

# PORT *of* BALTIMORE



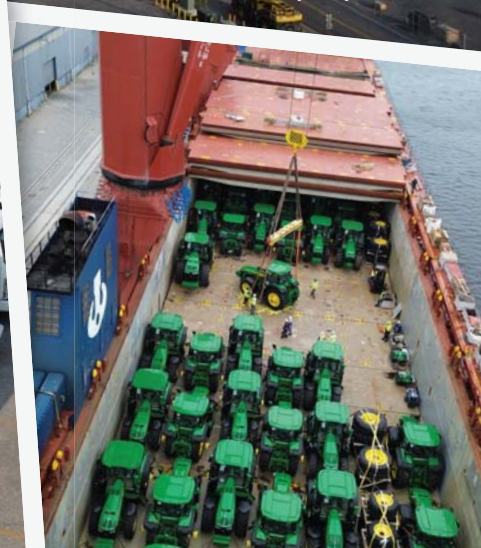
ISSUE 3 / 2023

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# PORT of BALTIMORE



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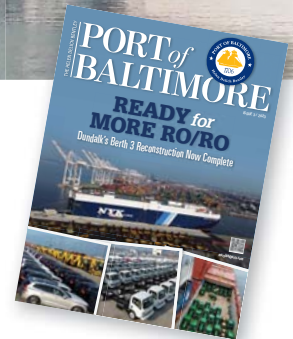
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### ON THE COVER:

The MPA is reconstructing its berths at the state-owned Dundalk Marine Terminal to better accommodate larger and heavier pieces of ro/ro cargo. Berth 3 at Dundalk is now completed and operational.

Photography by Bill McAllen

COURTESY OF VANE BROTHERS

## Port of Baltimore Tweet Highlights



Congrats, Md Port Admin's **Andrea Williams** & our **Maintenance Department** for winning @MDOTNews Safety & SERMA Awards!

Andrea won for leading our safety programs, and our Maintenance Dept won for our Snowplow Rodeo winter prep training program. #MDOTSafety



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*New electric gantry Neo-Panamax cranes are another upgrade to Seagirt Marine Terminal—significantly increasing the port's business and efficiency, generating direct and indirect jobs for the port community.*

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**MDOT**

## Port of Baltimore Is a Model of Job Growth

**T**he Maryland Department of Transportation (MDOT) has launched a new hiring and recruitment campaign called “Taking you places!” It reminds Marylanders that MDOT not only can take you to the places you need to go, but also to jobs and professional growth to benefit your career, your family and your community.

Maryland’s Port of Baltimore is one of the state’s top economic engines and the success of our Port team is a great example of the “Taking you places!” theme. The Port generates more than 15,000 direct jobs — many of them associated with our union partners — including family-supporting, good-paying jobs in cargo handling, rail, trucking, terminal operations, towing and freight movement. MDOT jobs at the Port offer growth opportunities as well as benefits, job training and more. As the Port of Baltimore continues to grow, employment opportunities will grow as well. Learn more about MDOT

job openings and the “Taking you places!” campaign on the “Careers” page at [mdot.maryland.gov](http://mdot.maryland.gov).

Across our state, about 140,000 jobs are connected in some way to the Port of Baltimore. These include direct jobs, plus many others from retail and mechanic positions to restaurateurs and service personnel. The Port is a major source of personal and business revenues for Maryland, generating more than \$2.6 billion annually in business revenues and nearly \$400 million in state, county and municipal taxes.

We are fortunate in Maryland to have a busy and active seaport. The safe transport of products from the Port of Baltimore to our favorite retail outlets results in a reliable supply chain of goods and a steady supply of job opportunities. There is no better model of growth in transportation jobs than the Port of Baltimore.

**Paul J. Wiedefeld**, *Maryland Transportation Secretary*

**EXECUTIVE VIEW**

## Terminal, Tunnel Projects Cement Port’s Key Economic Role

**O**ur mission at the Maryland Port Administration is to stimulate the flow of waterborne commerce through the State of Maryland in a manner that provides economic benefit to our citizens. That mission guides the way we conduct business every day through exciting and innovative projects that will benefit the Port of Baltimore and its dedicated workforce for years to come.

Our most recent project is the new roll-on/roll-off (ro/ro) berth at the Dundalk Marine Terminal. This berth can better accommodate the larger and heavier pieces of ro/ro equipment that are becoming the industry standard and are being handled regularly in Baltimore. This is one component of a strategic berth infrastructure preservation plan for the other piers at Dundalk.

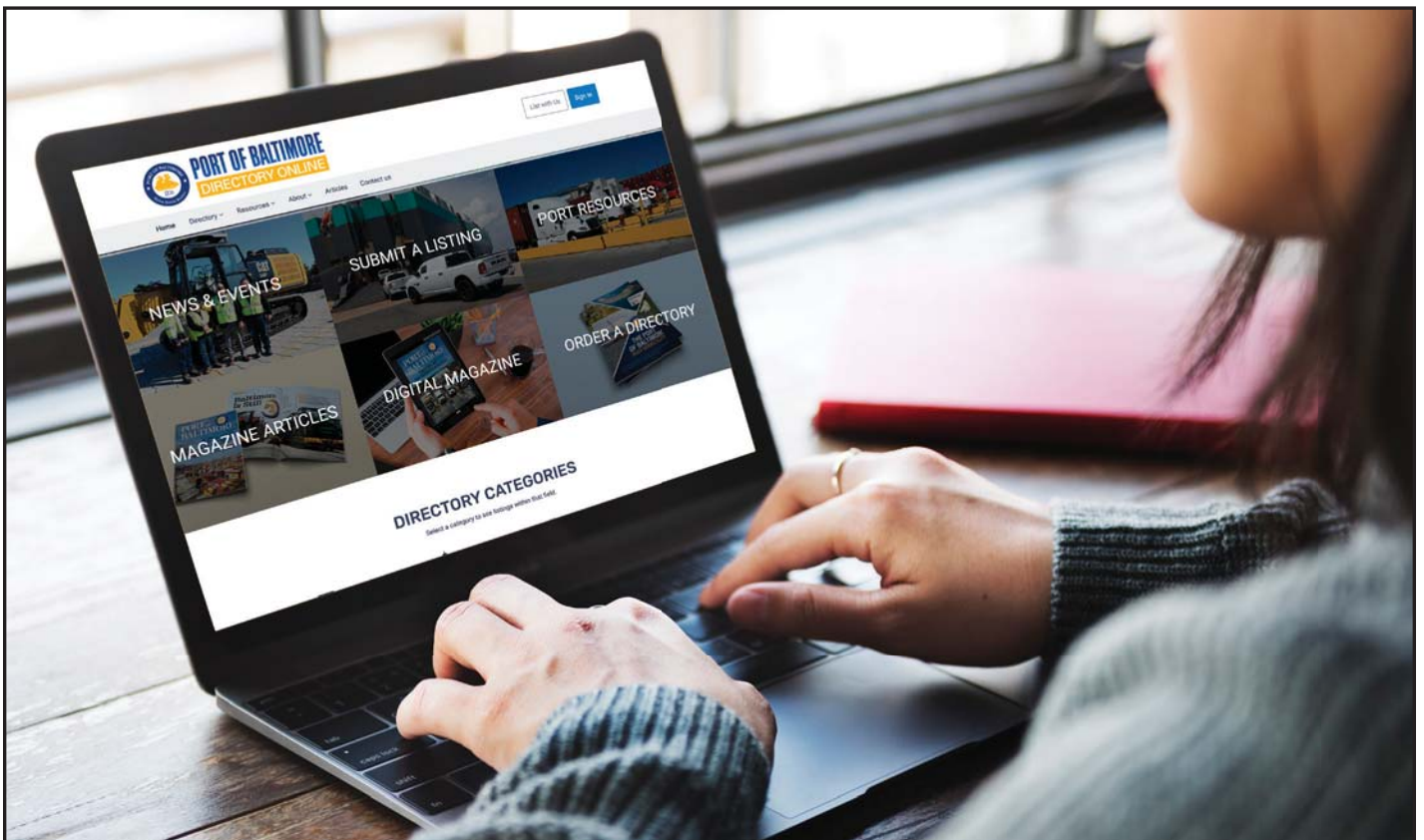
The berth reconstructions also address predicted climate change impacts by including storm-water management improvements and the first sea curbs constructed at Dundalk. The sea curb is a short seawall that protects against sea-level rise and storm surge. When a major storm is headed towards the Port of Baltimore, the sea curb

gaps that allow the ship ramps to fall on the berths will be plugged with gravity blocks that form a sea curb in the gap. Dundalk will be the first terminal in the nation to employ these curbs.

Another initiative we’re moving forward with is the Baltimore Howard Street Tunnel Project, which will allow us to handle double-stacked container trains to and from the Port. This project, which also includes 22 vertical clearance adjustments between Baltimore and Philadelphia, is currently underway with construction in Pennsylvania. When completed, it will increase our business by approximately 160,000 containers annually and create thousands of additional well-paying jobs.

Both these projects are legacy initiatives that will benefit the Port of Baltimore well into the future. They will help grow our business, generate more well-paying jobs, and maintain the Port’s role as one of Maryland’s leading economic engines.

**Brian Miller**, *Interim Acting 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](mailto:tina.irgang@todaymediacustom.com).

“Cruising is a tremendous economic engine for our state, generating nearly 400 jobs and \$63 million in annual revenues for local business.”

— Paul J. Wiedefeld, Maryland Transportation Secretary



PHOTOGRAPHY BY BILL MCALLEN

## CRUISES

### Port Welcomes Royal Caribbean's Latest Cruise Ship

There's a new cruise ship at the Port of Baltimore: Royal Caribbean's *Vision of the Seas* has replaced the company's previous Baltimore-based ship, *Enchantment of the Seas*, and will offer year-round cruises from Maryland to the Bahamas, Bermuda, Caribbean and New England/Canada.

"We are delighted for Royal Caribbean to continue offering cruises from the Cruise Maryland Terminal now with another fabulous ship, the *Vision of the Seas*," said **Cindy Burman, the MPA's Deputy Director of Business Development & Cruise**. "The *Vision* is a beautiful ship going to great destinations from Baltimore. The passengers are sharing very positive stories about their cruise experience on board and at our Cruise Maryland Terminal. We value our relationship and look forward to continued success!"

The Port of Baltimore has had year-round cruising since 2009, and through 2019 the Port averaged more than 200,000 passengers annually. Following a cruise industry-wide pause during the pandemic, Baltimore's passenger

counts have strongly rebounded, with its ships back to sailing at full capacity. Baltimore's cruise terminal is located right off busy Interstate 95 and has plenty of onsite parking.

"We look forward to continuing to sail from the Port of Baltimore and offering our guests the opportunity to sail on *Vision of the Seas*," said **Michael Bayley, President & CEO, Royal Caribbean International**. "Our guests enjoy sailing from Baltimore and visiting the beautiful islands of the Caribbean, Bermuda and The Bahamas."

More than 40 million people are within a six-hour drive of Baltimore, and two-thirds of the nation's population are within an overnight drive of Baltimore.

"There is a huge appetite for cruising, and our team at Maryland's Port of Baltimore continues to deliver an incredibly convenient and comfortable cruise experience," said **Maryland Transportation Secretary Paul J. Wiedefeld**. "Cruising is a tremendous economic engine for our state, generating nearly 400 jobs and \$63 million in annual revenues for local business." 🌐



Interstate 95



Cruise Maryland Terminal

## EVENTS

# Ro/Ro Rodeo Celebrates 25th Anniversary

On May 9 and 10, the Port of Baltimore gathered at Dundalk Marine Terminal for its annual Ro/Ro Rodeo event, which trains longshore workers from International Longshoremen's Association Local 333 on the safe operation and handling of heavy roll-on/roll-off (ro/ro) machinery.

This year, 238 new longshore workers attended the event.

RoRo Rodeo participants were trained on equipment by AGCO, CAT, Claas, CLARK, CNH, JCB, John Deere, JLG, Kobelco, Komatsu, Kubota, LBX, Wirtgen and McLaren.

A special guest at the event was John Deere President Justin Rose, who received a tour of Dundalk Marine Terminal's Berth 3, which has been restored to allow for the reception of larger ro/ro cargo.

The goal in holding the Ro/Ro Rodeo event is to eliminate damage to cargo and improve safety and quality handling of the machinery. Some of the equipment utilized this year included mini excavators, large excavators, warehouse forklifts, tractors, combines, windrowers, articulated dump trucks, manlifts and a lashing station. 🌐



PHOTOGRAPHY BY BILL MCALLEN

↑ **Top:** Welcoming the Vision of the Seas were, from left to right, Captain Thomas Hinderhofer, Director, North East Port Operations, Royal Caribbean Cruises; Laura Schwerzier, Strategic Account Manager, Royal Caribbean International; Zoe Gaunt, Hotel Director, Vision of the Seas, Royal Caribbean Group; Nancy Manley, Owner, Dream Vacation Travel; Ray Manley, Co-Owner, Dream Vacation Travel; Cindy Burman, Deputy Director, Business Development & Cruise, MPA; **Middle left image:** Gaunt, Burman and Gronhaug pose with a ship's wheel that was presented to Gronhaug. **Middle right image:** Lenny Rogers of Steel Dynamics sets the mood for the event.



**NEWSMAKERS**

## Ace Logistics Grows with Acquisition of Logistics Center in Aberdeen

A joint venture between Ace Logistics Services, Inc., MCB Real Estate LLC and Artemis Real Estate Partners has acquired Tower Logistics Center at 1225 South Philadelphia Road in Aberdeen, MD.

Tower Logistics Center, soon to be renamed Ace Logistics Center, is an 859,900-square-foot industrial building developed by Merritt Properties in partnership with BentallGreenOak in 2021. It is situated on 98.54 acres, providing for 130-foot truck court depths. The warehouse is efficiently equipped for logistics companies, with 189 cross docks, four drive-in docks and 40-foot warehouse clear height as well as 310+ trailer parking spaces.

Ace Logistics has signed a long-term lease for the building and expects to begin operations in late June. Ace provides cargo handling, warehousing and logistical services to a wide variety of both local and multinational corporations. The company currently operates eight facilities, 1.4 million square feet and six outside storage/drop yards, all close to the Port of Baltimore.

The new logistics center will be Ace Logistics' ninth facility. "This new expansion will enable Ace Logistics to continue its present growth plan," said **Alec Hajimihalis, Co-founder of Ace Logistics**. "The driving force of our business has always been Port-related, and this location will facilitate the servicing of Port containers as well as nationwide distribution. My brother Gus and I are very excited to participate in the acquisition of this new facility."

With a prime location along I-95 in Harford County, the new Ace Logistics Center is strategically positioned along one of the fastest-growing bulk warehouse/distribution markets in the Mid-Atlantic. 🌐

**NEWSMAKERS**

## MPA Hires Kathleen Pickett as New Security Director

Following the recent retirement of **David Espie**, the Maryland Port Administration (MPA) has named **Kathleen Pickett** as its new **Director of Security**.

Pickett comes to the MPA from the U.S. Capitol Police, where she had served as a Captain and Hazardous Incident Response Division Commander since 2015. In this role, Pickett led her unit's heroic response to the January 6, 2021 insurrection event.

Prior to the Capitol Police, she served six years as a correctional officer and then Sergeant for the Northwestern Regional Adult Detention Center. She began her career as a military police officer in the U.S. Air Force.

Pickett has several security certifications that will benefit the Port of Baltimore, including counterterrorism, hazardous materials, active shooter/mass casualty and narcotics. She is a recipient of a Congressional Gold Medal, Capitol Police Achievement Medal, and six commendation awards. 🌐



**NEWSMAKERS**

## Christman Named Sponsor for MARAD Vessel

**Capt. Beth Christman, Vice President of the Association of Maryland Pilots**, has been named vessel sponsor of the *Empire State VII*, the first of a new class of maritime training ships.

The *Empire State VII* will be used to train cadets at SUNY Maritime College, of which Christman is a 1987 graduate.

The U.S. Maritime Administration (MARAD) has commissioned five such ships altogether. In addition to serving as a training ground, each vessel will also provide support during times of emergency — such as disaster relief following a hurricane — by being equipped with a hospital, helipad and accommodations for 1,000 people. 🌐



## EVENTS

# MPA's Katrina Jones Named WTTC Person of the Year

The Women's Traffic & Transportation Club of Baltimore (WTTC) honored the Maryland Port Administration's Katrina Jones as its 2023 Person of the Year at a June 14 gala.

The gala also marked the end of WTTC's club year and featured a pirate theme.

Katrina Jones, who is the MPA's Program Manager for Education & Engagement, has been with the Port for more than 30 years and has done a great deal of work in surrounding communities. In 2022, she also received the Maryland Department of Transportation's Environmental Hero Award.

WTTC President Karen Bush-Brown nominated Jones for the WTTC award.

"It was a humbling surprise and honor being selected as the WTTC's 2023 Person of the Year!" Jones said. "WTTC is a great organization with dedicated and supportive members from several sectors of the transportation and logistics industry. It's a pleasure working together to build professional and personal relationships, provide continuing

↑ The MPA's Katrina Jones (left) with WTTC President Karen Bush-Brown, who nominated her for the Person of the Year award.

education incentives and networking opportunities with other professionals, and support local charities."

Richard Dix, Chair of WTTC's Person of the Year Committee, called Jones' involvement with her community, the Port and the WTTC "exemplary." Upon joining WTTC, "Katrina immediately joined committees, recommended speakers, organized tours and has been highly involved ever since," according to a presentation given in her honor at the event. 🌐



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# INDUSTRY IN MOTION

# Community Corner

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In "MEET THE NONPROFIT," we introduce you to organizations doing good work in and for the Port of Baltimore community.



COURTESY OF BLUE WATER BALTIMORE

## Meet the Nonprofit: **Blue Water Baltimore**

Blue Water Baltimore serves as a trusted watchdog and engaged protector of Baltimore's waterways. Its mission is to restore the quality of Baltimore's rivers, streams and harbor to foster a healthy environment, a strong economy and thriving communities.

Blue Water was formed in 2010, when five local grassroots environmental organizations joined forces to collectively address water quality issues in Baltimore. These five "legacy organizations" included:

- Jones Falls Watershed Association
- Gwynns Falls Watershed Association
- Herring Run Watershed Association
- Baltimore Harbor Watershed Association
- Baltimore Harbor Waterkeeper

Blue Water Baltimore's dedicated team of scientists, arborists, horticulturalists and advocates work every day for clean waterways and healthy neighborhoods in our city. 🌍



### IN 2021 ALONE, BLUE WATER BALTIMORE:

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100 pollution  
reports**

**Collected  
1,500 water  
samples**

**Collected  
2,480 pounds  
of trash**



To learn more about how to support Blue Water Baltimore's work by donating, volunteering or reporting pollution, go to [www.bluewaterbaltimore.org/take-action](http://www.bluewaterbaltimore.org/take-action).



### DID YOU KNOW?

Maryland Port Administration employees helped plant **150 TREES** in the Cherry Hill community for an Arbor Day event in April. We encourage you to plant some too! Trees help provide urban wildlife habitat, improve water quality and save energy. Plant a tree and help improve your community!



← Some of the volunteers pose for a group photo in front of the St. Helena Community Association Building. Photo Credit: Shirley Gregory

## Volunteers Flock to **Earth Day Cleanup in St. Helena**

The Baltimore Port Alliance (BPA) once again partnered with the St. Helena Community Association for a community-wide cleanup.

More than 60 volunteers gathered on the morning of April 22 to remove unsightly trash and debris from several locations in the St. Helena community.

Volunteers from several BPA member companies participated, including the Maryland Port Administration, Ports America Chesapeake (PAC), C. Steinweg (Baltimore), Vane Brothers, Belts Logistics, Terminal Corporation, Maryland Environmental Service and Moran Towing.

The volume of material collected filled two 30-yard dumpsters and weighed 6.5 tons. In addition, 22 tires were collected. Shirley Gregory, President of the St. Helena Community Association, was very appreciative of the support received, including PAC's donation of the dumpsters and C. Steinweg's contribution to feed the hungry volunteers after a long morning effort. 🌐

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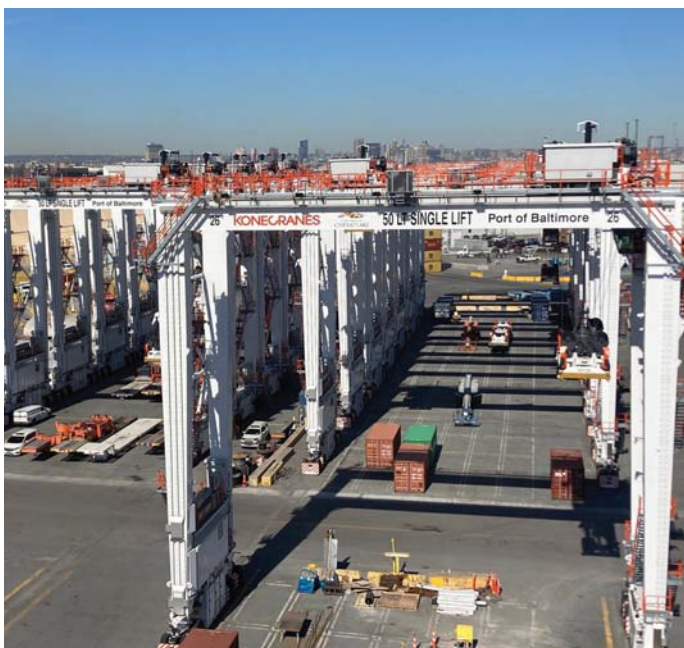
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# EcoPort



## Environmental Management at the Port of Baltimore



COURTESY OF PORTS AMERICA CHESAPEAKE / MICHAEL RYAN

↑ New rubber-tired gantry Konecranes

## Seagirt Expansion and Densification Project: Improving Operational Efficiency While Reducing Environmental Impact

Ports America Chesapeake has started the execution of an exciting project to densify and electrify the container yard at Seagirt Marine Terminal. The plan was designed to increase the capacity of the container yard by adding an additional row of container stacks throughout the terminal and increasing the height of the container stacks.

The second piece of this endeavor is the electrification of the container yard. As part of Ports America Chesapeake's Climate Change Strategic Plan, a full fleet of electric yard cranes will be commissioned. The first shipment of 15 hybrid electric cranes arrived in 2022, and they will be powered through conductor bars installed in each pad within the container yard. 🌐

## Masonville Cove Connector Updates

The Masonville Cove Connector (MCC) will be a shared-use path for pedestrians, bicyclists and wheelchair users, stretching along Frankfurst Avenue from Masonville Cove, the nation's first Urban Wildlife Refuge, to the intersection of Frankfurst and Hanover streets. Upon its completion, the MCC will connect Masonville Cove with the current Gwynns Falls Trail and the proposed Baybrook Connector, forming a vast network of over 20 miles of safe, equitable and easily accessible trails.

The MCC project is still in its early stages, presenting an ideal opportunity to engage with community members in a meaningful way and gather their feedback regarding their perspectives and desired features for the proposed trail system. With the MCC being an exciting project, we are striving to ensure that the local community is fully involved and given the chance to express their input. 🌐



↑ The MCC project will provide walking and biking connectivity with dozens of neighborhoods, a scenic and historic greenway, regional hospital and wellness facilities, and the Light Rail station in Cherry Hill.

## Land Preservation & Conservation Easements: Vital Tools to Protect Our Nature

Conservation easements on Maryland Port Administration (MPA) property, including Masonville Cove and Swan Creek, are effective methods of protecting natural resources and preserving scenic open space and natural lands. The Maryland Environmental Trust evaluates easement offers on a case-by-case basis, in a process where landowners give up some property rights (e.g., to develop, subdivide and mine gravel) while another local entity agrees to monitor, protect

and ensure compliance with its terms.

MPA conservation easement at Masonville Cove (46.85 acres) requires that the property remain accessible to the public for recreation and education. Baltimore Green Space (BGS) is responsible for the preservation of the easement. “BGS is so excited to be able to support the community in preserving this refuge for neighbors to enjoy the water and wildlife for generations to come,” said BGS Executive Director Katherine Lautar.

Moreover, the recent expansion of the Scenic Rivers Land Trust by the acquisition of five easements, totaling 224 acres, from North County Land Trust (NCLT) included the beautiful MPA-owned Swan Creek easement area (115 acres).

“We are so excited to be involved in protecting this special place. The incredible number of birds found here is a clear signal that the forest and wetlands here are critical to conserve for the health of our community,” said **Scenic Rivers Land Trust Executive Director Sarah Knebel**. The endeavor was made possible with the assistance of **DMMP committee member Rebecca Kolberg**, who regrettably passed recently. 🌍



COURTESY OF MES



COURTESY OF MES SURVEY TEAM

↑ MPA conservation easement at Masonville Cove

↑ Swan Creek wetland area, under protection of the Scenic River Land Trust

## Commitment to Environmental Justice in 2023 at the WildStem Career Summit

“The Harbor City Links Presents Careers in WildStem,” held on February 25, was a major success. Students from Coppin State University and Morgan State University were exposed to opportunities and careers in the STEM, sustainability and maritime industries.

Hosted at Brown Advisory, organized by Harbor City Links and Masonville Cove Partnerships, in collaboration with the National Wildlife Federation, the event was also a great opportunity to recruit potential members of The Links, Incorporated, an African American women’s group, to one of the Dredged Material Management Program (DMMP) committees.

WildStem was tailored to further the Maryland Port Administration’s DMMP Annual Report 2022 recommendations on Environmental Justice to:

(1) prioritize environmental justice by engaging with stakeholders, (2) recruit DMMP committee members who reflect the diversity of near-Port communities, and (3) create equitable access to DMMP sites to engage youth in educational programs as a pathway to thriving career opportunities. 🌍

➔ *Top right: Llaurny Iglehart-King from The Links, Incorporated welcomes students at the WildStem event. Right: Students from the South Baltimore Community Land Trust along with Development Without Displacement Director Dr. Meleny Thomas received mentorship from professionals who work in various facets of this industry, including those with backgrounds in science, green-based industries and other related fields.*




PHOTOGRAPHY COURTESY OF BROWN ADVISORY

# Ro/Ro Ready

BY TINA IRGANG LEADERMAN

Photography by Bill McAllen

Berth 3 Reconstruction  
Marks Latest  
Improvement for  
Customers at Dundalk



WITH A NEWLY RECONSTRUCTED  
ROLL-ON/ROLL-OFF (RO/RO) BERTH,  
A RECORD YEAR FOR RO/RO IN 2022,  
AND A GOOD START FOR THAT  
COMMODITY IN 2023,  
THE HELEN DELICH BENTLEY PORT  
OF BALTIMORE IS POISED TO  
CONTINUE AS THE NATION'S  
LEADING PORT FOR HIGH-AND-  
HEAVY FARM AND CONSTRUCTION  
MACHINERY AND AUTOS.



“The expansion and strengthening of Berth 3 in Dundalk Marine Terminal will set the Port of Baltimore up to continue as the premier auto and roll on/roll off port in the nation. With the ever-changing climate in the ocean shipping business, cargoes that have been traditionally shipped in containers are now being shipped on roll on/roll off and breakbulk vessels.”

– Bill Wade, Director of Operations, Ceres Marine Terminals

The Maryland Port Administration (MPA) is reconstructing its ro/ro berths at the state-owned Dundalk Marine Terminal to better accommodate the larger and heavier pieces of ro/ro cargo such as combines, harvesters and others that Baltimore is now regularly handling. Berth 3 at Dundalk is now completed and operational, with a wider deck and with other berths also scheduled to be similarly redone.

Physical work on the Berth 3 reconstruction began in February 2021 and construction was completed in April of this year, said Steven W. Johnson, PE, Chief Engineer and Director of Engineering at the MPA. “The existing structure was condemned. The replacement contract was to remove the poor deck and timber piles and replace the structure with approximately 47,815 square feet of new marginal wharf,” he said. “The berth face was also extended 30 feet channel-ward to match the berth face of recently reconstructed berths 4, 5 and 6.”

Major partners in the Berth 3 project were designers Whitman Requardt & Associates and Moffatt and Nichol, as well as construction contractor Cianbro. At the MPA, “the prominent actors in the DMT Berth 3 reconstruction project were Jeff Neumayer, PE, who runs our Design Department, Benjamin Kleskovic, PE who was responsible for the project’s design, Billy Whitecotton, who runs our Construction Management Department, and Christine Shaffer, the Resident Engineer who was responsible for the project’s construction,” Johnson said.

The Berth 3 project showcases that the State of Maryland is making significant investments in port infrastructure to help grow business. It also is a boon for customers who previously were unable to use the condemned berth.

“The expansion and strengthening of Berth 3 in Dundalk Marine Terminal will set the Port of Baltimore up to continue as the premier auto and roll on/roll off port in the nation,” said Bill Wade, Director of Operations for Ceres Marine Terminals. “With the ever-changing climate in the ocean shipping business, cargoes that have been traditionally shipped in containers are now being shipped on roll on/roll off and breakbulk vessels. The project also opened acreage, that was previously occupied by a warehouse, to be utilized for import and export cargo directly adjacent to the vessel. Proximity of cargo to the vessel is paramount with the main focus of all operations revolving around safety, quality and production.”

Baltimore’s top ro/ro customer is Wallenius Wilhelmsen (WW). WW has recently brought new business into the Port of Baltimore that includes Nissan vehicles, JCB excavators, Morgan Motor vehicles, Ineos vehicles and Fisker Automotive electric vehicles.

“Berth availability is a significant pain point in major ports across the supply chain,” said Michael S. Derby, WW’s Senior Vice President of Port, Terminal & Stevedoring Operations Americas. “Ship delays caused by

congestion increase cost and reduce jobs. With Berth 3 improved and in service, Dundalk Marine Terminal can handle up to seven ro/ro ships simultaneously. As both an ocean carrier and a port processor, this new berth will ensure our ro/ro business is uninterrupted and will keep Baltimore the number-one ro/ro port in the country.”

The new WW business will create about 40 additional International Longshoremen’s Association (ILA) jobs.

“Reconstructing the ro/ro berths and the additional business for the Port of Baltimore is great news for the men and women of the ILA,” said ILA 333 President Scott Cowan. “We take a lot of pride in handling ro/ro cargo and we’re excited for the future of ro/ro in Baltimore.”





COURTESY OF THE MPA



## TERMINALS

The Port of Baltimore just completed its 25th annual Ro/Ro Rodeo, where newly hired longshore workers are trained on operating farm and construction machinery. This year's Rodeo included 238 ILA workers. (For more, see page 9.)

### Increasing Resilience to Climate Change

The berth reconstruction also addresses predicted climate change impacts by including storm drain improvements and the first sea curb constructed at Dundalk. The sea curb is a short seawall that protects against sea level rise and storm surge. Temporary sea curbs will be added to the other berths and will be replaced with permanent ones when each berth is reconstructed.

"The sea curb will be constructed 2.5 feet higher than the existing deck elevation, at the outer face of the wharf structure to protect against future storm surge and sea level rise," Johnson said. "Also, a tidal gate was installed at the Berth 3 storm drain outfall. The tidal gate prevents backflow of water from Colgate Creek into the storm drain outfall."

The ongoing berth reconstructions are just some of many upgrades constantly being planned for Dundalk by the MPA's engineering team. "One major improvement at Dundalk Marine Terminal, which will begin construction before the end of calendar year 2023, is the first phase of the Resiliency Program to protect the terminal from storm surge and high-intensity rainfall events," Johnson said.

The first phase of this Resilience Program comprises 6,837 feet of storm curb around the terminal, 15 tidal gates and a four-sided "box" culvert that will be 2,306 feet long.

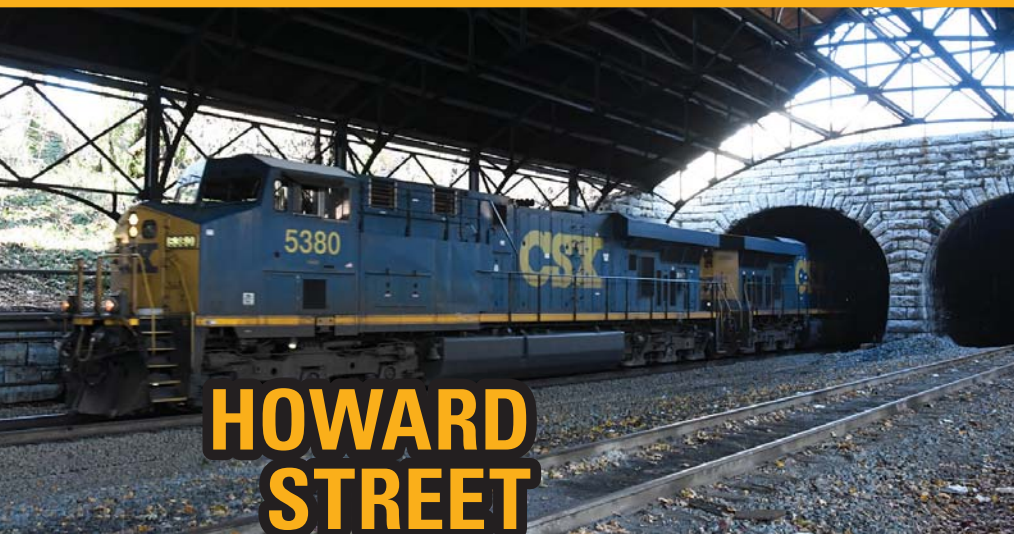
All these ongoing improvements

will help ensure the Port of Baltimore is not just ready for a changing climate but also remains in a good position to serve ro/ro customers into the future.

Through March 2023 (the most recent figures available), ro/ro cargo at the Port of Baltimore was up 42% over the first three months of 2022. Last year was a record year for ro/ro cargo in Baltimore, with 765,019 tons of imported ro/ro cargo besting the previous record of 603,516 tons in 2019. Currently, imported ro/ro is up 57% over last year's record pace. Baltimore's state-owned and private terminals also handled 750,163 cars and light trucks in 2022. Baltimore has handled more



↑ Dundalk Marine Terminal's newly reconstructed Berth 3 stands ready for ro/ro customers.



## HOWARD STREET TUNNEL PROJECT ADVANCES

Construction for the Howard Street Tunnel Project, a major infrastructure initiative that will significantly increase business at the Port of Baltimore, is making progress.

The project, which broke ground in late 2021, will expand the 126-year-old

Howard Street Tunnel to accommodate double-stacked container trains traveling to and from the Port of Baltimore. Work on the project "consists of vertical clearance improvements at 22 locations between Baltimore and Philadelphia," said Bradley M. Smith, Director, Maritime Commercial Management & Strategic Initiatives at the Maryland Port Administration.

With the tunnel expansion project, Baltimore will be able to send double-stacked containers by rail into the Ohio Valley and on to Chicago.

"Since the project is spread over such a large area and the scope of work varies by location, CSX has decided to break up the project into 10 smaller packages for design and construction," Smith said. "There are five packages in Maryland, one in Delaware and four packages in Pennsylvania. This approach allows packages to advance into construction as soon as designs are complete and any permits are obtained."



of that commodity than any other U.S. port for 12 consecutive years.

Maryland's Port of Baltimore generates about 15,300 direct jobs, with nearly 140,000 jobs overall linked to Port activities. The Port ranks first among the nation's ports for volume of autos and light trucks, ro/ro heavy farm and construction machinery, and imported gypsum. It ranks 11th among major U.S. ports for foreign cargo handled and ninth for total foreign cargo value. The Port is responsible for nearly \$3.3 billion in personal wages and salaries, \$2.6 billion in business revenues and \$395 million in state and local tax revenues annually. 🌐

The four packages currently under construction are all located in Pennsylvania. While the final construction schedule has not yet been set, "CSX is continuing to advance the other six packages as quickly as possible, with construction beginning on those in the coming months," Smith said.

Funding for the project comes from four different sources: the State of Maryland, CSX, the Federal Railroad Administration and Pennsylvania's Department of Transportation. "Without the funding partnership between these four groups, the project would not be possible," Smith said.

Double-stacking capability at the Howard Street Tunnel will help the Port accommodate the container growth that will come from this added capacity. In total, the completed project is expected to increase the Port's business by about 160,000 containers annually. It will also generate about 6,550 construction jobs and an additional 7,300 jobs from the increased business. 🌐

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# 125 Years of Maritime Excellence

## VANE BROTHERS MARKS MAJOR ANNIVERSARY

BY **TINA IRGANG LEADERMAN** / Photography Courtesy of Vane Brothers



**V**ane Brothers is celebrating its 125th anniversary in 2023. From a distinguished past, the company has grown to become one of the nation's premier marine transportation providers.

"I am thrilled and humbled to be part of such a proud legacy of perseverance and achievement," said Vane President C. Duff Hughes, "especially considering the inherently unpredictable, complex and ever-evolving nature of our industry."

Hughes attributes Vane Brothers' longevity to its ability to change and

adapt with the times. "Each generation has brought new ideas, a fresh perspective and a real entrepreneurial spirit" to the business, he said.

### Humble Beginnings

Vane Brothers started in 1898 when two brothers and schoonermen, Captains Burke and Allen Vane, came ashore to establish a ship chandlery in the Port of Baltimore. Their shop peddled everything from meats and beans to anchors and kerosene lanterns. In 1920, a distant cousin,

Claude Hughes, joined the company and soon brought on board his younger brother, Charles Hughes Sr.

Together, the Vanes and Hugheses not only operated the chandlery but held interest in multiple schooners carrying supplies along the East Coast from Canada to the Caribbean. Vane Brothers was also part owner of a Baltimore shipyard that, after thriving for many years, was lost during the World War II era as the U.S. Navy condemned the property to allow for expansion of the Bethlehem Shipbuilding repair plant.

In the 1940s, the two Vane brothers



*The Vane Brothers chandlery, circa 1910, was a maritime meeting place located on Baltimore's Pratt Street. At center stands Captain Allen Vane, wearing a hat and vest with no coat.*

left the business in the hands of Claude and Charles Hughes, who expanded operations by using a small motor tanker, *Vane Bros.*, to supply galley oil to World War II Liberty ships in Baltimore.

Charles' son, Charles Hughes Jr., joined the company in 1951 after serving in the U.S. Navy and graduating from Johns Hopkins University. Claude Hughes, at age 64, took that opportunity to retire.

In the 1970s, Vane Brothers added two more motor tankers, *Duff* and *Anne*, named for the children of Charles Jr. and Elizabeth Anne "Betsy" Hughes.

## A New Generation

Upon his graduation from Denison University in 1980, C. Duff Hughes became a Junior Partner in the organization.

"I was never pressured by my father into joining the family business, but I also never considered a career anywhere else," Hughes said.

Having amassed numerous hours of sea time on Vane vessels, Hughes saw an opportunity for diversification in a maturing ship bunkering market. Fuel deliveries became a staple of the company's service offerings, soon to be joined by a delivery service for marine lubricants.

The 1990s were particularly busy for Vane Brothers, as the Hugheses christened their first tug, the *Elizabeth Anne*, and added other vessels while taking bunkering operations to Philadelphia, Pennsylvania and Norfolk, Virginia. Vane also introduced a Marine Safety and Services division as a direct descendant of the original ship chandlery.

## Always Moving Forward

A "new vessel construction program" hit its stride in the early 2000s, resulting in dozens of the latest tugboats, double-hulled barges and articulated tug/barge (AT/B) units. This set the stage for Vane Brothers' bunkering operations to expand into New York Harbor and other parts of the East Coast.

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## → PORT BUSINESS

By 2018, as Vane vessels took their first-ever trips through the Panama Canal to begin working on the West Coast, the company's fleet consisted of 50 tugs and 80 barges. The move out west came at the request of two prominent customers and further solidified the company's status as a premier marine transportation provider. The distinctive Vane "V" can also be seen on vessels operating in the Great Lakes Region of the U.S. and Canada, and as far south as the Gulf of Mexico and islands in the Caribbean Sea.

The company has overcome many challenges over the course of 125 years, even as recently as this decade. COVID-19 negatively impacted all industries, including maritime. But Vane crews continued to provide their essential work to keep America's cargo moving throughout the health crisis. Hughes said, "We weathered that storm thanks to the resilience and talent of the team we have assembled, both shore-side and on the vessels."

### A Baltimore Success Story

Through its 125 years of operation, Vane Brothers has occupied five different headquarters, but always in the Baltimore area. Since 2003, the company has been based in Fairfield. According to Hughes, "Though the company's vessels now operate in multiple ports, I can't imagine being headquartered anywhere other than Baltimore."



*The distinctive Vane "V" is easy to spot on two 4,200-horsepower tugboats, the Bohemia and Choptank, and the 3,000-horsepower Fishing Creek.*



*↑ The motor tankers Duff, Anne and Vane Bros., shown in 1980, composed Vane Brothers' entire clean oil fleet at the time.*

Like Vane Brothers, Hughes noted that the Port of Baltimore has succeeded by changing and adapting with the times.

That process will continue for Vane in the coming decades through an emphasis on safety and environmental responsibility, not the least of which involves "continuing down a path of sustainability," Hughes said. That path has included taking measures such as installing a Coast Guard-approved ballast water treatment system on all tank barges that carry ballast water; utilizing 100% renewable fuels in certain West Coast fleet applications; capturing barge emissions with Marine Vapor Recovery systems; and monitoring and recording towing vessel

emissions in order to quantify and reduce discharges.

Vane Brothers is also active in the community, taking steps that include participating in an annual oyster restoration project at the southern end of the Chesapeake Bay, and donating a retired barge to the Ocean City Reef Foundation so that it could be sunk to create an artificial marine habitat.

### Family Involvement

This family-owned operation currently has three generations of Hugheses on board. After learning the ropes from his grandfather and father, Duff Hughes took over as Vane Brothers President in 1991. His mother, Betsy

Hughes, still holds the position of Vice President, Communications. And the fifth generation is represented by both of Hughes' sons, Alex and Charles, as well as nephew Chris DeCamps. "They bring a whole new knowledge base and set of skills to the company, along with a lot of enthusiasm!" Hughes said.

DeCamps started 20 years ago sailing on Vane tugs and barges, and is licensed as a 1,600-Ton Ocean Master, Master of Towing, Person-in-Charge. A Furman University graduate with an MBA from The Wharton School, he is now in the position of Vane's Insurance and Claims Manager.

Alex and Charles Hughes are both recent U.S. Merchant Marine Academy graduates, having served as Presidents of their respective senior classes. Alex maintains a license as Third Assistant Engineer (unlimited horsepower) and Charles as Second Assistant Engineer (unlimited horsepower). The sea time they gained with ship operators such as Crowley, Maersk and Subcom took them to four continents and more than a dozen different countries. They are also U.S. Navy Reservists in the Strategic Sealift Officer Program.

Alex now serves as a Vane Fleet Supervisor in New York after a stint on the West Coast, while Charles is a Vessel Supervisor in Philadelphia.

"This the future generation," Duff Hughes said. "They have paid their dues, made the right contacts, and they understand this industry's culture. They have made a real commitment to maritime and this company."

Clearly, Vane Brothers is well-positioned for another century of success. 🌐



**VANE BROTHERS  
AT A GLANCE**

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*Dimitri Komninos co-founded GreekSuperFoods with his stepfather, Dimitri Giannakos (pictured on opposite page). The family's history in olive farming goes back 200 years.*

# A Proud Family Legacy

**IMPORT BUSINESS GROWS ITS FOOTPRINT IN BALTIMORE AND BEYOND**

**BY TINA IRGANG LEADERMAN**

*Photography Courtesy of GreekSuperFoods*

**T**o chart the origins of GreekSuperFoods LLC, the family-owned company that produces Baltimore's own Dimitri Extra Virgin Olive Oil, you have to go back 200 years, to an olive farm in southern Greece.

"The farm has been with my stepdad's family since 1804. It came down to him from his grandfather," said Dimitri Komninos, who co-founded GreekSuperFoods with his stepfather, Dimitri Giannakos. "You feel a sense of pride because those farms were literally passed down to us from our ancestors. My mom and my aunt were also passed down three olive farms in the neighboring village."

The idea for the company originated in the early 2000s. "I was 17 and had just graduated high school. My stepdad had the idea to start importing olive oil" — something he was already doing on a smaller scale for personal use due to his work in Baltimore's restaurant industry, Komninos said. "I

joined him in the business and we became partners."

As one of the first steps in building the business, Komninos skipped his first semester of college in favor of an extended trip to Greece to learn the trade of making olive oil. (Though he did pick up his college career later on, earning a degree in international business at the University of Baltimore. "A lot of my school projects were based on the business I was already running," he said.)

Almost 20 years later, the company is thriving. GreekSuperFoods imports olive oil and olives through the Port of Baltimore and "this year we're projecting to do the most volume we've ever done," Komninos said. "So far, we've brought in two containers and we're looking to do three more."

For the first time, those containers will also hold honey and herbs, as GreekSuperFoods looks to grow beyond the olives that started it all. Komninos estimates that about 90% of the company's business has been done via Mediterranean Shipping Company (MSC).

"We deal with the Port and the shippers directly via our brokers," he said. "Everybody has been just great to us, even throughout the pandemic. When you tell people that you're a small business, they want to help you as much as possible."

## Made in Greece, Sold in the U.S.

Dimitri Olive Oil is made on site in Greece, the same day the olives are harvested. "It's an important rule that not all olive oil producers follow," Komninos said. "You want the fruit to stay fresh, so you don't want the olives to be sitting around before you press them."

Greek farmers take their olives to co-ops to be pressed — some government-owned and some privately owned. "We're part of a privately owned co-op because they have the better machinery," Komninos said. "More than 300 farmers take their olives there to be pressed [into oil], but ours gets separated into our own special tank so it's not mixed with anybody else's."

These days, Dimitri Olive Oil comes from a much larger acreage than those original olive farms passed down by the Giannakos and Komninos ancestors. In fact, the company has planted a grove of 2,000 trees in recent years. It takes five to seven years for a new tree to produce fruit — and that's if it survives, which not all do — so the company is financing continued upkeep of the young trees

through its "Adopt an Olive Tree" program. Tree adoption "makes a great gift," Komninos said, and comes with special perks for the adopter. (Learn more at [www.dimitrioliveoil.com/adopt-an-olive-tree](http://www.dimitrioliveoil.com/adopt-an-olive-tree).)

Other products using the company's olives and olive oils, such as tapenades, are made at GreekSuperFoods' commercial kitchen in Timonium. "We try to use local herbs and products as much as possible," he said.

That's in part because GreekSuperFoods sells its products at local farmers' markets in the Baltimore and Washington, DC areas. Komninos' stepbrothers Omiros and George Giannakos spearhead operations in Washington, DC. "They sell to DC and Northern Virginia restaurants and farmers' markets," Komninos said. "We just leased a second warehouse near Dulles Airport because we need more space to supply our clientele down there." That warehouse will also include a second storefront location. "And all that product," Komninos pointed out, "will come through the Port of Baltimore."

A cousin living in Washington State also distributes the company's products through her business, Dandelion Organic.

For those outside the two distribution areas, the business takes online orders that can be shipped all through the U.S. "During the pandemic, we shipped to every state, including Alaska, plus Puerto Rico and the U.S. Virgin Islands,"

Komninos said. That's on top of the exposure GreekSuperFoods gets from partnerships with local businesses like Kneads Bakeshop in Harbor East, which uses Dimitri Olive Oil in its breads and as flavor shots in its coffee. Another major customer is Jimmy's Famous Seafood.

One of the company's latest product lines is Agoureleo, an olive oil produced from olives that were harvested before they had reached full ripeness. While they don't provide much oil at that stage, they do offer even more nutrients than the fully ripe version of the fruit. "Our customers like to take the oil in the morning," Komninos said. "You drink it off a spoon or add it to your smoothie."

As GreekSuperFoods and the Dimitri Olive Oil brands grow, pride in the family's legacy will continue to be the company's backbone. "We take time out of our family's year to go back to Greece regularly and make sure the quality is great," Komninos said. In fact, his stepfather spends most of his time supervising the farming operations in Greece these days. A brother living in Athens steps in as needed sometimes. And that's not all, Komninos said: "My mother helps me at the farmers' markets on the weekend, and my wife is always able to lend a hand when I need it." 🌍



### GREEKSUPERFOODS AT A GLANCE

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GREG PEASE



BILL BAND



BY **TINA IRGANG LEADERMAN** / Photography Courtesy of *Pride of Baltimore Inc.*

## 35 Years of *Pride II*

**T**he original *Pride of Baltimore* was a replica sailing vessel designed to serve as the centerpiece of Inner Harbor revitalization efforts. It was commissioned in 1977 and spent nine years at sea, serving as an ambassador for Baltimore around the world.

Tragically, in 1986, the *Pride* was struck by a microburst squall at sea and sank within minutes. The captain and three crew members were lost at sea.

An outpouring of public support eventually led the *Pride of Baltimore, Inc.* organization to embark on the construction of a new ship, the *Pride of Baltimore II*. The support was unsolicited, according to a history compiled by the *Pride* organization, but it kept arriving: "in jars of pennies, in cans of

dimes, in envelopes with \$3.49 inside, in checks for \$10,000." By late 1986, plans for a replacement ship were underway.

In the spring of 1987, a boatyard opened on the west shore of the Inner Harbor, where the public was invited to watch the *Pride II* emerge from the ground up. Keel was laid on May 3, 1987.

The ship was hoisted aloft and launched on April 30, 1988. After being fitted out and rigged, she was commissioned on October 23 of that year at Brown's Wharf in Fells Point. Helen Delich Bentley, then a Representative for Maryland's 2nd Congressional District, christened the vessel.

Since her commissioning, the *Pride II* has sailed more than 275,000 nautical miles and visited more than 200 ports in 40 countries. 🌐

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