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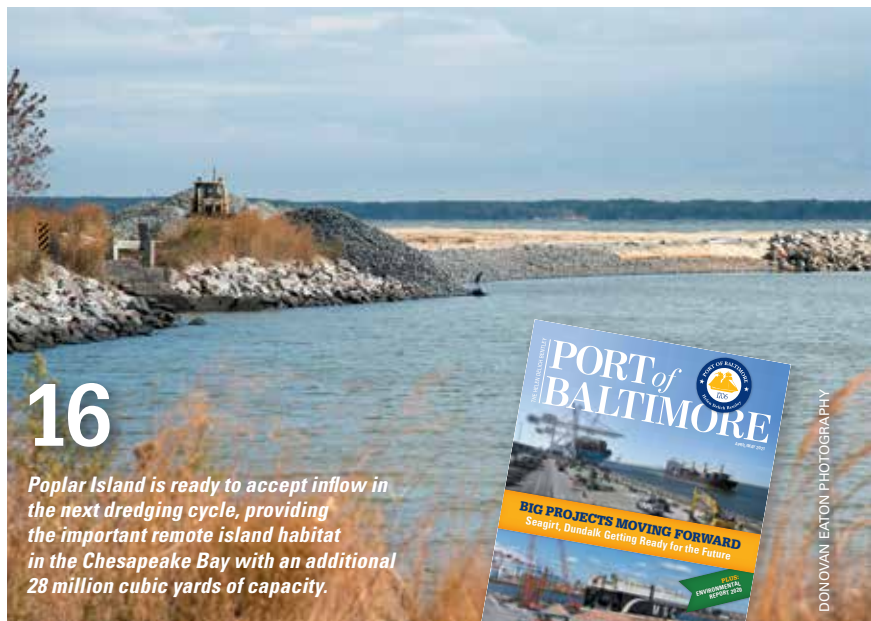
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With dredging on a second 50-foot-deep berth completed, four more neo-Panamax cranes set to arrive this summer, and Howard Street Tunnel construction beginning soon, the Port is set for growth. Photography by Bill McAllen.



Port of Baltimore Tweet Highlights

Port Executive Director William P. Doyle presents U.S. Coast Guard Captain Joseph Loring with a PoB citation during CG Sector Maryland's Change of Command and Retirement Ceremony.

#MDOTsafety

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GOVERNOR'S MESSAGE

Port Initiatives Protect Maryland's Environment

Throughout the COVID-19 crisis, the Port of Baltimore has been on the frontline of Maryland's recovery. Cargo volumes continue to bounce back impressively from low points during the early months of the pandemic. Large-scale projects like a second, 50-foot-deep berth at the Seagirt Marine Terminal, renovated berths at the Dundalk Marine Terminal, and the Howard Street Tunnel reconstruction continue to move forward. But I am equally proud of the work done by the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) to protect our environment.

The MDOT MPA's award-winning dredging program has served as an international model in rebuilding long-eroded islands using sediment dredged from our shipping channels. Recently, construction was completed for an expansion at Poplar Island, which is home today to many different species of wildlife. At one time, the island had dwindled to less than

10 acres, but thanks to the MDOT MPA's innovative dredging program, it's now been rebuilt to its original 1,150-acre footprint, with the expansion adding another 575 acres.

At the Port of Baltimore's marine terminals, programs like the dray truck replacement and clean diesel initiatives have replaced or retrofitted trucks and cargo-handling equipment that has led to the removal of more than 5,100 tons of air pollution emissions around the Port since 2008.

While most people think of the Port of Baltimore in terms of the cargo it handles and its role as one of Maryland's top economic generators, we cannot lose sight of the important role it plays in making our environment better. The environmental programs and initiatives at the Port are making a real difference and will help to create a cleaner Maryland for years to come.

Larry Hogan, Governor

EXECUTIVE VIEW

Port Makes Progress

I'm so impressed with the work that our entire Port of Baltimore workforce and supply chain have done during the incredibly difficult COVID-19 pandemic time. I know you have been challenged in ways unlike anything you've dealt with before, including losing family and friends because of the pandemic. The MDOT MPA lost one of our own, William "Billy" Underwood. Please keep Billy and his family in your thoughts.

We continue to experience a substantial cargo rebound at the Port of Baltimore. We've had double and even triple-digit cargo increases. Baltimore's local e-commerce logistics network has more than met the challenge of increased consumer online purchasing. Our forest product business received a big boost earlier this year with a new multi-year contract with the Metsä Group of Finland and Logistec Corporation.

Dredging is now complete for a second, 50-foot-deep berth at Ports America Chesapeake's Seagirt Marine Terminal. Four Neo-Panamax cranes are due in August and the new berth will be operational later this year. Ports America Chesapeake is also investing in more equipment, infrastructure enhancements and technology upgrades.

The Howard Street Tunnel reconstruction will fix a longtime hurdle for the Port of Baltimore — the lack of double-stack rail. It will allow for seamless rail cargo movement between the Port of Baltimore and the Ohio Valley into Chicago. This project will also impact the entire rail network on the East Coast from Maine to Florida. We are awaiting final environmental approval and then construction will begin! We anticipate generating about 6,550 construction jobs and an additional 7,300 permanent jobs post completion.

For our ro/ro and auto customers, we are currently reconstructing and strengthening berths at the Dundalk Marine

Terminal. Baltimore leads the nation's ports in handling both cars/light trucks and heavy farm and construction equipment. Especially on the agriculture side, ro/ro machinery is becoming larger and heavier and our reconstructed berths will better support that. Dundalk also has direct-to-rail capabilities, which is a great advantage for us. We're looking forward to growing that business for our customers.

Our "Dollars for Drays" program, which helps truck owners pay for new trucks and removes older models from service, just had its best quarter ever and replaced 20 trucks by Earth Day. That means a reduction of more than 6.6 tons of nitrogen oxides and nearly half a ton of fine particulate matter. We've replaced a total of 255 trucks plus about 100 pieces of diesel cargo-handling equipment such as forklifts, top loaders, locomotives and tugs. These efforts have helped lessen air pollution emissions at the Port of Baltimore by 5,100 tons since 2008.

On the dredging side, we are working with the U.S. Army Corps of Engineers on our next coastal restoration project, the Mid-Chesapeake Bay Island Ecosystem Restoration, which will rebuild James and Barren islands near Maryland's Dorchester County and replace Poplar Island as the primary location for receiving dredged material excavated from the Bay channel. James will have about 2,072 acres restored and Barren 70, creating new habitat and coastal protection. About 95 million cubic yards of sediment will be placed there over the next 30 years.

We've got some really big things happening in Baltimore and I'm very excited about where we're going. Thank you for all you do and please continue to stay safe!

William P. Doyle, Executive Director

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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 tina.irgang@todaymediacustom.com.

NEWSMAKERS

MITAGS Creates Virtual Simulator for Navigating Off-Shore Wind Farms

The Maritime Institute of Technology & Graduate Studies (MITAGS) has entered into a three-year partnership with sustainable energy company Orsted. As part of the collaboration, MITAGS has created a virtual navigation simulator that will teach mariners to pilot safely through commercial-scale offshore wind farms.

The simulator facility, which is located in Linthicum Heights, uses

virtual simulations of Orsted's Ocean Wind and Revolution Wind projects, which will be located off the coasts of New Jersey and Rhode Island, respectively.

Currently, mariners don't have easily accessible opportunities to navigate through commercial-scale wind farms without traveling to Europe.

"MITAGS' simulation provides

a 'virtual reality' from the load port out to the offshore wind farms," said Glen Paine, Executive Director of MITAGS. "This greatly enhances safety and efficiency. MITAGS is honored to partner with Orsted in the advancement of offshore wind energy for the United States."

The reaction from mariners who have participated in the simulation has been "extremely positive," said John O'Keeffe, Head of Marine Affairs at Orsted. "The experience is much more impactful than talking about navigation based on project charts. We're looking forward to inviting more stakeholders in the coming months." 🌐



EVENT

Port Celebrates National Maritime Day

The Baltimore Port Alliance celebrated National Maritime Day on May 22 with an event held at Vane Brothers to honor the people and partners that make the Port great, with special recognition to the N/S *Savannah*, Liberty Ship *John W. Brown* and Baltimore & Chesapeake Steamboat Company.

The keynote speaker was Rear Adm. Mark H. Buzby and the ceremony also included remarks by Maryland Department of Transportation Maryland Port Administration Executive Director William P. Doyle and others.

"We remember those mariners who paid the ultimate sacrifice during service as United States Merchant Mariners. Indeed, it was the U.S. Merchant Marine that suffered the



COURTESY OF VANE BROTHERS

highest casualty rate in WWII," said Doyle. "I want to thank Vane Brothers owners Elizabeth Hughes and her son Duff Hughes for providing today's venue."

Vessels in attendance included the *Pride of Baltimore II*, Vane Brothers tug *Cape May* and the Association of Maryland Pilots Launch Boat. MDOT MPA's Katrina Jones provided rousing performances of the National Anthem and "God Bless America." 🌐



CARGO

Port Continues Strong Rebound from COVID Effects

The Port's latest figures, released at the end of May, show cargo and other categories have made impressive rebounds from the lows of the pandemic. Several categories achieved year-over-year gains compared to April 2020, with **AUTOS/LIGHT TRUCKS UP 23.5%, ROLL-ON/ROLL-OFF (RO/RO) FARM AND CONSTRUCTION EQUIPMENT UP 30% AND GENERAL CARGO UP 7%.**

When compared to low points last May and June due to COVID-19 impacts, the April numbers for autos/light trucks were even more significant. The cars and light trucks category saw 34,672 units in April, an increase of 97% over a low point in May 2020. Containers, with 50,866 boxes, were up 7% against their low point in June 2020, and the general cargo category, which includes all main public-terminal commodities — autos/light trucks, containers, forest products and ro/ro — was up 28%.

"Big things are happening at the Port of Baltimore," said William P. Doyle, Executive Director of the

Maryland Department of Transportation Maryland Port Administration (MDOT MPA). "Our cargo figures are bouncing back strong. Farming and construction are picking up once again — worldwide — and American-made equipment is being exported to global markets through the Port of Baltimore. Consumers also are making more purchases online, and with our incredible local e-commerce logistics network, we are handling the increased demand."

The Port of Baltimore continues to gain new business and expand its business from existing customers. The Port's recent volume includes 21 "ad hoc" ship calls from mid-July 2020 through April 2021, totaling more than 31,000 Twenty-foot Equivalent Unit (TEU) containers. Ad hoc ships are vessels that were diverted to Baltimore and were not on a regularly scheduled service. 🌐





MSC Branch Manager Mauro Dal Bo cuts the ribbon on MSC's new office space alongside MDOT MPA Property Manager Daren Dean, MDOT MPA Executive Director William P. Doyle and MSC Chief Compliance Manager Jack Giraud.

EVENT

MDOT MPA Welcomes MSC to New Office at World Trade Center

In early February, Mediterranean Shipping Company (MSC) officially cut the ribbon on its new office space at the World Trade Center (WTC) in Baltimore's Inner Harbor.

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) also operates out of the WTC, and Executive Director William P. Doyle was on hand to help the company celebrate.

"We are so happy to have MSC's local offices with us in the World Trade Center. MSC has been such a huge part of the Port of Baltimore's growth as a container port," said Doyle.

"As we prepare for a second, 50-foot-deep container berth and double-stack rail capabilities with the reconstruction of the Howard Street Tunnel, MSC is going to be an even bigger factor in helping the Port of Baltimore expand. Benvenuto a casa, MSC!"

MSC and the Port of Baltimore have a productive partnership going back to the 1980s. In 2018 alone, MSC moved over three million tons of cargo at Seagirt Marine Terminal, ranging from imported furniture to beverages and auto parts.



Mauro Dal Bo poses in front of an inspirational quote by MSC's Group President, Diego Aponte.

PHOTOGRAPHY BY BILL MCALLEN

"Moving our offices to the iconic World Trade Center Baltimore has proven to be a great decision for our company," said Mauro Dal Bo, MSC's Baltimore Branch Manager. "Being located in the same building as the Maryland Port Administration will help an already strong business relationship. We're delighted to be here and look forward to many happy years in our new location." 🌐



BILL MCALLEN

NEWSMAKERS

NEW COAL TONNAGE RECORD

The M/V *Cape Kori* loads coal at CONSOL Marine Terminal on May 11. The total lift was a tonnage of 148,000 mt, which beats the previous record of 144,000 mt. 🌐

NEWSMAKERS

Vane Brothers Adds New Tug to Its Fleet

Vane Brothers, a Baltimore-based marine transportation provider, has taken delivery of the *Cape Henry*, a 3,000-horsepower model bow tug. It's the eighteenth towing vessel built in Maryland that has joined the company's fleet.

Since 2008, sixteen 3,000-horsepower model bow tugs and two 3,000-horsepower push boats have been delivered to Vane Brothers by Chesapeake Shipbuilding and Naval Architects of Salisbury, Md. Chesapeake is also constructing two more 3,000-horsepower push boats scheduled for delivery in 2021.

"Vane Brothers remains committed to investing in thoughtfully crafted vessels that are highly efficient and reliable, while also capitalizing on crew safety and comfort," said C. Duff Hughes, President of Vane Brothers. "Just like her smartly built predecessors, the *Cape Henry* has been designed to deliver peak productivity when paired with the Vane fleet of coastwise tank barges."



The *Cape Henry* is a true sister tug of the *Cape Fear*, which was delivered in October 2020. Both model bow tugs are primarily tasked with towing petroleum barges engaged in the Northeast and Mid-Atlantic coastwise trade.

Featuring a design by the late Frank Basile, P.E., of Entech Designs, LLC, the *Cape Henry* measures 94 feet long and 32 feet wide with a hull depth of 13 feet. The vessel is equipped with twin Caterpillar 3512 main engines and operates with a JonRie Series 500 hydraulic towing winch.

The *Cape Henry* is named for the promontory on the Atlantic shore of Virginia that is the southern boundary of the entrance to the Chesapeake Bay. 🌐

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Community Corner

Pitching In at the Port of Baltimore — If you're involved in community events, we'd love to highlight you! Email tina.irgang@todaymediacustom.com



BPA's Virtual Career Expo a Big Success

On Wednesday, March 10, the Baltimore Port Alliance (BPA) hosted a Virtual Hiring & Career Expo, bringing together 29 employers and over 275 registered job-seekers. This event marked the second annual BPA hiring expo and was conducted virtually to respond to industry needs in the midst of COVID-19 restrictions.

The Port of Baltimore offers incredible employment potential in a wide variety of maritime, transportation, logistics and related fields. The Port is an economic engine for the State of Maryland, generating about 15,300 direct jobs and nearly 140,000 jobs that are linked to Port activities. The BPA supports the maritime industry and the Port community by connecting applicants and employers to build a stable workforce pipeline and promote meaningful career options. Opportunities exist at all levels, from high school senior to recent college graduate to seasoned professional.

As co-chairs of the BPA Education and Outreach Committee, Katrina Jones of the Maryland Department of Transportation Maryland Port Administration and Scott

Senko of NYK Line worked with a small team to coordinate the event. "Working with our community, education and workforce development partners, we recognized the need to create a pipeline to connect job seekers with transferable skills and experience to industry employers in maritime, transportation and logistics," said Jones.

This year's virtual expo offered attendees the chance to learn about specific opportunities, network, and even apply for open positions. The event was able to closely replicate the face-to-face experience of an in-person event through live, real-time virtual info sessions and the option to connect via video call if an employer and job seeker wished to have a one-on-one conversation regarding an opportunity.

Rich Lucas, Corporate Recruiter for Shapiro, said, "Job seekers in attendance were given direct access to hiring managers. I think most attendees were surprised to hear how many solid jobs and resources exist in the Baltimore area. For Shapiro, it was a nice way to reach out during the pandemic to job seekers who might not know about logistics as a career."

The BPA hopes to host an in-person Hiring & Career Expo again in the future, and is prepared to adjust the format and location to be responsive to restrictions in order to best serve the industry and the job seekers of the Baltimore area. 🌐

Dredged Sediment Helps Restore City Parkland

Sediment from Port of Baltimore shipping channels has long helped restore bay islands being lost to erosion. Now, the material is also being put to use in restoring the underutilized Ridgley's Cove park property in Baltimore City.

Ridgley's Cove is located behind Horseshoe Casino and adjacent to the Patapsco River's Middle Branch. The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) is collaborating on the restoration project with the Maryland Department of the Environment, the Maryland Environmental Service, Baltimore City, the Baltimore Development Corporation and the company Topgolf. Topgolf's participation is part of a mitigation package associated with the construction of its future facility near the casino.

"Baltimore is world renowned for its beneficial use of dredge material, and the Ridgley's Cove reconstruction is further proof of Maryland's ingenuity," said MDOT MPA Executive Director William P. Doyle. "Continuous dredging is critical to accommodate the ships that enter the Port of Baltimore to deliver high volumes of cargo and support tens of thousands of jobs. We can use this dredged material to restore, reclaim and rebuild property in surrounding communities."

Approximately 22,000 cubic yards of blended sediment from the Cox Creek Dredged Material Containment Facility will be used as capping material in the upland restoration of Ridgley's Cove.

"We love environmental partnerships like this with the Port of Baltimore and others to turn potential waste into wealth, putting sediment to work for parks and communities while helping to keep channels of commerce open and thriving," said Maryland Environment Secretary Ben Grumbles. 🌐



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EcoPort



Environmental Management at the Port of Baltimore *BY TINA IRGANG LEADERMAN*

Easy Program Protects the Environment, Saves Time and Money

Sometimes businesses are hesitant to participate in partnerships with government agencies because of difficult application paperwork or confusing requirements. Mid-Atlantic Terminal (MAT) Operations Manager Matt Stahl found out that the Port of Baltimore's Diesel Equipment Upgrade Program is as easy as can be.

Located on the Port's Dundalk Marine Terminal, Wallenius Wilhelmsen Solutions' MAT handles a variety of ro/ro import and export cargo. MAT recently replaced two older yard tractor forklifts by acquiring two new tractors using the program administered by the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) with funds from the Environmental Protection Agency's (EPA) Diesel Emission Reduction Act (DERA). DERA provides funds to retrofit, repower or replace older diesel equipment with more emissions-efficient engines or technologies that help reduce air pollution and greenhouse gases.

"The timing aligned very well for our company, as we are making great strides toward becoming more eco-friendly," said Stahl. "In fact, we have a new department within our company called 'Operational Excellence,' with the goal of achieving environmental improvements. Hopefully, one day we will meet the goal of zero emissions."

The first new tractor forklift is currently in use at MAT, and the second tractor forklift will be shipped via water, with an expected arrival at the Port of Baltimore in early May. The new equipment replaces older tier engines with Tier 4 final engines that meet the most stringent EPA emission standards.

The Port's Diesel Equipment Upgrade Program provided approximately 25% of the replacement costs, with MAT committing the rest. As part of the program requirements, Stahl scrapped the two pieces of older equipment.

The tractor forklifts are heavy-duty and can lift "pretty much anything fork-liftable," said Stahl. They are used for both receiving and delivering cargo on and off vessels and on and off dry trucks.

The new, cleaner diesel equipment reduces the impact on the environment, protects public and worker health, and, thanks to better technology, requires less



fuel and less maintenance, with fewer equipment failures resulting in less downtime. This allows MAT to offer greater reliability to its customers. As an added benefit, the new tractor forklifts have longer blades, further diversifying the loads they are able to carry.

"I found the application to be very streamlined. With help from advisors provided by MDOT MPA, it was easy to submit our paperwork, and we heard very soon after that we had been approved. The process was painless," said Stahl. "We definitely plan to do it again, and I would recommend it to anyone. I have nothing but good things to say."

"We're so glad to hear of MAT's positive experience and hope other Port partners will participate in this terrific program," said MDOT MPA Executive Director William P. Doyle. "It's a great opportunity to help the environment and protect public health while saving both time and money."

"This program has been enormously successful and is a win-win situation for our Port businesses, communities and the environment," said MDOT MPA Environmental Manager Shawn Kiernan.

According to Kiernan, to date, the program has replaced, repowered or retrofitted roughly 100 pieces of diesel equipment, including cargo-handling equipment, locomotive engines and marine engines. Since 2012, a total of 244 dry trucks have been replaced through the "Dollars for Drays" program. Overall, the Port's diesel emission reduction projects have helped decrease air emissions at the Port by more than 5,100 tons. 🌍



For more information, visit
www.dieselupgrades.org

MDOT MPA Renews Commitment to Environmental Initiatives

The Maryland Department of Transportation and the MDOT Maryland Port Administration (MDOT MPA) have renewed and expanded an agreement with the Maryland Department of the Environment (MDE) that governs environmental initiatives at the Port.

The voluntary Memorandum of Understanding (MOU) extends the original MOU signed five years ago and adds the Maryland Energy Administration (MEA) as a partner. As part of the MOU, the partners agree to continue an effort to reduce diesel and greenhouse gas emissions at the Port's state-owned marine terminals, while increasing energy efficiency.

"As this agreement shows, Baltimore continues to be a leader among green ports globally, and Maryland continues to be a leader among states pushing relentlessly for clean air, public health and climate action," said MDE Secretary Ben Grumbles.

As part of the agreement, the participating agencies will meet monthly to discuss air quality objectives, share information and collaborate to seek federal funding for air quality enhancement projects. MDE and MEA will provide technical assistance and help with identifying and applying for both state and federal grants.

"This MOU represents a strong commitment by the MDOT MPA to our environment," said Executive Director William P. Doyle. "We pledge to continue working closely with our environmental, labor and private sector partners, such as the trucking community and Ports America Chesapeake, to further reduce pollutants and clean the air at our marine terminals, and to reuse dredged sediment from shipping channels to rebuild long-eroded islands, creating native habitat and preparing for possible impacts from climate change." 🌐



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Diesel & Greenhouse Gas Emission Reduction

The Port of Baltimore continues to double down on efforts to reduce diesel and greenhouse gas emissions, to reduce the effects of climate change as well as impacts on public health and the environment.

Port of Baltimore Diesel Equipment Upgrade Program

Upgrading older diesel-powered equipment with newer, cleaner versions is one of the Port's focus areas to improve air quality. MAT acquired two yard tractor forklifts recently (see page 14), and 28 dray trucks — commonly used for transporting shipping containers short distances to and from the Port — were also replaced. Thanks to funding from the U.S. Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA), state DERA awards, and the Maryland Volkswagen Mitigation Plan, more than 244 older dray trucks have been replaced since 2012. Overall, the Port's diesel emission reduction projects have helped lessen air

emissions at the Port by more than 5,100 tons.

"Working with our partners at the state and federal level, Maryland Department of Transportation Maryland Port Administration's (MDOT MPA) dray truck replacement program is an important element of the Port of Baltimore's environmental stewardship," said MDOT Secretary Greg Slater. "Dray truck replacement, our creative dredge reuse initiatives, our continued work at Masonville Cove and other programs show how MDOT MPA is working hard to be environmentally responsible while creating jobs and growing Maryland's economy."

"The Dray Truck Replacement Program has been a significant contributor to reducing pollutants and cleaning the air around the Port of



↑ *Captain Trash Wheel, at Masonville Cove, is one of three trash wheels cleaning Baltimore City waters. Installed in 2018, it joined the existing Mr. Trash Wheel in the Inner Harbor and Professor Trash Wheel in Canton. A fourth trash wheel, Gwynnda the Good Wheel of the West, is coming soon to the Gwynns Falls in West Baltimore.*



Dollars for Drays continues to offer significant economic benefits to local business owners while improving air quality in and around Port communities.”

— Louis Campion, President and CEO of the Maryland Motor Truck Association

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Baltimore,” said MDOT MPA Executive Director William P. Doyle. “We strongly urge truck owners to take advantage of this unique opportunity that will help them purchase a newer, cleaner truck.”

“Dollars for Drays continues to offer significant economic benefits to local business owners while improving air quality in and around Port communities,” said Louis Campion, President and CEO of the Maryland Motor Truck Association.

“The Baltimore dray program is a phenomenal program,” said Dauda Mansaray, dray truck driver at the Port. “I have the greatest honor to be part of this program. I encourage any driver out there to look into this program. It is really worth it.”

Agencies Collaborate for Clean Air

2020 marked five years of successful collaboration between MDOT MPA and the Maryland Department of the Environment (MDE) to implement air-quality improvement projects under a Voluntary Air Agreement. The agreement formalizes a commitment by MDOT, MDOT MPA and MDE to work together to develop and implement projects that reduce diesel and greenhouse gas emissions or increase energy efficiency at the Port.

Groundbreaking New Approaches

A grant from the Maryland Energy Administration’s Resilient Maryland Program is helping MDOT MPA complete a feasibility study to investigate ways to reduce greenhouse gas emissions and increase resiliency through microgrid options at its Dundalk Marine Terminal, looking at wind, solar, batteries and fuel cells.

For the fifth year, the Port hosted a Climate Corps fellow from the Environmental Defense Fund (EDF). Akin Olumoroti, a dual-degree graduate student at the University of Michigan, studied the future role of electric vehicles at the Port, including environmental benefits achieved through the use of alternative fuels and more efficient engines and infrastructure needs.



← Akin Olumoroti, EDF Climate Corps fellow

Wildlife Thrives at the Port

From birding “hotspots” to rare urban coyote sightings, wildlife thrives on the lands and the waterways that are home to the Port of Baltimore and its partners.

While area birders have ranked the Cox Creek Dredged Material Containment Facility (DMCF) and the adjacent Swan Creek Wetlands as the No. 1 hotspot on the popular website eBird for several years, those of us seeking a little virtual birdwatching can now enjoy a new wildlife camera starring the eagles of Masonville Cove.

Eagles

Two bald eagles have returned for the third consecutive year to Masonville Cove in Baltimore. While access to parts of the area is currently closed in compliance with National Bald Eagle Nest Protection Guidelines, thanks to the new wildlife camera installed by the U.S. Fish & Wildlife Service (USFWS) Chesapeake Bay Field Office, the public can enjoy a bird’s-eye view of the site by live streaming from their devices at www.masonvillecove.org/eagles.

"We want to thank all of our partners for making it easy for the public to monitor the activities of these beautiful eagles," MDOT MPA Director of Harbor Development Kristen Fidler said. "Masonville Cove is home to many different species of birds and wildlife. It's exciting for the public to be able to get a glimpse of this nesting pair, especially with the possibility of following any eaglets from egg to fledgling!"

Coyotes

It was only her second day on the job, but Ela-Sita Carpenter already had a rare sighting. The newly-hired urban wildlife biologist was out in the field doing seasonal mammal camera surveys with her colleague when they spotted a coyote pair at Masonville Cove in Baltimore. A pair has also been sighted at the Cox Creek DMCF in Curtis Bay.

"As a Baltimore native, I'm so happy to have this opportunity to study wildlife in my hometown and share it with others," said Carpenter, who will be based primarily at Masonville Cove for the USFWS.

Recreating Responsibly During Quarantine

While the Masonville Cove Environmental Education Center was closed for a period of time for COVID-19 precautions, visitors had the opportunity to walk the property, providing a way to recreate responsibly and find solace in nature. In fact, Masonville welcomed its second-highest number of annual visitors despite a four-month closure for the pandemic.

BioBlitz

Once a brownfield, Masonville Cove is now the nation's first Urban Wildlife Refuge. On Urban National Wildlife Refuge Day in September, partners held the seventh annual BioBlitz led by the National Aquarium, while implementing all of the necessary precautions to prevent the spread of COVID-19. Forty-one participants found a total of 134 species during 230 recorded observations.



CAPTURED ON VIDEO:

During the previous two seasons, the first known breeding pair of eagles in recent years within the city successfully raised four eaglets at their Masonville Cove nest. A coyote pair walks along the path at Masonville Cove. ↓



↑ *Enjoying the 2020 BioBlitz at Masonville Cove.*

Dredging

The Port and its partners recently celebrated a major milestone at another restoration site where wildlife thrives: the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island. The 575-acre expansion project is ready to accept inflow in the next dredging cycle, providing the important remote island habitat in the Chesapeake Bay with an additional 28 million cubic yards of capacity. This helps keep the shipping channels open and adds to the vitality of the Port.

"The Maryland Port Administration is known for its innovative use of dredged material to restore land and create environmental assets," said Gov. Larry Hogan. "Dredging is necessary for the Port of Baltimore to accommodate the huge ships that deliver cargo and grow our economy. The legacy of Poplar Island shows we can support both commerce

and the environment if we embrace innovation and work together."

"These navigation and coastal restoration dredging projects combine decades of ingenuity by the state. In Maryland, we do not waste dredged material — we reuse it for coastal/island restoration and land reclamation to counter climate change," said MDOT MPA Executive Director William P. Doyle.

Next Stop: Mid-Chesapeake Bay

The U.S. Army Corps of Engineers, Baltimore District has been allocated funding to work with MDOT MPA on pre-construction engineering and design for the Mid-Chesapeake Bay Island Ecosystem Restoration. This project will rebuild two barrier islands, James and Barren, creating new habitat and providing much-needed

The Poplar Island expansion project is ready to accept dredged material, helping to keep the Port's channels deep enough for supersized ships. →

shoreline protection in Dorchester County. The larger of the two, James Island, will have 2,072 acres restored, with 55% preserved as wetlands habitat and 45% as upland habitat. At Barren Island, 72 acres will be restored as wetlands.

"Based on this success [of Poplar Island], I look forward to continuing to work to enable future solid investments in ecosystem-level transformation efforts," said U.S. Senator Ben Cardin. "Team Maryland's next major push will center on the fast-disappearing James and Barren islands, which will be the focal points of the equally ambitious Mid-Chesapeake Bay Island Ecosystem Restoration Project. We will advocate strongly for federal funding for the construction of this important project." 🌐

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In Maryland, we do not waste dredged material — we reuse it for coastal/island restoration and land reclamation to counter climate change.”

— William P. Doyle, MDOT MPA Executive Director

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PLANNING FOR THE FUTURE

Upgrades to Seagirt, Dundalk Terminals Will Grow Business, Create Jobs

Dredging operations are now complete on a second, 50-foot-deep container berth at the Port of Baltimore's Seagirt Marine Terminal. The project, accomplished as part of the public-private partnership between the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) and Ports America Chesapeake (PAC), will allow the Port to accommodate two ultra-large ships simultaneously by the end of this year.

"Recently, I visited the Port of Baltimore and witnessed dredging operations at Seagirt firsthand," said Gov. Larry Hogan. "The completion of a second 50-foot-deep berth, along with the upcoming expansion of the Howard Street Tunnel, will significantly grow business at the Port and generate thousands of jobs in the Baltimore region."

During his visit to the Port in March, the governor took a boat ride to a dredger vessel to view the operation and visit

the crew. Dredging, which began in January and concluded April 20, was conducted by Corman Kokosing of Annapolis Junction. The company used two dredges, *Koko V* and *Koko VI*, and the SN3 unloader barge to remove more than 465,000 cubic yards of sediment. The sediment was taken to the Masonville dredged material containment facility in Baltimore and will be reused for land restoration and other purposes.

"Completing the second, 50-foot-deep berth is great news for the labor force of the Port of Baltimore," said Scott Cowan, President of International Longshoremen's Association (ILA) Local 333. "The men and women of ILA 333 are looking forward to the opportunities to work even more larger ships and handle higher amounts of cargo."

The berth project is part of a \$122.1 million investment, with \$105 million from PAC, \$10.5 million from the state and \$6.6 million in federal funding. The public-private partnership between MDOT MPA and PAC was signed in 2010 in the



wake of a national recession. It has generated thousands of jobs and continues to result in increased tax revenue for the state and funds for the Transportation Trust Fund.

"We're very excited to be moving forward on this project that will greatly enhance container operations at the Port of Baltimore," said PAC Vice President Bayard Hogans. "Ports America Chesapeake is also making other significant investments in upgrades at Seagirt Marine Terminal, including additional yard equipment, new truck gates and advanced technology. All of these initiatives are contributing to increasing the Port's capacity and efficiency — and ultimately support future growth."

"We're moving forward in the Port of Baltimore," said MDOT MPA Executive Director William P. Doyle. "We appreciate the on-time and on-budget dredging work completed by Corman Kokosing, a great U.S.-flag dredging and marine construction operator. This summer, we'll welcome four new Neo-Panamax cranes and, later this year, we'll break ground on the Howard Street Tunnel project, giving the Port and CSX double-stack capability north, south and all the way out to Chicago. These are very exciting times for the Port of Baltimore."

The planned expansion of the 126-year-old Howard Street Tunnel in Baltimore is also benefiting from public-private investment between the federal government, Maryland, CSX and others. Pending final National Environmental Policy Act approval, CSX will complete engineering and permitting, with construction expected to start late this year.

Dundalk Berths Being Renovated

In addition to the Seagirt improvements, the MDOT MPA is working on reconstructing and strengthening the roll-on/roll-off (ro/ro) berths at Dundalk Marine Terminal. Baltimore leads the nation's ports in handling both cars/light trucks and



↑ Gov. Larry Hogan recently visited Seagirt to see the deepening of a second berth to 50 feet. Joining him were Maryland Transportation Secretary Greg Slater, MDOT MPA Executive Director William Doyle and Ports America Chesapeake Vice President Bayard Hogans.

heavy farm and construction equipment, with all the major ro/ro ocean carriers calling on Baltimore. The new upgrades at Dundalk, along with existing advantages such as the terminal's direct-to-rail capabilities, ensure Baltimore will be able to retain that leadership position.

"The reconstruction of the berths is an integral part of MDOT MPA's resiliency program for Dundalk Marine Terminal, which will ensure that the Port of Baltimore meets the ever-changing environment of the maritime industry," said Doyle. "Increased commerce and a wide variety of cargo, both inbound and outbound, challenge us to consistently be forward-thinking and provide best-practice solutions integrating new materials and the latest technology." Reconstruction on Dundalk Berth Three began in February 2021 and will be completed by May 2023. Other Dundalk berths have already been or are scheduled to be reconstructed. 🌐

PHOTOGRAPHY BY BILL MCALLEN





Disclaimer: The images that accompany this article were taken prior to the COVID-19 pandemic.



A Bright Future

WITH 20 YEARS UNDER ITS BELT, CHOPTANK TRANSPORT PLANS TO KEEP GROWING IN BALTIMORE AREA

BY TINA IRGANG LEADERMAN

For Choptank Transport, 2020 was supposed to be a year of celebration: it marked the company's 20th anniversary.

"We were going to have all kinds of cool marketing and events," said Geoff Turner, Choptank's President and CEO. "Then the pandemic hit and sort of threw a wrench into things. It was a tale of two years, in the sense that we started it with a lot of demand, and then we saw things plummet. As the year progressed, capacity got tighter and tighter as the economy started to come back. We're really robust right now."

Choptank is a full-service third-party logistics company that offers truckload, intermodal, cross-docking, heavy-haul and many other specialized freight services. Like other logistics providers, Choptank saw its business change along with consumers' habits during the pandemic.

"We're primarily in the food and beverage space. It's about 60% of our business," Turner said. While business related to the restaurant space declined in 2020, "we saw all of our grocery clients go through the roof. We continued to see strong demand from grocery clients throughout the year as people ate more at home."

Choptank serves the U.S., Canada, Mexico and other international destinations through its network of six locations, including its headquarters in Preston, Md., and a satellite office in Baltimore. In October, Choptank is set to open its seventh location, in Easton — just a few miles from headquarters.

"We've filled our building in Preston and we don't have any room to expand there," Turner said. "So we found a suitable location over in Easton that is of similar size. We'll be able to create another couple hundred jobs there, just because of the demands of the logistics industry. There's an incredible amount of talent on the Eastern Shore that sometimes goes

untapped, and we were welcomed very well by the community to continue our growth here."

Proximity to the Port of Baltimore also has served Choptank well over the years, Turner said. "The Port of Baltimore has been growing, as everyone knows, with the dredging and the ability to get bigger ships in. Baltimore is just unique in terms of the layout, with the terminals and space and size that's available. Also, we've got such a great, diverse workforce in Maryland that's able to meet the demand of all the ships that are coming in. The geographic location of being so close to major cities is also really important. You can be in New York in less than a day, and there's so much population in the Northeast."

Choptank got its start in 2000 with six employees, focusing on refrigerated trucking. By 2005, the company had



We've got such a great, diverse workforce in Maryland that's able to meet the demand of all the ships that are coming in. The geographic location of being so close to major cities is also really important."

— Geoff Turner, Choptank President & CEO



grown to 23 full-time employees, and between 2005 and 2015, revenue rose from \$19 million to \$185 million. In 2018, Choptank surpassed \$300 million in revenue and 350 full-time employees.

Over the years, the company

added many new services, including an intermodal and a cold LTL (less-than-truckload) division. The company's Baltimore regional office opened in 2018. "We specifically launched that to grow our presence in the Port," Turner



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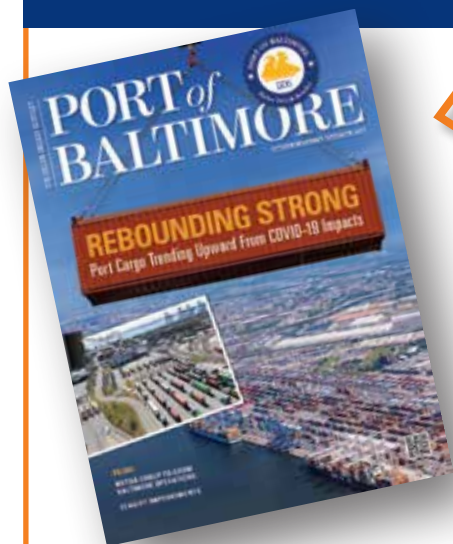


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↑ President and CEO Geoff Turner attributes Choptank's success and longevity to a talented team of "great logistics professionals."

said. "That office has been super successful and continues to grow."

As technology becomes an ever more important part of shipping, Choptank has put work into enhancing its proprietary software platform, called Orbit. "With more people working remote, one of the demands from our customers was to have a more robust tool to know where their freight is and what they need to do. So we've made a significant investment in our Orbit product. We've got a dashboard in there that will show customers where their freight is, and it gives them analytics tools for their supply chain."

Another important part of Choptank's philosophy is giving back to the community, through the Choptank Transport Community Foundation. The foundation's work took on added significance this year.

"If you look at 2020, there were so many things that got disrupted," Turner said. "I'm talking about our local fire departments that couldn't have their typical fundraisers, for example. We took a lot of pride this year in the fact that we had a golf tournament that supported first responders."



Turner attributes Choptank's success over the past 20 years to a talented team of "great logistics professionals" as well as "a lot of high-quality customers that have been with us since day one and continue to be supportive of us as we grow and add more services. We've also got such a great group of motor carriers that have followed us for many years and are ready to meet the demand of our customers."

As Turner sees it, Choptank's future looks bright: "There's certainly high demand for what we're doing, and we don't see that changing." 🌐



CHOPTANK TRANSPORT AT A GLANCE

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STORY BY **TINA IRGANG LEADERMAN**

Inner Harbor: From Working Waterfront to Tourism Draw

Baltimore's Inner Harbor has emerged in recent decades as a major tourist attraction, with the National Aquarium, the Maryland Science Center and the *USS Constellation* among the most popular attractions.

The picture above, taken in 1928, shows workers unloading bananas using electric conveyors at Pier 1 on Pratt Street. At the time, the Inner Harbor was still very much a working industrial waterfront. However, the relatively shallow waters of the harbor couldn't accommodate the larger post-World War II container ships, and both passenger

and freight service to the harbor ended by the 1950s.

Over the ensuing decades, the Inner Harbor was re-envisioned as a destination for both visitors and residents, culminating in the opening of the Harborplace shopping center in 1980.

Meanwhile, the Port of Baltimore's terminals outside the harbor have adapted to efficiently serve the needs of global shipping. The Seagirt Marine Terminal, for example, is set to open a second 50-foot-deep berth to shipping traffic in 2021. This will allow the terminal to handle two 14,000 Twenty-Foot Equivalent (TEU) vessels simultaneously. 🌐



The display image above is provided by The Baltimore Museum of Industry. Visit the museum for exhibitions and collections that document the lives of the workers who helped to propel this city to greatness. thebmi.org

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