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PORT of BALTIMORE

ISSUE 3 / 2024

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CONTENTS

ISSUE 3 / 2024

FEATURE

14 Unified Command
Agencies Collaborated to Bring Port Back Online in Record Time

20 EcoPort Annual Review
Sustaining Our Economy, Safeguarding Our Environment



BILL MCALLEN

DEPARTMENTS

6 MDOT Message & Executive View

8 Soundings
Happenings Around the Port

10 Community Corner
Pitching In and Doing Good

12 EcoPort
Environmental Management

26 Port Person/ Adam Rottman
Customs and Border Protection Helps Keep the Port Safe

28 Port View
Traces of a Once-Great Port Business





Port of Baltimore Tweet Highlights

PoB is critical to the U.S. economy & that was never more apparent than when our main channel was closed.

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ON THE COVER:

With Key Bridge debris removed and the shipping channel reopened, the Port's customers are returning.

Photography by Bill McAllen

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MDOT

Momentum Is Strong for Port's Recovery

Resilience is not about bouncing back. It's about moving forward.

And MDOT is resilient. Facing the challenge that lies ahead with rebuilding the Francis Scott Key Bridge will not deter us from continuing the momentum! We've taken great strides in the last several months and will keep moving forward together to advance a successful, stronger and innovative future for Maryland and the Port of Baltimore.

Last month, I had the pleasure of joining with our federal, state and local partners in announcing the full reopening of the Port of Baltimore's 700-foot-wide by 50-foot-deep main channel. In only 78 days, Unified Command removed more than 50,000 tons of debris from the Patapsco River, fully restoring the channel, welcoming back global shipping businesses and cruises, and getting Marylanders back to work.

More than 1,500 people from federal, state and local agencies contributed to the reopening of the main shipping channel, including 500 specialists operating dozens of pieces of equipment. Thanks to these amazing partnerships, the Port of Baltimore's economic engine is back and stronger than ever.

During this time, we've also been focused on rebuilding the Francis Scott Key Bridge. In May, the Maryland Transportation Authority hosted a virtual industry forum that attracted more than 1,700 contractors, consultants and subcontractors from around the world. Working together with the Maryland Transportation Authority, we recently released a Request For Proposals inviting design-build teams to submit proposals. The goal is to work in partnership with our federal, state and local stakeholders and communities to replace the bridge as quickly and safely as possible.

The Maryland Transportation Authority is using a Progressive Design-Build process that brings a project designer and builder onboard to work side-by-side, resulting in greater efficiencies. We seek to build collaboration among the project team, local communities and stakeholders to ensure open communication and inclusive partnership opportunities, particularly for small and disadvantaged businesses. The project scope of work and accelerated timeline will require a substantial amount of skilled labor to complete the construction expeditiously, safely and reliably.

Later this summer, we will announce the selected project team, with the goal of completing the rebuild by fall 2028. Rebuilding the Francis Scott Key Bridge is about more than making the Baltimore region whole again. We look forward to taking this next big step in our recovery following the bridge's collapse on March 26. In all that we do, our thoughts and prayers remain with the families, friends and coworkers of those lost on that tragic day.

Paul J. Wiedefeld, *Maryland Transportation Secretary*

EXECUTIVE VIEW

Port Will Move Forward by Building on Assets, Investing in Infrastructure

Happy summer, everyone. Our vessel schedule is rebounding from the closure of our main federal channel for nearly three months.

Since our full 700-foot-wide, 50-foot-deep channel was reopened by the U.S. Coast Guard in early June, we have seen a steady stream of commerce return to the Port of Baltimore. Roll-on/roll-off vessels carrying high and heavy farm and construction equipment as well as new cars and light trucks, ships loaded with wood pulp and rolls of finished paper, breakbulk vessels with multi-ton power generation machinery, and container ships have all been returning to our port.

While the number of ships coming into the Port of Baltimore is approaching pre-collapse levels, our cargo volumes are still below where we were before. That will take time — particularly our imported containers from Asia, where ocean carriers wanted to wait until our channel was completely reopened to resume service to Baltimore.

Despite what we went through, the advantages we had as a port before the incident are still there today. We are the closest East Coast port to the Midwest which keeps down inland transportation costs for shippers. We are the nation's preeminent port for autos and farm and construction machinery. We are located within the fourth-largest U.S. consumer market, where more than 70% of our inbound containers are delivered within 70 miles of the Port of Baltimore. We also have a supply-chain service base that is second to none. It includes our hardworking International Longshoremen's Association labor force, our great truckers, private terminals, rail partners, pilots, tugs and freight forwarders.

Our Howard Street Tunnel Project, which will provide our Port with long-awaited double stack rail capabilities, is scheduled to be completed in 2027 and will increase our container throughput by more than 160,000 containers annually. The project is also creating thousands of new jobs. Further, we are working with Ports America Chesapeake and CSX to expand our intermodal container transfer facility to handle more on-dock rail transactions.

Moving forward, we will move aggressively to invest in the necessary infrastructure that is needed to grow our Port and generate jobs. We cannot change what happened in the past, but we can plan and make smart decisions for our future that will benefit our Port for years to come. I look forward to working with all of you to make that happen.

Jonathan Daniels, *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.**





EVENTS

Wiedefeld Honored as Transportation Person of the Year

The Traffic Club of Baltimore honored **Maryland Secretary of Transportation Paul Wiedefeld** as its Transportation Person of the Year at the organization's annual dinner.

At the event, Wiedefeld received a citation from **Gov. Wes Moore**, which was presented to him by **Maryland Port Administration Executive Director Jonathan Daniels**.



Above, left to right: Wiedefeld, Daniels and former U.S. Deputy Transportation Secretary and Maryland Transportation Secretary John Porcari at the Traffic Club event.

PHOTOS BY BILL MCALLEN

NEWSMAKERS

Community Organizations Supported *Dali* Crew, Other Seafarers During Key Bridge Incident

While much of the public focus was on salvage operations around the Key Bridge and the reopening of shipping channels, local organizations like the Baltimore International Seafarers' Center and the Apostleship of the Sea did their part to address the human element of the crisis.

The **Rev. Joshua Messick, Executive Director of the Seafarers' Center** (pictured top right), spent the weeks after the Key Bridge's collapse regularly communicating and visiting with crews of stranded ships. While he did not personally board the *Dali*, he chatted with its crew via Whats App "pretty regularly," he said. "My colleague **Andrew Middleton** with Apostleship of the Sea went out to do communion for the Catholics on board."

The Seafarers' Center also facilitated the provision of care packages to crew members aboard the *Dali*. "We had a local Indian group put together some snacks and other things — those were taken out with the salvage ships or the pilots." Indian nationals made up most of the members of the *Dali*'s crew.

Messick also noted that the *Dali*'s crew was generally well taken care of, though communication was an occasional challenge, as the crew's

8 BELLS

In Memoriam: Gloria Tosi

BY JEFF TOSI, Son of Gloria Tosi

Gloria Cataneo Tosi, a fierce and tenacious advocate of U.S.-flag shipping and the U.S. merchant marine, passed away peacefully in her home in Lutherville on March 5. She was 78.

A native Baltimorean, Gloria was introduced to the shipping industry through her father, **Michael Cataneo**, whose father founded and ran a very successful line-handling business at the Port of Baltimore. The firm became a fixture in the Baltimore Harbor for seven decades. At a young age, Gloria would go with her father to see his part of the Port operations.

The Cataneo family's close ties with future **Congresswoman Helen Delich Bentley**, and Gloria's familiarity with the Port of Baltimore and the maritime world, brought Gloria to her first professional role — in 1969 as an aide to Mrs. Bentley upon **President Richard Nixon** appointing her as the first woman Chair of the Federal Maritime Commission. For Gloria, this began a decades-long partnership working to support the U.S. maritime industry, from ports to longshoremen to U.S.-flag shipping vessels in domestic and international commerce.

In 1975, Gloria became the Government Affairs Director for the International Longshoremen's Association and, in 1981, she was appointed legislative director at the American Maritime Congress (AMC), a Washington, DC-based advocacy organization representing U.S.-flag shipping and our nation's merchant mariners that has been in existence since 1977 and has been a leading voice on Capitol Hill for all maritime-related legislation considered by the federal government. In 1991, Gloria ascended to the role of CEO and, in 2000, the AMC board appointed Gloria to be the organization's president, a post she held until her retirement in 2006.

During her 25-year tenure leading AMC and under Gloria's leadership, the maritime world saw some significant victories. **Former Senate Majority Leader Trent Lott** summed it up best when, upon Gloria's retirement, he paid tribute to her on the floor of the U.S. Senate: "From the Maritime Security Act of 1995, to the Ocean Shipping Reform Act of 1998, to the Maritime Security Act of 2003, and including many provisions included in other laws, she helped ensure that the U.S. maritime industry's concerns were addressed. Equally important, she ensured that the industry's concerns were understood when legislation was proposed that would have had a negative impact on the industry."



She also led the way in forming public-private coalitions to defend cargo preference and was a stalwart supporter of cargo preference laws such as the Military Cargo Preference Act of 1904, which requires that 100% of cargo bought for the Army, Navy, Air Force or Marine Corps be carried on U.S.-flag vessels, and the Cargo Preference Act of 1954, which requires that 50% of civilian agencies' cargo and agricultural cargo be carried on U.S.-flag vessels.

Perhaps most significantly of all, one of the hallmarks of Gloria's career was fighting to attain veteran status for U.S. Merchant Mariners who served during World War II. She led the charge and was recognized for it on Veterans Day in 2023.

personal devices had been confiscated by the FBI as part of its investigation into the crash.

As for the seven other vessels that were stuck at the Port before a channel could be open to allow them to pass, Messick visited them "not quite every day, but it came close to that."

One of the ships, the *JY River*, celebrated its bosun's birthday days before the vessel was able to depart — with the help of a birthday cake delivered by the Seafarers' Center.





HELP SUPPORT THE MISSIONS

For those hoping to help support the missions of the Seafarers' Center and the Apostleship of the Sea, you will find donation links at www.baltseafarers.org and www.archbalt.org/apostleship-of-the-sea.

You can also donate baked goods, packaged snacks, postcards for seafarers to send to their loved ones and more, though you should be sure to contact the organizations before providing such donations.

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**

Get Involved!
MPA Seeks Community Input



During this MCAC meeting, committee members had an engaging and informative evening, getting insights into recent developments at Cox Creek DMCF.

The Maryland Port Administration (MPA) is encouraging community members interested in knowing more about the Port's dredging program to participate in one of the committees that help advise the Port of Baltimore on its impact and how it can be a good neighbor. "It is important that the various committees provide fair and equitable representation and reflect the diversity of the Port's surrounding communities", said Katrina Jones, MPA's Program Manager for Education and Stakeholder Engagement.

Through committees such as the Masonville Citizens Advisory Committee (MCAC), Cox Creek Citizens Oversight Committee and the Citizens Advisory Committee, the Port and the community are able to foster an open dialogue and understand their respective goals and challenges.

Jones shared an example of this type of open dialogue that will create something beneficial for the community, which was made possible by the contributions of the Cox Creek Citizens Oversight Committee. The Swan Creek Nature Trail is a community enhancement project scheduled to open in 2025 along the Swan Creek wetland area of the Cox Creek Dredged Material Containment Facility (Cox Creek DMCF). This trail will have outdoor classroom areas and will be a wonderful amenity for the surrounding community and visitors.

MPA would like to learn what barriers there may be for community participation in various committees, such as transportation, the time of

SPRING 2024 BPA HIRING & CAREER EXPO Sees Record Turnout

On May 2, the Baltimore Port Alliance (BPA) hosted its largest Hiring & Career Expo ever, with 307 job seekers attending the event at the Community College of Baltimore County in Dundalk.

Altogether, 34 employers shared job openings and conducted interviews onsite. In a post-event survey, 95% of employer respondents reported they had connected with candidates they're likely to follow up with.

Also onsite at the event were five support organizations and resources for workers impacted by the Francis Scott Key Bridge closure.

If you'd like to get involved in the BPA's next Hiring & Career Expo, contact the organization at **events@baltimoreportalliance.org** or **410-276-1337 x257**.



SCAN THE QR CODE to see a video of the event and hear from participating employers.

Innovative Reuse Committee Ideas Are Implemented

Approximately 60 people attended the February meeting of the Maryland Port Administration (MPA) Innovative Reuse Committee (IRC), which was formed in 2006 to provide technical, scientific and engineering advice for strategies to recycle and reuse dredged material from the Baltimore Harbor. The IRC is now focused on implementing some of its previous recommendations for innovative reuse.

MPA's Chief of Innovative Reuse Strategy and Partnerships Darren Swift provided updates on two of MPA's innovative reuse studies currently in progress; another five studies have been completed.

CSI Environmental is currently studying the use of dredged material for geotube berms filled with dredged sediment at BGE Spring Gardens, where they provide protection and help mitigate the impacts of heavy rains and flooding from high tides, storm surges and sea-level rise.

Swift also reported on a University of Maryland laboratory study of the success of vegetated earth berms created by blending dredged material with other recycled materials such as recycled concrete, compost and gypsum.

A representative of Comus Sustainable Pozzolan Products, a company based in Woodsboro, MD, presented for the IRC to consider if dredged material could be a possible natural pozzolan, a cement additive that makes concrete more durable.

day that the meetings take place, the location of the meetings, or whether or not community members are aware of the opportunities.

If you have questions or feedback on committee participation barriers or would like to refer a friend or neighbor, please contact **ecoport@marylandports.com**.



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Environmental Management at the Port of Baltimore

Trash Wheel Family Breaks Record

Data collected by the Waterfront Partnership Healthy Harbor Initiative in 2023 shows the Baltimore Trash Wheels are hard at work. The combined collection totals of Captain Trash Wheel, Mr. Trash Wheel, Professor Trash Wheel and the newest, Gwynnda the Good Wheel of the West, showed a record-breaking total of 1 million pounds of trash and debris removed from Baltimore's waterways.

Maryland Environmental Service's Environmental Specialist Matias Orrego credits some of the increase to significant rain events, which propel more trash and litter into the water. He noted that the Dundalk Marine Terminal Trash Interceptor collection totals also increased.

According to the Waterfront Partnership, the four trash wheels have seen a 72% reduction in plastic bags and a 90% reduction in foam containers collected since Baltimore's ban on these products took effect.

Orrego said the impact of community cleanups is significant. "Overall, from just the volunteer events that we've had in 2023, almost 4,340 pounds of trash were collected, and 745 people were engaged as volunteers or service members."

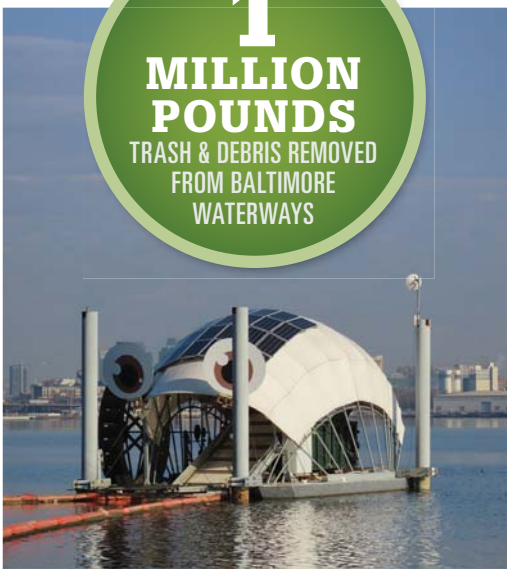


PHOTO BY TIM CARNEY / MES

WildSTEM Internships Spark Conservation Careers

For U.S. Fish & Wildlife Service (USFWS) Urban Wildlife Biologist Ela-Sita Carpenter, Ph.D., one of the highlights of her job is seeing potential careers in conservation take flight through the WildSTEM Internship, formerly called the Urban Conservation and Education Internship (UCEI). Through WildSTEM, partners select students for the program from both environmental and non-related majors. For example, a business major may be introduced to a career in conservation at a sustainable investment firm like Brown Advisory, which has an office in Baltimore. Through a partnership with Harbor City Links, interns are recruited from local Historically Black Colleges and Universities such as Coppin State University, Bowie State University and Morgan State University.

In 2022, Bowie State University biology student Muhannad Alghamdi, who had met Dr. Carpenter when she spoke to his field biology class, participated in a six-week internship at Masonville Cove.

Fast forward to 2024, and Alghamdi is a zoologist at a nature reserve in Saudi Arabia, crediting his career choice to his internship experience. "Working as an intern…opened my eyes to different fields within environmental science," said Alghamdi. "It helped me have a deeper understanding of the environment and guided me to find my path through all the people I met through the internship. I met a lot of experts working in urban conservation, and all of them had amazing insights into the work and nature. That made me search more about majors in the environment field, and I found zoology."

Alghamdi remains in touch with Dr. Carpenter, recently connecting with her to seek advice on trail cameras and community engagement.



PHOTO BY ELA-SITA CARPENTER / USFWS

↑ *Alghamdi stands second from the left with the other 2022 UCEI interns.*

Field Trip for **Friends of Masonville Cove**



PHOTO BY RALINDA WIMBUSH

Philadelphia is home to the nation's first Urban Refuge, the John Heinz National Wildlife Refuge at Tinicum, established more than 50 years ago as part of the U.S. Fish & Wildlife Service (USFWS) National Wildlife Refuge System. Like Philadelphia, Baltimore can also claim a first as the home of the nation's first Urban Wildlife Refuge Partnership, Masonville Cove.

The John Heinz National Wildlife Refuge is supported by a strong Friends group, the Friends of Heinz Refuge (FOHR). In February, the newly formed Friends of Masonville Cove took a field trip to Philadelphia to meet with FOHR members and representatives of the USFWS to learn from their experience, in hopes of advancing their group. As a part of the tour of the refuge, Friends members enjoyed networking in nature, spotting a bald eagle's nest and several birds, and visited a nearby community garden project led by FOHR.

"It was nice to meet the folks from Masonville Cove who are looking to start a new Friends Group. We toured the Refuge and were able to share information about the Nature Store, our membership program and all the things that FOHR, Friends of Heinz Refuge, does to support John Heinz National Wildlife Refuge. Let's keep the momentum going for this new Friends Group," said the **President of FOHR, Mary Batts**.

"This turned out to be a very inspiring trip, ultimately equipping the Friends of Masonville Cove with strategic actions to enhance their role as influential stewards and community leaders within Friends of Masonville Cove and Masonville Cove Urban Wildlife Partnership."

– Ralinda Wimbush, Community Member and Friend of Masonville Cove

LEARN MORE about the Friends of Masonville Cove and their events at www.masonvillecove.org.

Bird-Banding Effort a Success at Masonville Cove

Over the last year, Masonville Cove has provided the perfect spot for bird banding conducted by Birds of Urban Baltimore (BURB), a local nonprofit organization dedicated to engaging the community in bird science and conservation.

With support from the Maryland Port Administration (MPA), the Maryland Environmental Service (MES), the U.S. Fish and Wildlife Service (USFWS) and local volunteers, including many from Baltimore Bird Club, BURB captured birds and attached small, uniquely numbered metal bands to their legs. This process allows scientists to study both individual birds and populations of birds over time.

Based on the first year of data collection, the partners banded 551 birds of 56 species during the fall banding season. The top five species captured in the fall were common yellowthroat with 119 individuals, song sparrow with 105, swamp sparrow with 45, and gray catbird and yellow-rumped "myrtle" warbler, each with 34. Several birds banded in the spring were recaptured and documented in the fall, including a white-throated sparrow that is believed to have stopped at Masonville on both its northbound and southbound migrations.

Among the most exciting observations this past fall were three Connecticut warblers, one of which is pictured to the right, and a single mourning warbler, all captured within one week in early September. **Mike Hudson**, the bander in charge, summed up how remarkable this was by noting that there are birders who have searched their whole lives to find this species of bird, and at Masonville Cove, the team managed to catch three in one week!



PHOTO BY MATIAS ORREGO / MES



PHOTO BY MATIAS ORREGO / MES

Disclaimer: All birds were captured and banded by qualified individuals with the proper federal permit issued by the U.S. Geological Survey.

‘Teamwork at All Levels’

GOV. MOORE, UNIFIED COMMAND WORKED TIRELESSLY TO BRING PORT BACK ONLINE

BY TINA IRGANG LEADERMAN







PHOTOS COURTESY OF THE EXECUTIVE OFFICE OF THE GOVERNOR.

The Francis Scott Key Bridge collapsed into the waters of the Patapsco River just before 1:30 a.m. on March 26.

The first few hours after the disaster were spent trying to determine the human toll, recalled Col. Estee Pinchasin, District Commander of the U.S. Army Corps of Engineers, Baltimore District. "We didn't know what had happened on the bridge itself in those first few hours. Initially, we assumed the worst because we didn't know the incredible job that the Maryland Transportation Authority Police had done to minimize the loss of life."

Thanks to the quick work of MDTA officers to stop traffic on the bridge just before the *Dali* collided with it, no motorists went down with the bridge. Unfortunately, there wasn't time to warn a crew of construction workers that had been performing maintenance on the bridge. Eventually, six workers' bodies would be recovered from the river.

For the first day after the bridge's collapse, search and rescue was the first priority, Pinchasin recalled, with divers sent in to try to find the missing construction workers. "The lead of the dive team needed engineers to help clear his team to go into the water safely. You had a structure there that was unsound, and [the Corps of Engineers has] structural engineers that are very familiar with urban search and rescue."

Some of those structural engineers were brought in from Philadelphia to support local Baltimore engineers and ensure round-the-clock engineering expertise.

At the same time, Pinchasin's thoughts also turned to how work at the Port would be affected by the obstruction of the shipping channel. "That's our navigation channel. We are responsible for maintaining it at 50 feet depth all year," she noted.

Pinchasin and her team began contacting the U.S. Navy's salvage experts as well as Capt. David O'Connell, Commander of the Coast Guard's Sector Maryland-National Capital Region. "I reached out to him right away," Pinchasin said. "He said, 'I'm here for whatever you need.' I asked him to come down to the Command Center that had been set up at MDTA headquarters, right by the

← ***Opposite page: Federal official like U.S. Transportation Secretary Pete Buttigieg and state officials like Lt. Gov. Aruna Miller and Gov. Wes Moore (at top) kept in frequent touch with key Unified Command staff like Col. Estee Pinchasin of the U.S. Army Corps of Engineers (bottom right) and Capt. David O'Connell of the U.S. Coast Guard (bottom left).***

Gov. Moore, Secretary Buttigieg

CELEBRATE PORT'S FULL REOPENING



BILL MCALLEN

On June 12, Gov. Wes Moore joined U.S. Department of Transportation Secretary Pete Buttigieg and White House Office of Intergovernmental Affairs Director Tom Perez at the Port of Baltimore to announce the Port's full reopening following the reinstatement of the Fort McHenry Federal Channel a few days earlier.

"After the bridge fell, we laid out four key directives: Bring closure to the families of the victims; clear the full federal channel and fully reopen the Port of Baltimore to vessel traffic; support everyone affected by this crisis — from our workers to our businesses; and rebuild the Francis Scott Key Bridge. We promised to bring each of these priorities to completion — even though success was never guaranteed," said Gov. Moore. "By working together, we have achieved the first three of our four directives. But in this administration, we don't settle for 'almost.' We finish the work we start. We can look out onto the Patapsco and see that the *Dali* is gone and the wreckage has been cleared. But I will not be satisfied until I can look out on the Patapsco River from this spot and see the Key Bridge standing tall again." >>>

#BaltimorelsBack

bridge. And that was where the Unified Command was established."

In addition to the Corps of Engineers, the Coast Guard and the Maryland Transportation Authority, the Unified Command consisted of the Maryland Department of the Environment, Maryland State Police and emergency management contractor Witt O'Brien's, representing Synergy Marine.

The following day, "we shifted from search and rescue to recovery because we knew we wouldn't find anyone living," Pinchasin said. At that time, the Unified Command also shifted its headquarters from the MDTA to the Maryland Cruise Terminal, which sat idle while the shipping channel was blocked.



COURTESY OF THE EXECUTIVE OFFICE OF THE GOVERNOR

↑ *President Joe Biden, seen here during a press conference at the Port, has pledged federal dollars to fully fund the rebuilding of the Key Bridge.*

'Like Drinking from a Fire Hose'

Pinchasin had never served in a Unified Command before, she said, and learning the ropes was "like drinking from a fire hose."

Still, the team didn't miss a beat as the mission shifted to removing pieces of the bridge that were obstructing the channel.

"Over the next few weeks, we brought in some heavy equipment," she said, like the Chesapeake 1000, a crane ship capable of lifting 1,000 short tons. Mounted on the Chesapeake 1000 was a massive, hydraulically operated wreck-grab claw to help retrieve pieces of steel from the water.

Finally, on May 13, a controlled demolition cleared the largest remaining piece of the bridge off the *Dali*'s deck. Despite the dangerous nature of the bridge cleanup, no further fatalities or injuries were recorded among those working at the site — a fact Pinchasin is immensely proud of. "I really can't say enough about the quality of our team," she said. "Every single contractor out there worked really hard and prioritized safety."

POST-KEY BRIDGE MILESTONES AS VESSEL TRAFFIC RETURNS







As debris from the collapsed Key Bridge was removed and the channel to the Port reopened to full vessel traffic, shipping and cruise lines returned to Baltimore in quick succession.

Among the first carriers to return were MSC, ACL and Wallenius Wilhelmsen.

MSC's *Passion III* came through the 35-foot-deep temporary channel on April 28, becoming the first container ship to arrive at Seagirt Marine Terminal since the beginning of the crisis. Nearly 1,000 containers were handled by about 80 workers from International Longshoremen's Association Local 333.

On May 13, ACL's *Atlantic Sun* was the first roll-on/roll-off ship to arrive at Dundalk Marine Terminal since the Key Bridge Crisis.

The same week, Wallenius Wilhelmsen called at Dundalk with the vehicle carrier *Tannhauser*.

On May 25, Royal Caribbean's *Vision of the Seas* departed Baltimore for a five-night trip to Bermuda, becoming the first cruise to leave the Port since the bridge incident. It was followed on May 26 by the *Carnival Legend*.

Shortly after the full reopening of the 700-foot-wide, 50-foot-deep channel, Seagirt welcomed the *Ever Forever* on June 13. The *Ever Forever* has a capacity of nearly 13,000 Twenty-Foot Equivalent Unit (TEU) containers, making it the biggest ship to arrive in Baltimore since the bridge collapse.

SCAN THE QR CODE to watch a time lapse video of the *Atlantic Sun* being unloaded.

Keeping the Port Community Informed

Another important task for Unified Command was keeping the Port of Baltimore community apprised of an operation that deeply affected their livelihoods.

"The Governor was holding press conferences every day, and we were supporting that," Pinchasin said. "Our senior leaders worked hard to build trust with the community and helped explain the complexity of what we were dealing with."

The Maryland Port Administration (MPA) was a crucial part of this effort. "The MPA has been awesome from day 1," Pinchasin said, citing the fact that the MPA quickly offered use of the cruise terminal for Unified Command operations. "They weren't just focused on the government side of the Port — they really served as a mouthpiece for all the stakeholders' perspectives. It helped us understand that we weren't just pulling steel from the river. We were bringing the economic engine of the region back to life."

As part of that effort, MPA Executive Director Jonathan Daniels held weekly calls to inform an audience of hundreds of Port stakeholders on the progress of salvage operations.

In addition, the Baltimore Port Alliance (BPA) served as an important convener for various Port stakeholders.

"The week following the tragedy, our Executive Steering Committee (ESC) coordinated with the U.S. Coast Guard's Captain of the Port [David O'Connell] to convene a special meeting," said Armand Patella, the BPA's current Chairman. Attendees at the meeting included ESC members representing pilots, tugs, vessel operators and agents, freight forwarders, union labor, trucking, terminal operators, U.S. Customs and more.

"This meeting would lead to help forming the eventual recovery plan and timeline," Patella recalled. "The group contributed to the Coast Guard's understanding of impacts, priorities and capabilities under the circumstances."

In the weeks that followed, the ESC "identified and established clear lines of communication for crucial decision makers between the Port community and the Unified Command, while its members provided valuable information for the Governor's office, the Maryland and U.S. Departments of Transportation, and the White House."

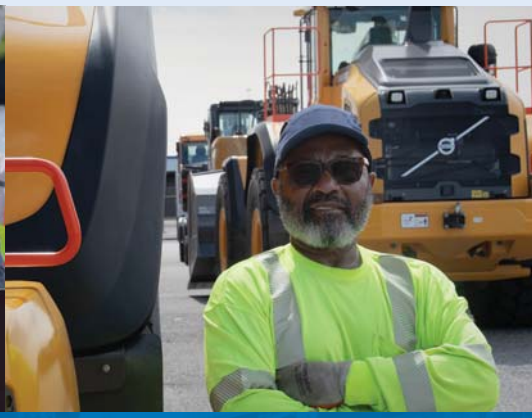
The Maryland Transportation Authority is currently accepting requests for proposals for a design-build team to rebuild the Key Bridge. A project team is expected to be selected in mid-to-late summer this year, with the entire project estimated to be completed in fall 2028.

Gov. Moore expressed gratitude to the men and women of Unified Command for working around the clock to quickly and safely reopen the 700-foot-wide by 50-foot-deep shipping channel. In only 78 days, Unified Command removed more than 50,000 tons of debris from the Patapsco River, fully restoring the channel, welcoming back global shipping businesses and cruises, and getting Marylanders back to work.

"With the fully opened shipping channel and return of our global cargo and cruise partners, the Port of Baltimore looks forward to once again being one of the nation's top ports, supporting thousands of jobs," said Maryland Department of Transportation Secretary Paul J. Wiedefeld. "Thanks to Gov. Moore's steadfast leadership and the unprecedented collaboration within the Unified Command and among our public and private partners, we've brought business back to Baltimore in a matter of weeks."

#BaltimoreIsBack





↑ ***Above: "The governor made a commitment to me and the men and women of the ILA and, sir, your word was good!" – Scott Cowan, President of ILA Local 333***



PHOTOS BY BILL MCALLEN



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Patella himself and Vice Chair Dave Chenowith regularly attended Unified Command briefings and facilitated the sharing of information with BPA members.

Reopening the Channel

On May 17, the BPA hosted Pinchasin, O'Connell and Daniels at a general membership meeting. The meeting served to inform the Port community about the Unified Command's progress — including the fact that the *Dali* would be moved away from the crash site and to Seagirt Marine Terminal within days, allowing for the reopening of a 50-foot-deep channel that would once more let the world's largest cargo vessels call on the Port of Baltimore.

"There was just a tremendous amount of teamwork at the Unified Command at all levels," O'Connell told attendees. "And that's because of the coordination and interaction we have within the Port itself. While this is a big Port, it's a small, tight-knit community that reaches out and cooperates. I certainly appreciate that and feel blessed to operate in that environment."

In his own speech, Daniels noted that the Unified Command's quick work had outstripped all expectations. "All my counterparts thought we would be rolling again in six to eight months — maybe a year," he said. "Here we are, less than two months later."

What Remains to Be Done

By mid-May, many of the Unified Command's operational functions had been disestablished and its members had moved back to their own offices, clearing the Cruise Maryland Terminal for the resumption of cruising on May 25.

As plans are made for a replacement bridge, the Corps of Engineers expects to be part of the conversation, Pinchasin said. "We'll be part of that as a Port stakeholder and we'll also work to deconflict our dredging operations while construction is going on."

And while the winding down of Unified Command operations is good news, Pinchasin added that there was a melancholy aspect to saying goodbye. "It felt like a family," she said. "While our collaboration continues, you're sad to no longer see this wonderful team daily."

Daniels also praised the quality of the Unified Command's work. "I can't say enough for their professionalism and their

ability to deal with the frustration many of us felt" after the disaster, he said.

Now, he added, the Port community's task is to safeguard and plan for its future. "I told all my counterparts that are part of the supply chain: we want our cargo back. And it is coming back. We're getting the commitment from the lines and from the cruise operators. This crisis will not define us if we don't let it. We will use this very difficult event to grow and learn and to come back better than ever."

Patella agreed: "We cannot let the amazing efforts of the Unified Command and their teams be in vain. Although their work is coming to an end, ours is just beginning. From this point forward, everyone here will need to play a role in our recovery by doing what we do best. This dark moment in Baltimore history is over, and we're going to come back bigger and better. Each and every one of us, through the work we do, will make sure that the rest of the world knows we're going to keep our cargo."



PHOTOS BY BILL MCALLEN

In late May, MPA Executive Director Jonathan Daniels and Deputy Director of Business Development & Cruise Cindy Burman welcomed Carnival Cruise Line and Royal Caribbean back to the Port.

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BUILDING A THRIVING FUTURE

Sustaining Our Local Economy, Safeguarding Our Environment



ECO Port 2023, published by the Maryland Port Administration (MPA), describes the projects and programs that took place in 2023 to support a thriving economy, environmental stewardship and community partnerships. We thank the many private sector businesses, government leaders, communities and individual citizens who have helped make these achievements a reality. www.marylandports.com/ecoport

In 2023, the Port of Baltimore welcomed the new Governor of Maryland, Wes Moore, the new Secretary of Transportation, Paul J. Wiedefeld, and the largest ship to ever call on the Port, the *Ever Max*. The Port broke cargo records while being a strong steward of the environment and the largest creator of wetlands in Maryland.

Upon taking office, Gov. Wes Moore quickly understood the Port's power as an economic generator for our state, calling the Port "one of the most vibrant ports on the planet." His ensuing budget included $165 million for the Howard Street Tunnel Project to allow for double-stack rail, significantly improving rail access from Baltimore to the Midwest, and $126 million to keep the Port's channels dredged to allow larger ships to call Port terminals.

U.S. President Joe Biden spoke of the Port's environmental achievements during a visit to Baltimore. "The U.S. Army Corps of Engineers spends millions each year dredging to keep shipping channels clear at the Port of Baltimore and to help bring larger ships with more cargo in and out of Maryland. Now, we're investing another $84 million from the Infrastructure Law to take the dredged material and restore the Mid-Bay Islands on the Chesapeake, a critical habitat for fish and shellfish and birds, and these islands are central to the fishing and tourist industry. There's a lot we're going to get done. And one of the things about the Infrastructure Law I'm most excited about is we're doing all this with workers, with products made in America with union labor."

Maryland's Port of Baltimore generates about 20,200 direct jobs and more than 273,600 jobs are linked to Port activities. It ranks first among the nation's ports for volume of autos and light trucks, roll-on/roll-off heavy farm and construction machinery, imported sugar and imported gypsum; ninth among major U.S. ports for foreign cargo handled; and ninth for total foreign cargo value.

ENVIRONMENT

Improving Efficiency & Reducing Environmental Impact

Throughout 2023, Ports America Chesapeake (PAC) continued work to both densify and electrify the container yard at Seagirt Marine Terminal. The project increased the capacity of the container yard by adding an additional row and increasing the height of container stacks throughout the terminal. Additionally, as part of PAC's Climate Change Strategic Plan, a full fleet of hybrid electric rubber-tired gantry cranes (RTGs) are currently in operation. Once construction of the electric power distribution has been completed, the RTGs will run on fully electric power.

Since 2008, the Maryland Port Administration (MPA) has received more than $20.5 million from state and federal grants to incentivize the replacement of older diesel-powered equipment used at the Port with more energy-efficient models, preventing more than 5,628 tons of emissions from being released. Under the Port of Baltimore's Diesel Equipment Upgrade Program, over 400 units of offroad diesel-powered equipment have been replaced, repowered or retrofitted with cleaner engines. This includes drayage trucks, cargo handling equipment, locomotives and harbor craft.

The Port's Dray Truck Replacement Program, marketed as "Dollars for Drays," passed the 300-truck milestone in 2023, with 304 dray trucks replaced to date.



PHOTO BY RHB TRUCKING

Dredged Material Management

An average of more than 4.7 million cubic yards of sediment — an amount that would fill the Ravens Stadium at least twice — is dredged annually from the shipping channels leading to the Port of Baltimore. The challenge then becomes what to do with the sediment.

Solutions include innovative reuse, which repurposes the dredged material for items such as bricks and berms, and beneficial use, which uses the dredged material to help restore Chesapeake Bay islands such as the Mid-Chesapeake Bay Ecosystem Restoration Project (Mid-Bay), which is rebuilding James and Barren Island and will begin receiving dredged material in about 2032.

Innovative Reuse

MPA is working with various companies and manufacturers to develop successful, innovative reuse methods. Examples include berms using geotubes filled with dredged sediment and using dredged material to produce paving bricks, lightweight concrete structures, mushroom compost for growing sod, and 3D-printed structures for marine placement and shoreline stabilization purposes. At a joint meeting of the Innovative Reuse Committee (IRC) and the Citizens Advisory Committee (CAC), MPA provided updates on two of MPA's seven innovative reuse studies.

Property Acquired

In 2023, MPA began developing a master site development plan for a property acquired for the purpose of conducting large-scale innovative reuse projects. Due to residual environmental contamination from previous industrial activity, MPA, the Maryland Department of the Environment (MDE) and the previous owner, Tronox, signed an Administrative Consent Order to ensure the site is cleaned up and fully remediated to meet current environmental standards.

Beneficial Reuse

Mid-Bay Island and Poplar Island are examples of long-eroded islands in our beautiful Chesapeake Bay that are being restored with sediment from our shipping channels. This provides shoreline protection for area residents, preserves and grows wetlands and upland habitats, and fosters the presence of local wildlife and waterfowl.







← *Clockwise from left: Saltmarsh sparrow (photo by Gary Leavens); Maryland Lt. Gov. Aruna Miller at Poplar Island (photo by MES); roseate spoonbill (photo by Matthew Paulsen); bird banding at Masonville Cove (photo by MES).*



Wildlife

What do the saltmarsh sparrow, spoonbill, bald eagle and coyote have in common? They are among the exciting wildlife spotted at MPA-owned sites in 2023.

The saltmarsh sparrow, an endangered species, has been losing its natural habitat due to sea-level rise. According to the U.S. Fish & Wildlife Service (USFWS), more than four out of every five saltmarsh sparrows have disappeared since 1998. Despite these challenges, they have been spotted at three Dredged Material Management Program (DMMP) sites: Cox Creek, Masonville Cove and Hart-Miller Island.

An eaglet was spotted in a bald eagle nest at Hawkins Point, making it the third confirmed eagle nest within Baltimore City, with two at MPA sites — Masonville Cove and Hawkins Point.

Over the summer, the roseate spoonbill was spotted on Poplar Island, Masonville Cove and Hart-Miller Island. This common wetland bird is normally found in Florida and Texas but is rare in Maryland.

A pair of coyotes has called Masonville Cove home for the past several years. In 2023, coyote sightings, even during the daytime, have increased due to the pair successfully raising young.

Four DMMP sites were trending as eBird hotspots and ranked in Maryland's top ten for 2023. Out of 2,455 sites, Hart-Miller Island held the rank of #1 with 220 species, Masonville Cove was #3 with 214 species, Cox Creek/Swan Creek Wetlands was #7 with 201 species, and Poplar Island was #9 with 199 species.

Bird Banding

Masonville Cove provided the perfect spot for migration bird banding conducted by the Birds of Urban Baltimore (BURB), a local nonprofit organization dedicated to engaging the community in bird science and conservation. BURB, with the help of staff from the Maryland Environmental Service and the U.S. Fish and Wildlife Service and local volunteers, captured birds and attached small, uniquely numbered metal bands to their legs. This process allows scientists to study both individual birds and populations of birds over time.

According to the initial study results, during the fall banding season, the partners banded 551 individuals of 56 species. The top five species captured in the fall were: common yellowthroat with 119 individuals, song sparrow with 105, swamp sparrow with 45, and gray catbird and yellow-rumped "myrtle" warbler, each with 34. Among the most exciting observations were three Connecticut warblers and a single mourning warbler captured within a week in early September.

Head Start for Maryland Terrapins

Through the Port of Baltimore's Terrapin Education Research Partnership (TERP), Maryland students engage in giving baby terrapins from Poplar Island a "head start" by nurturing them through the first vulnerable months in their classrooms. The baby terrapins are later released back on Poplar Island when they have matured and grown strong.

During a tour of Poplar Island, Maryland Lt. Gov. Aruna Miller released some of the 2023 TERP baby turtles. A total of 175 juvenile turtles hatched at Poplar Island were distributed to schools around the state. TERP partners include MPA, Maryland Environmental Service (MES), Ohio University, Arlington Echo Outdoor Education Center, National Aquarium, Calvert County Public Schools, and the Schmidt Outdoor Education Center.







↑ Clockwise from top left: Captain Trash Wheel at Masonville Cove (photo by MES); participants in a community cleanup event at Benjamin Franklin High School (photo by MES); volunteers at a Filbert Street Community Garden event (photo by Dan Spack/EcoLogix).

Trash Wheel Family Goes Global

The Trash Wheel family was accepted into the International Trash Trap Network (ITTN), led by the Ocean Conservancy and the University of Toronto.

The ITTN increases global cleanup efforts and quantifies the collective impact of marine debris interception. The Waterfront Partnership of Baltimore will share collection totals from the Trash Wheel family with the ITTN, including the debris trapped by Captain Trash Wheel at Masonville Cove.

10th Anniversary of the Nation's First Urban Wildlife Refuge

In December, partners celebrated the 10th anniversary of Masonville Cove's designation as the nation's first USFWS Urban Wildlife Refuge Partnership. USFWS Director Martha Williams joined the celebration of one of Maryland's greatest environmental restoration stories. MPA led a massive cleanup effort in 2007 that included the removal of 61,000 tons of trash and debris dating back to the Great Baltimore Fire of 1904.

COMMUNITIES

Connecting Communities

Masonville Cove offers outdoor green space and many amenities for neighboring communities, such as birdwatching trails, a fishing pier, a boat dock and an education center, but it can be hard to get to without a car. Partners, including MPA, the Federal Highway Administration, the National Park Service and USFWS, are working to create safe and equitable access to Masonville Cove. Currently in development, the Masonville Cove Connector will provide access to the waterfront for neighboring communities and link with the existing Gwynns Falls Trail and the proposed Baybrook Connector to form over 20 miles of trails.

Earth Month Volunteers

The Baltimore Port Alliance (BPA) partnered with the St. Helena Community Association for a community-wide Earth Day cleanup powered by more than 60 volunteers from several BPA member companies, including MPA, PAC, C. Steinweg, Vane Brothers, Belts Logistics, Terminal Corporation, MES and Moran Towing. Their efforts filled two 30-yard dumpsters with refuse weighing 6.5 tons.

In April, over 800 pounds of trash were collected at Masonville Cove, showcasing the community's commitment to maintaining a clean and sustainable environment. Masonville Cove staff also collaborated with Liberty's Promise, a nonprofit that supports young immigrants in need, on a community cleanup event at Benjamin Franklin High School that attracted 29 volunteers, including 27 youth.

Lending a Hand

In 2010, an overgrown and trash-filled one-acre plot was transformed into a cherished community garden through the City of Baltimore's Adopt-a-Lot Program. Today, it is Filbert Street Community Garden, managed by a nonprofit organization that welcomed the help of 12 volunteers from BPA member companies.

In October, representatives of MPA, MES, Vane Brothers, B&D Environmental, Whiteford Law and the Baltimore Development Corporation helped spread mulch, paint a sign and prepare the garden for winter and future spring plantings.









→ Clockwise from right: Cox Creek Open House (photo by MES); Youth Birding Week at Masonville Cove (photo by MES); Spanish bilingual tour of Hart-Miller Island (photo by Audubon Mid-Atlantic's Baltimore Program and the Bird Ambassadors/Embajadores de Aves); Harold Madison (left), representing the New Broadway East Community Association, and Jamie Meyers (right), representing M&W Towing, stand next to a container provided by Ports America Chesapeake (photo by Dan Spack/EcoLogix).

Upcycling & Uplifting

Once destined for the landfill, or sold for scrap, the BPA Environmental Committee and its member companies were able to upcycle materials such as containers, wooden beams, metal frames and wharf logs for community use by the New Broadway East Community Association (NBECA). NBECA works to engage community members and foster housing, education, empowerment and economic dignity in Baltimore's Broadway East community.

Bienvenido a la Isla Hart-Miller

Visitors from the Audubon Mid-Atlantic's Baltimore Program (formerly Patterson Park Audubon) and Bird Ambassadors/Embajadores de Aves participated in the first official Spanish bilingual tour at Hart-Miller Island. Participants explored the site and its history, learned about erosion and dredging in the Chesapeake Bay, and saw rare birds, including trumpeter swans, a wild turkey, American avocets and long-billed dowitchers.

Latino Conservation Day

In July, Masonville Cove hosted Latino Conservation Day, a celebration of the Hispanic Access Foundation's nationally recognized Latino Conservation Week. According to Swathi Ayyagari from the National Aquarium, the event was designed to encourage everyone, especially the Latino community, to enjoy and explore public lands and to inspire the next generation of environmental stewards. Participants, including 118 Latino visitors, enjoyed boat rides, archery, fishing, birding, arts and crafts, nature journaling, a terrapin exhibit and outreach tables.

Cox Creek Open House

In October, the Port of Baltimore's Cox Creek Open House welcomed 150 visitors for special once-a-year free access to the unique dredged material containment facility (DMCF). Activities included riding tours to see the DMCF expansion, the Swan Creek Nature Trail, a self-guided birding tour in the wetlands, 11 educational and other exhibits, educational games, arts and crafts, fishing opportunities and Touch-a-Truck.

Participants in the bird census recorded four new species for the site in 2023: ruddy turnstone, American wigeon, house sparrow, and most notably, an eared grebe, which has not been recorded at Swan Creek Wetlands and the Cox Creek DMCF since 2015. Following the open house, MES Senior Environmental Specialist Tim Carney observed two additional species.

4th Annual Hart-Miller Island Run

In October, MPA, Maryland Department of Natural Resources (DNR), MES, Friends of Hart-Miller Island and Charm City Run hosted the 4th Annual Hart-Miller Island Run. Participants were provided with boat transportation and the unique opportunity to experience the natural beauty of Hart-Miller Island through a 5.3-mile footrace around the site.

Calling All Birders

Since the global pandemic, more people have discovered a love of the great outdoors and hobbies such as birding. MPA sites offer wonderful places for avian enthusiasts to explore.

Black Birders Week

In May, MPA and BURB partnered to celebrate Black Birders Week at Masonville Cove with an opportunity for the public to observe the bird banding process. The birds are caught in nets, and data, like age and weight, is collected. An engraved aluminum band is placed on one of the bird's legs, helping researchers identify and track individual birds. After the process is complete, the birds are released.

Baltimore Birding Weekend

MPA proudly hosted three spectacular birding tours for the Patterson Park Audubon Center's award-winning Baltimore Birding Weekend in May.







↑ *Clockwise from above: Latino Conservation Day (photo by National Aquarium); Masonville Cove WildSTEM summer internship program (photo by Masonville Cove); MPA's Katrina Jones (left) with Women's Traffic & Transportation Club (WTTC) President Karen Bush-Brown (photo by WTTC).*

Guests were delighted at the sights and sounds on Hart-Miller Island, Masonville Cove and Cox Creek. Among the sightings at the three sites were 229 species, including tundra swan, trumpeter swan, king rail, black-bellied plover, bay-breasted warbler, common tern, bald eagle, little blue heron, marsh wren, and over a hundred bobolinks gracefully flying overhead.

Youth Birding Week

Masonville Cove welcomed its second cohort of curious young birders for July's Youth Birding Week. Five days of fun festivities included hawk watches, owl prowls and birding walks. The children spotted the trumpeter swan family at Hart-Miller Island, banded osprey chicks, and saw the rare (in Maryland) roseate spoonbill at Poplar Island.

OUTREACH

Opportunities Abound

From internships to career summits, MPA partnered with other organizations to open doors for the next generation of Port and conservation leaders, a critical component of the DMMP's commitment to environmental justice.

MPA, Harbor City Links and Lillie May Carroll Jackson Charter School hosted the Masonville Cove WildSTEM summer internship program. Students of Historically Black Colleges and Universities explored the diverse field of environmental conservation careers and networked with high-level staff at Brown Advisory and MES.

The Harbor City Links also presented careers in WildSTEM, sustainability and maritime industries to students from Coppin State University and Morgan State University. The event was hosted at Brown Advisory and organized by Harbor City Links and Masonville Cove Partnerships in collaboration with the National Wildlife Federation.

Additionally, BPA hosted its largest hiring expo to date when 250 job seekers attended the Spring 2023 Hiring & Career Expo at the Community College of Baltimore County Dundalk Campus. Attendees had the opportunity to learn and connect with employers from the maritime, transportation and logistics industries.

Katrina Jones: WTTC Person of the Year

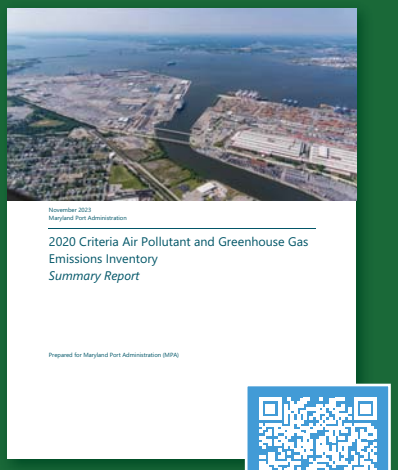
MPA congratulates Program Manager for Education and Stakeholder Engagement Katrina Jones, who received the prestigious "Person of the Year" award from the Women's Traffic & Transportation Club of Baltimore. Jones has been with the Port for more than 30 years and has done great work in surrounding communities. In 2022, she also received the Maryland Department of Transportation's Environmental Hero Award.

REPORT: Cargo Up, Emissions Down

The Maryland Port Administration (MPA) has focused on being a good environmental steward for decades, with a proven track record of reducing criteria air pollutants (CAPs) and greenhouse gas (GHG) emissions. Programs such as the Port's Dray Truck Replacement Program — which helps truck owners replace older diesel models with newer ones using funding from the Environmental Protection Agency's DERA program and Maryland's Volkswagen mitigation agreement in coordination with the Maryland Department of the Environment — are making a difference.

Recently, the Maryland General Assembly enacted the Climate Solutions Now Act of 2022, one of the most ambitious climate laws in the country, setting new statewide emission requirements, as well as specific market sector requirements. Specifically, the Act calls for Maryland to reduce GHG emissions by 60% by 2031 and requires the state to achieve net-zero statewide GHG emissions by 2045.

A recent report prepared by Anchor QEA, LLC finds that MPA's "emissions in most categories have notably decreased since 2016, while activity has generally remained constant or slightly increased in some cases."



SCAN THE QR CODE to read the report and learn more about considerations to reduce additional emissions in the future.



'A Symbiotic Relationship'

CUSTOMS AND BORDER PROTECTION'S **ADAM ROTTMAN** AND HIS TEAM HELP KEEP THE PORT SAFE

BY DERON SNYDER / PHOTO BY DONOVAN EATON PHOTOGRAPHY

Adam Rottman says he and his fellow officers with U.S. Customs and Border Protection (CBP) have one of the world's most interesting jobs. As Area Port Director in Baltimore, Rottman leads an undisclosed number of officers and specialists who inspect vessels and cargo for almost anything you can imagine.

"For example, we do inspections on importations and exportations of cargo," says Rottman, who assumed his current position in October 2018. "So we're looking for weapons of mass destruction. We're looking for counterfeit NFL Jerseys, on the other side of the spectrum. We're looking for trade violations. Of course, we're always looking for narcotics. One of the big things we are focused on right now is the recovery of stolen vehicles."

He said the CBP's Area Port of Baltimore is No. 2 in the nation in recovering stolen cars being exported from the United States, a success rate that's garnered coverage from several media outlets. Other headlines read like an episode of "Cops." Rottman's officers have seized toys with unsafe levels of lead and snared a $688,000 shipment of an illegal weight-gain product. They've intercepted $314,000 worth of fake Converse sneakers and used a pup from their "Beagle Brigade" to sniff out prohibited agriculture products that potentially carry invasive species or diseases.

"And then there's the whole immigration piece to the job," Rottman says. "At the seaport, we do immigration for crew members arriving on cargo ships, and we have the cruise terminal, too. And of course, we're at BWI [Thurgood Marshall Airport]. Our job covers every spectrum of international trade and travel facilitation as well as enforcement. It's just something different every day."

Average days for Rottman himself primarily consist of stakeholder engagement with brokers, freight forwarders and various associations. He doesn't get out as much as he once did, but he'll occasionally take a helicopter ride and board a vessel in the middle of Chesapeake Bay.

When boarding a vessel, "we'll drop down the big wooden rope ladder," Rottman says, "and then you have to climb. It's four stories on a rope ladder, with the waves and the motion of the water. It's fun."

A Calling to Fight Terrorism

He didn't have fun in mind when he joined the federal agency in 2003. A few months after the Twin Towers collapsed, the Pentagon was struck and a hijacked plane crashed in Pennsylvania, Rottman felt he could do more to protect the country from terrorism. He had spent the previous six years with a suburban Chicago police department after leaving Benedictine University, where he'd

studied sociology and criminal justice.

"I was 20 when I became a police officer," he says. "Then I joined CBP. All I've ever known is what I'm doing. All of our other priorities are there, but [CBP's] number-one priority is disrupting terrorist organizations and bad people. After seeing 9/11 and the emotions that came, I said that's what I want to commit my life to."

He began as a Customs Inspector in Savannah, GA. He later worked as Port Director in Rockford, IL — where agents are responsible for a small airport —and Port Director in Canada, where passengers flying to the U.S. are processed before boarding. Rottman worked most recently at CBP headquarters before arriving in Baltimore.

He says the men and women he works with are among the most dedicated he's ever encountered. They include his CBP officers, specialists and technicians, other law enforcement agencies, and staff at various departments like the Maryland Port Administration (MPA).

"The relationship we've been able to build with MPA since I got here has been nothing but outstanding," Rottman says. "We have a symbiotic relationship where we're always supporting each other. No matter if it's facilitating legitimate trade or enforcing the laws we have to enforce, we're definitely on the same page."

CBP uses a layered enforcement approach with checks and balances between computer algorithms, database research and physical inspections. Non-intrusive X-ray equipment allows officers to scan cargo containers and compare the contents with the manifest. They also work side-by-side with inspectors from the Consumer Product Safety Commission, leading to seizures of dangerous items.

"We look for lead paint and toys that have very small pieces that are choking hazards," Rottman says. "We look at mattresses that are too flammable. That's the spectrum of our job. One day, you're in the middle of the Bay, climbing on a rickety wooden ladder held together by ropes. The next day, you're looking at a bunch of children's toys.

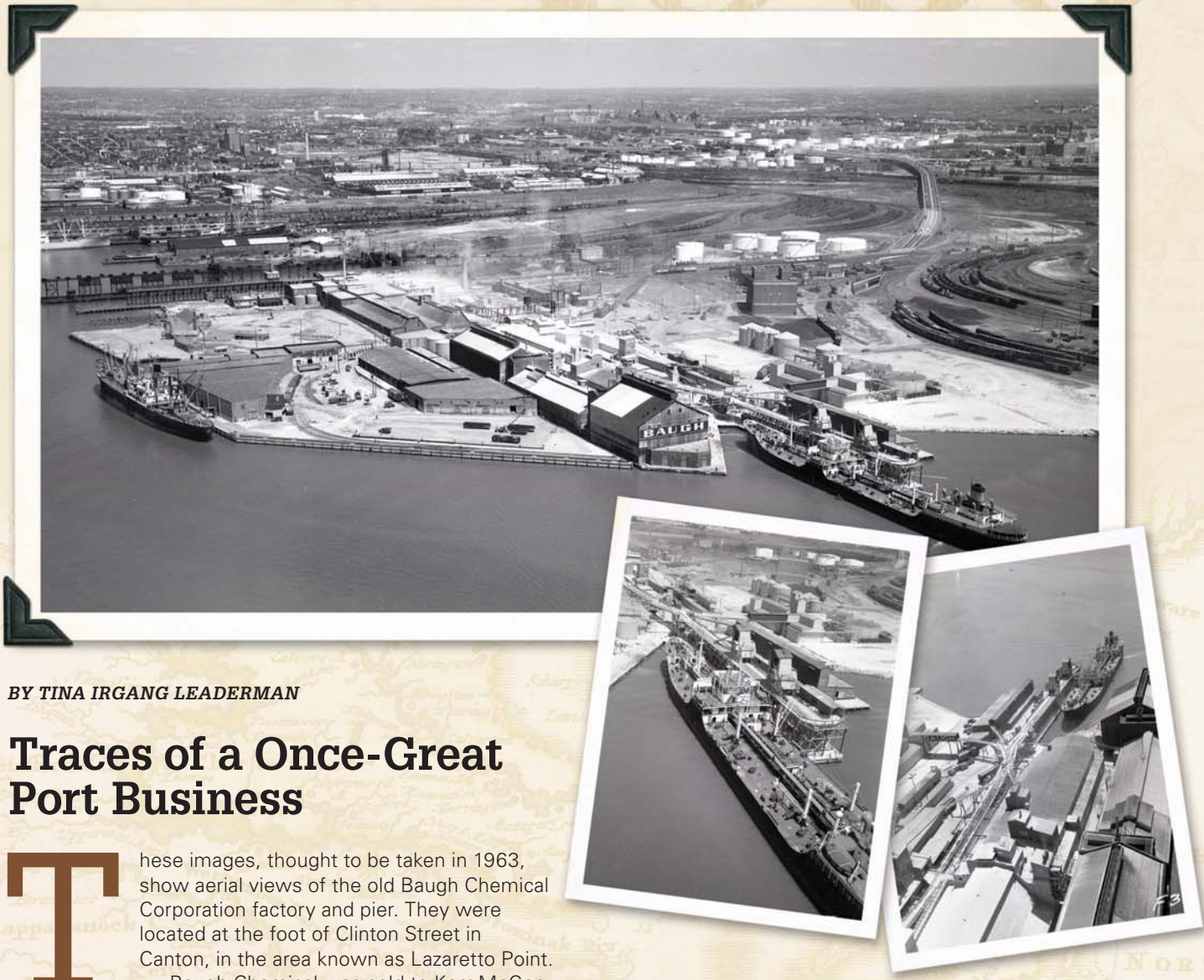
"It's pretty amazing."

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BY TINA IRGANG LEADERMAN

Traces of a Once-Great Port Business

These images, thought to be taken in 1963, show aerial views of the old Baugh Chemical Corporation factory and pier. They were located at the foot of Clinton Street in Canton, in the area known as Lazaretto Point.

Baugh Chemical was sold to Kerr-McGee the same year these images were likely taken, according to a researcher at the Baltimore Museum of Industry. Kerr-McGee ceased to exist when Anadarko Petroleum of Texas acquired its assets in the early 2000s.

Baugh Chemical had been founded in 1855 to produce fertilizer. In the late 19th through mid-20th centuries, it became one of the largest fertilizer manufacturers in the United States, with corporate offices located in Philadelphia.

Little is known today about Baugh Chemical's one-time Baltimore operations. In Baltimore history, Lazaretto Point is mostly familiar as the home of a historic lighthouse built in 1831. The lighthouse was turned off in September of 1926, allowing the Lazaretto Point area to be put to other uses.

In 1985, with Baugh Chemical already sold, local businessman Norman Rukert Jr. built a commemorative new lighthouse at Lazaretto Point, based on blueprints of the original obtained from the National Archives. The replica lighthouse stands only 50 feet from the lighthouse's original spot.

BMI Baltimore Museum of Industry

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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