summer internships that give students hands-on experience.

"We are encouraging the next generation of maritime employees," said Katrina Jones, Co-chair of BPA's Education and Outreach Committee. She and fellow Co-chair Scott Senko are the liaisons between the school and the BPA.

The BPA enlists mentors to meet with students at least once each quarter to build relationships, troubleshoot and acquaint them with Port activities. The BPA also plans to arrange paid internships for juniors and seniors in the maritime industry.



Facilities staff who pitched in to finish the community center ceiling are, from left, Hunter Noha, Rich Rehberger, Jr., Tim Cosgrove, Bill Bosley and Eric Cartnail.

"P-Tech requires a tight partnership between the community college and the corporate partner to be able to maximize the benefits," said Pfeifer. "I haven't seen anything quite like it."

The program is open to all New Era students at the beginning of ninth grade, with no cost and no entrance requirements. They can earn their diploma and associate degree in four to six years.

Students do commit to extended hours — an extra 90 minutes twice a week — for math and English intervention and acceleration and to learn the "soft skills" necessary for getting and keeping any job. Students must pass all courses and maintain a 2.0 cumulative grade point average to remain in the program.

During the summer after ninth grade, P-Tech students also attend summer school at BCCC to take Health and Life Fitness and a college orientation course. 🌐

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FUNDING SECURED FOR
HOWARD STREET TUNNEL PROJECT

Full Steam



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Plans are moving ahead for the expansion of the Howard Street Tunnel — a project expected to boost the Port of Baltimore's ability to handle container traffic — thanks to a joint effort by the State of Maryland and CSX Transportation to secure additional funding.

"This is an essential project for the Port of Baltimore, State of Maryland and the entire East Coast," said Gov. Larry Hogan. "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



Ahead

“ We praise the collective efforts from the State of Maryland, Port Administration, the Port of Baltimore and all involved in securing the funding toward the reconstruction of the Howard Street Tunnel.”

— Christian Pedersen, Head of Revenue Management and Ocean Product, Maersk – North America



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.”

In July, Gov. Larry Hogan was able to secure \$125 million as part of the federal Infrastructure For Rebuilding America (INFRA) Grant Program for the project. However, the state still needed \$103 million for the infrastructure improvements that would allow CSX to double-stack shipping containers in the tunnel to break the rail bottleneck before reaching the Port.

“We praise the collective efforts from the State of Maryland, Port Administration, the Port of Baltimore and all involved in securing the funding toward the reconstruction of the Howard Street Tunnel,” said Christian Pedersen, Head of Revenue Management and Ocean Product for Maersk in North America. “Any investment in infrastructure for the betterment of the local economy, and resulting in new job opportunities and increased cargo fluidity, is welcomed by Maersk.”

Wilson Chen, Executive Vice President of Evergreen Shipping Agency (America) Corp., added: “The Howard Street Tunnel project might provide carriers the alternative option to use Baltimore as the gateway for import and

export containers to/from inland points.”

The remaining \$103 million was acquired through state, private and federal avenues, according to former Maryland Department of Transportation (MDOT) Secretary Pete K. Rahn, who stepped down from his position in January. Once completed, the project will provide double-stack clearance in the tunnel and under bridges between Baltimore and Philadelphia.

“I am pleased to report that our efforts have paid off,” Rahn wrote in a letter to U.S. Transportation Secretary Elaine Chao. “At this point, the \$466 million project is fully funded. The nationally significant project has been a priority for the State of Maryland for decades, and once complete, it will fundamentally change the way containerized cargo moves around the country by creating a double-stack rail network to and from the Port of Baltimore and along the entire I-95 rail corridor.”

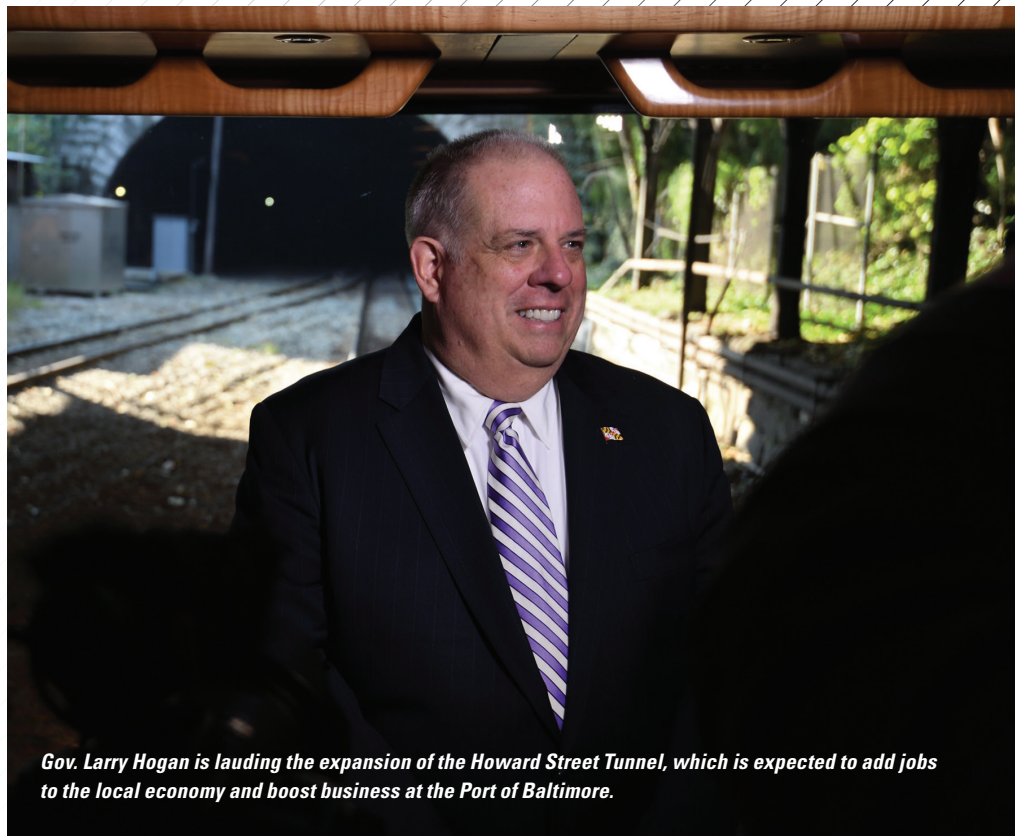
The project is expected to increase the Port’s production by 100,000 containers annually and serve as a significant job generator by creating 7,000 construction jobs and 7,400 additional jobs with the increased business.

The Port’s clients also expect to see a boon.

“From Hapag-Lloyd’s perspective, we are pleased to learn of new investment in intermodal projects,” said Gregory



BILL MCALLEN



Gov. Larry Hogan is lauding the expansion of the Howard Street Tunnel, which is expected to add jobs to the local economy and boost business at the Port of Baltimore.

MARYLAND OFFICE OF THE GOVERNOR

“ This initiative in the Port of Baltimore fits with our Strategy 2023 intention to expand our inland footprint in North America.”

— Gregory K. Decker, Director Procurement — Intermodal Corporate Operations — Region North America for Hapag-Lloyd (America) LLC

K. Decker, Director Procurement — Intermodal Corporate Operations — Region North America for Hapag-Lloyd (America) LLC. “This initiative in the Port of Baltimore fits with our Strategy 2023 intention to expand our inland footprint in North America.”

In October 2016, Gov. Hogan and CSX officials met onboard a CSX rail car and rode through the then 121-year-old Howard Street Tunnel. During the ride, the governor reaffirmed his commitment to making necessary infrastructure adjustments to the tunnel.

“CSX is pleased to partner with Gov. Hogan and the State of Maryland on the Howard Street Tunnel project to help improve our nation’s freight transportation system,

maximize freight rail capacity, and increase intermodal connectivity between the northeastern and southeastern United States,” said James M. Foote, President and CEO of CSX.

Height restrictions within CSX’s tunnel currently prevent the shipment of double-stacked intermodal containers — two shipping containers stacked on top of each other — by rail to and from the Port of Baltimore and up and down the East Coast. Double-stack rail transport is more cost-effective than transporting freight by truck, reduces congestion along the entire I-95 corridor and delivers environmental benefits with fewer emissions and cleaner air.

For years, planners thought the reconstruction of

“The Howard Street Tunnel project might provide carriers the alternative option to use Baltimore as the gateway for import and export containers to/from inland points.”

— Wilson Chen, Executive Vice President of Evergreen Shipping Agency (America) Corp

the Howard Street Tunnel to accommodate double-stack intermodal trains would cost between \$1 billion and \$3 billion and be highly disruptive to the surrounding community. The 1.4-mile underground bore is about 18 inches too short for freight trains to carry truck-sized shipping containers stacked on top of each other.

Under the expansion project, the ceiling would be notched, the floor lowered and steel crossties used to create the necessary clearance for taller trains. The expansion, which could take three to four years to complete, would still allow traffic to move through the tunnel during construction.

By using recent advances in construction technology, such as a technique to lower the floor and notch the crown of the tunnel, CSX and MDOT have determined that it is possible to provide double-stack clearance in the tunnel and under the nine bridges for \$425 million with minimal impact on the community.

When completed, the expanded tunnel should be a boon to business around the region.

“This is a game changer,” said Anirban Basu, Chairman and CEO of Sage Policy Group, Inc. “For years, I have viewed this as Maryland’s most important infrastructure priority. We now have an opportunity to move from good to great in logistics. We will support more jobs and businesses in the process, which should also fuel state and local tax

collections. The payback period will be quite short — the rate of return on investment will be exceedingly elevated.”

The tunnel renovation is just the latest expansion project at the Port, which continues to break records for handling cargo.

MDOT’s Maryland Port Administration announced plans in June to renovate an unused fruit pier for suitable storage space for the increasing number of automobiles and other cargo arriving at the Port. The Maryland Board of Public Works approved a \$4.6 million contract with Cianbro Corp. of Baltimore to raise the elevation of the pier to match that of adjacent terminals and to grade and resurface the parcel for cargo storage.

The extra land is a key component for success. It allows the companies around the Port the flexibility to expand.

Last year, Gov. Hogan and the Maryland Board of Public Works approved a contract to fill in a wet basin at the Port’s Fairfield Marine Terminal. This will create more land to help handle the Port’s surging auto and roll-on/roll-off cargo.

Filling in the basin will create seven acres of cargo storage area. This contract will complete the overall project by raising the elevation, adding a new storm drainage system, finishing surfacing, lighting and fencing and installing a security booth.

In addition, AMPORTS acquired 60 acres of land next to its Chesapeake Terminal with plans for an additional pier extension for extra storage and to accommodate incoming autos. 🌐

Howard Street Tunnel Economic Impact

100,000
MORE CONTAINERS
ANNUALLY

7,000
CONSTRUCTION
JOBS

7,400
ADDITIONAL JOBS
created with the
increased business





45-Year Partnership

EVERGREEN KEEPS THE GOODS MOVING WITH WEEKLY CALLS AT THE PORT

BY MARY MAUSHARD

When the Evergreen Line's *Ever Lambent* made its maiden call to the Port of Baltimore in July 2016, a new day dawned in Baltimore shipping. It was the first container ship to reach the Port via the Panama Canal after it was remodeled to accommodate some of the world's largest ships.

Since that historic day, many and much larger ships have arrived through the Canal, many of them in the distinctive Evergreen green with white lettering. One of the most recent was the Evergreen *Triton*, with a capacity to handle 14,424 20-foot-equivalent unit (TEU) containers.

By virtue of its 50-foot channel and 50-foot berth, the Port is one of only a few ports on the East Coast that can accommodate such ships. In addition, Ports America Chesapeake has installed seven post-Panamax cranes and four super post-Panamax cranes at Seagirt Marine Terminal to handle the number of containers these ships carry.

It is fitting that Evergreen Line helped the Port usher in this new generation of shipping, as the major container shipping company has been a constant at the Port for more than 40 years. Evergreen's first call in Baltimore was the *Ever Spring* in 1975. That ship carried 850 TEU containers.

Evergreen vessels carry exports and imports to and from the Port weekly. Export service from Baltimore calls in the Chinese ports of Xiamen and Yantian; Kaohsiung, Taiwan; and Hong Kong. The major exports are waste paper, wood products, soybeans and poultry.

Evergreen also provides transshipment — cargo changes ships or modes of transportation — to



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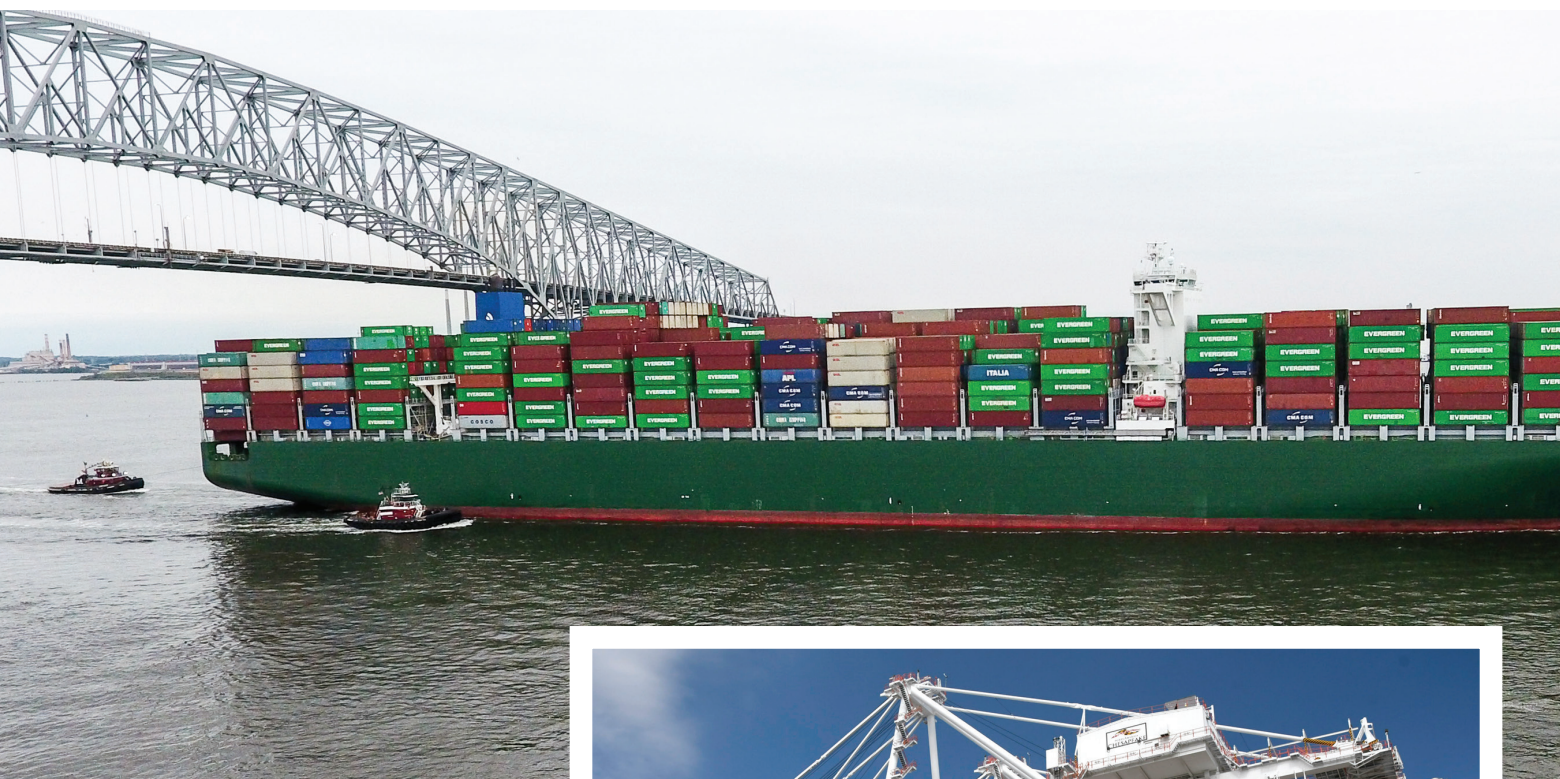


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various destinations in the Middle East and Australia, as well as Asia. It also offers service via Colon, Panama, to the Caribbean, the West Coast of South America and Central America.

For imports, Evergreen offers direct weekly service from Asia to Baltimore on the Asia-U.S. East Coast (AUE) service. Although not isolated to Evergreen's activities, major imports into Baltimore include furniture, bedding, lamps, vehicles, wood and aluminum and plastic articles.

In addition to being a port of call for Evergreen, Baltimore is part of the company's global network of 316 offices and agents in 112 countries. The U.S. headquarters for the shipping giant is in Jersey City, N.J., and its Baltimore office on Corporate Drive is one of 11 in the U.S., operating as part of a worldwide network of more than 9,000 employees.

Composed of the five shipping companies of the Evergreen Group, Evergreen Line refers to Evergreen



BILL MCALLEN

Marine Corp. (Taiwan) Ltd., Italia Marittima S.p.A., Evergreen Marine (UK) Ltd., Evergreen Marine (Hong Kong) Ltd. and Evergreen Marine (Singapore) Pte Ltd.

As part of the East/West Trade OCEAN Alliance, Evergreen can provide cargo space on 330 vessels to 147 ports with 284 port calls each week. As one of the world's largest

shipping firms, Evergreen itself owns 114 vessels and charters 94 additional ships. The company was founded with one cargo vessel in 1968 in Taiwan as Evergreen Marine Corporation.

In addition to delivering goods on time in excellent condition, Evergreen Line prides itself on safety and environmental practices. The U.S. Coast Guard recognized Evergreen Line



COURTESY OF PORTS AMERICA CHESAPEAKE

for its adherence to Quality Shipping for the 21st Century — a Coast Guard initiative to ensure that ships are committed to safety and quality. About 10 percent of vessels that operate in U.S. waters under foreign flags qualify for such recognition.

Evergreen has been in the forefront of developing the foundation of a sustainable global container transportation system that is environmentally, socially, economically and commercially responsible and viable.

From the very beginning of its relationship with the Port more than four decades ago, Evergreen has considered the Port to be an integral part of its service structure, offering customers a strategic advantage by virtue of its location, port capabilities, intermodal access and industrial expertise. Working hand-in-hand daily, Evergreen and the Port assure worry-free, professional service for customers as their cargo is moved into and out of Baltimore. 🌐

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KATHY BERGREN SMITH

ALL IN THE **FAMILY**

JERRY SMITH KEEPS THE TRADITION
GOING AT SMITH SHIPYARD

BY MERRILL WITTY

Jerry Smith of Smith Shipyard in Curtis Bay represents the fourth generation of a six-generation family business launched in 1905.

"I grew up learning the business with my father, uncle and brother, traveling to different jobs and visiting customers with my father," he recalled. "The shipyard trade was mainly hauling sailing vessels in the early '40s, then Coast Guard subchasers during WWII, then rebuilding war-surplus small landing craft into tugs after the war."

The Smith family later entered the

barge rental business in the 1960s and then gravitated toward the tugboat industry by the mid-1980s.

Jerry Smith's career at the family yard began after he earned a business degree from Loyola College in 1969. His career was interrupted by two years of military service in the United States Army Corps of Engineers.

"I continued my education by obtaining a commercial pilot's license in general aviation on weekends in multiple aircraft with flight instructor ratings using VA benefits after the service," he said. "Besides working in

the shipyard, I was able to work my way up to a master's license in towing for tugboats.

"My wife Claudia and two boys, Kevin and Timmy, helped me sail my uncle's sailing vessel, a Chesapeake Bay 53-foot Bugeye, 75-foot-sparred, 1,000-square-foot-sail. That vessel was a good training tool for sailing, handling and learning experiences of the Chesapeake Bay for all of us."

That tight family bond also translated to the business side.

A small fleet of barges (nearly 20) are the foundation for today's fourth,

fifth and sixth generations of Smiths — all active in the business. As the barge rental fleet grew, customers needed towing service as well.

Jerry Smith's sons sailed with him on the tugs, mostly running supplies to Poplar Island from 1998 to 2000. His oldest son Kevin now helps run the business with a nephew, Mike, his son Justin and a brother-in-law Matt and his two sons. Jerry's other son, Timmy, works with a local insulation company.

"My father [J. Willis] knew that the shipyard would not survive on its own, and we needed to diversify," said Jerry Smith.

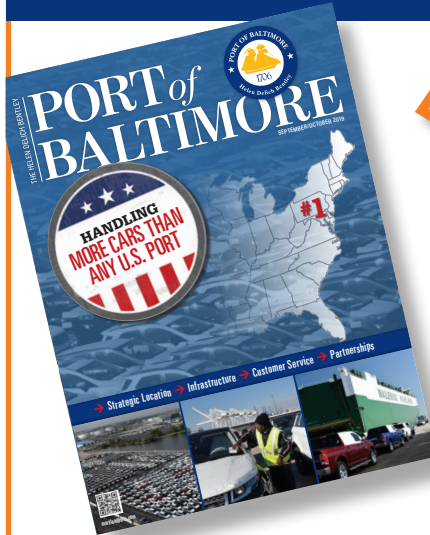
The company responded by acquiring tugs, led today by the 1,300-horsepower flagship *Rising Sun*, all over the Chesapeake and beyond, as well as assisting in dredging operations.

"This work is in our blood," he said.

Smith Shipyard continues to service coastal tugs, the dredging companies and the Army Engineers in its yard and provide tug service for the Coast Guard yard and tug and barge service for local shipping agents and bridge companies.

"I have been humbled by Mother Nature in various weather conditions in tugs and under sail that I would rather have not been in! I learned from my father and uncle to prepare for the six hurricanes that we endured on land," Jerry Smith said. "I guess my biggest take-away has been to prepare yourself and those around you for the biggest storm, the biggest job, with the best knowledge that one has learned and can further gather." 🌐

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STORY BY TODD KARPOVICH

Bentley Brought the Port Into People's Living Rooms

Helen Delich Bentley was the matriarch of the Port of Baltimore and promoted its business on Capitol Hill and in the media.

Bentley first learned the ins and outs of the Port as a maritime reporter and editor for *The Baltimore Sun* from 1945 to 1969. In that position, she routinely broke national news stories, including a series of articles detailing the United States' problem of transporting supplies during the Vietnam War. This coverage led to the institution of containers as the preferred method of cargo transport.

She later produced, directed, edited, wrote and did interviews for a series called "The Port That Built a City," which focused on maritime and transportation issues. The show, which aired on WMAR-TV beginning in 1950, gave residents an up-close and personal look at the work done at the Port. The series was later retitled "The Port That Built a City and State" and aired until 1965 with live remotes from the decks of ships calling on Baltimore during the early years of television.

Bentley served five terms in the U.S. House of Representatives from 1985 to 1995 for Maryland's 2nd Congressional District. While in Congress, she sat on the Appropriations, Budget, Public Works & Transportation and Merchant Marine & Fisheries committees. She also participated in the Steel, Art, Northeast, Human Rights and Trade & Tourism caucuses.

Bentley passed away in August 2016 at the age of 92, leaving a long, storied legacy to this nation's industrial/manufacturing base and seafaring community. 🌐

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