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MAY/JUNE 2019

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14,424-TEU Evergreen *Triton* Calls at Port as New Construction Further Boosts Capacity

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PORT of BALTIMORE



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COVER:

Evergreen Triton becomes largest container ship to visit Port of Baltimore. Photography by Bill McAllen.

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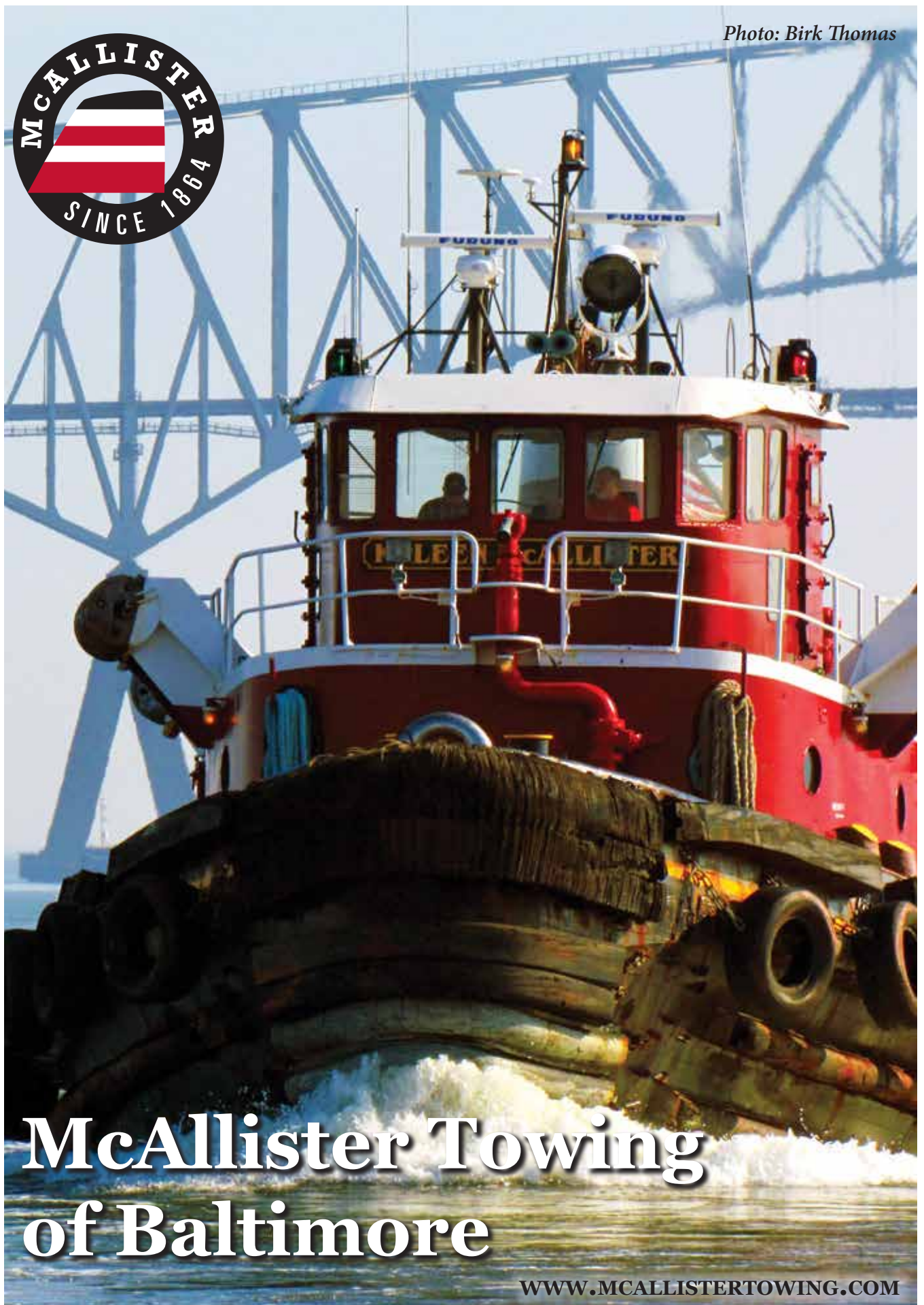
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Tomatoes on the Pier

Photo: Birk Thomas



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GOVERNOR'S MESSAGE

Port Is Economic Engine for Job Growth

The Port of Baltimore is a great example of how Maryland is “Open for Business.”

Coming off a record year in 2018 when the Port handled more cargo than any other year in its long history, it has started 2019 in an impressive fashion, ahead of its 2018 record pace. While that is certainly something to celebrate, I was equally happy to learn that jobs at the Port have increased during my administration.

In a recent economic analysis commissioned by the Maryland Department of Transportation Maryland Port Administration, direct jobs at the Port had risen from 13,650 in 2014 to 15,330 in 2017. These include jobs with terminal operators, railroads and companies that specialize in cargo handling, manufacturing and security. The total number of

jobs in Maryland linked to the Port increased from 127,600 to 139,170.

The total personal income for Port workers increased from \$2.9 million to \$3.3 million. Business revenues and monies generated by tax revenues from the Port also rose.

The Port is a driver for our state’s economic climate. When the Port succeeds, it means more than record amounts of cargo, it means job growth.

I know how important the Port is to Maryland and I will continue to do everything I can to support this great economic engine.

Larry Hogan, Governor

EXECUTIVE VIEW

New Records Pave Way for Brighter Future

As we move into the second half of 2019, we reflect on a successful first six months at the Port of Baltimore. We have already established new cargo records, welcomed the largest ship we have ever handled and been recognized for having an outstanding security program for the 10th consecutive year.

Under Governor Hogan’s leadership and “Open for Business” policies, we saw the Port establish new records for general cargo, containers and cars last year. So far in 2019, we are ahead of our record pace for each of those commodities.

In May, the 14,424-TEU Evergreen *Triton* arrived in Maryland and became the largest container ship to ever dock at the Port. We are one of only a few U.S. East Coast ports with a 50-foot-deep channel that is necessary

to accommodate ships of this size.

Working with our partner Ports America Chesapeake, we recently announced that we would develop a second 50-foot-deep berth at our Seagirt Marine Terminal. This would give us the opportunity to handle two supersized ships simultaneously needing deep drafts.

A strong security program is necessary for any port today. Each year for the last decade, we have received the highest evaluation possible from an annual Coast Guard inspection. We look forward to continuing our partnership with the Coast Guard and achieving great things for our Port.

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

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SOUNDINGS

The Happenings In and Around the Port — Send us your news for a possible item in the Soundings section in the *Port of Baltimore Magazine*. Email todd.karpovich@todaymediacustom.com.



EVENT

Local Workers Showcase Their Skills at the **ANNUAL RO/RO RODEO**

PHOTOGRAPHS BY
DONOVAN EATON PHOTOGRAPHY

More than 240 newly hired longshore workers at the Port of Baltimore operated the latest gigantic, multi-ton pieces of farm and construction equipment during training exercises for the 23rd annual Ro/Ro (Roll-On/Roll-Off) Rodeo in May.

The rodeo featured more than 10 manufacturers with approximately 30 new models for workers to learn how to operate. Ro/ro is cargo that can be driven on and off a ship. The Port of Baltimore is ranked as the No. 1 port in the U.S. for the amount of ro/ro cargo handled. During the rodeo, men and women receive hands-on instruction from ro/ro manufacturers on the finer points of maneuvering

and operating this cargo. The workers handle specialized controls in each piece of farm and construction equipment to be able to move this equipment safely.

The two-day event, which began in 1996, is aimed at training longshoremen on the correct operation of the vehicles that cross the piers at the Port. It was developed by the Quality Cargo Handling Action Team, part of the Maryland Department of Transportation Maryland Port Administration (MDOT MPA). It is put together by the International Longshoremen's Association, the Steamship Trade Association and the MDOT MPA. 🌐



NEWSMAKERS

Port Sets New Monthly Cargo Records

The Port of Baltimore's state-owned public marine terminals set several new records in March, including new monthly standards for cargo tonnage and number of containers.

The Port had a record year in 2018, and the March numbers continue its impressive performance.

"Month after month, the Port of Baltimore continues to demonstrate its importance to Maryland's economy," said Gov. Larry Hogan. "These new records reflect the industry's confidence in our Port and its workforce, further proving that Maryland is open for business."

NEW MONTHLY CARGO RECORDS SET AT THE PORT IN MARCH WERE:

- Most general cargo tons in a month: **1,018,274**
- Most 20-foot containers in a month: **95,862**
- Best March for cars and light trucks: **59,052 vehicles**
- Most roll-on/roll-off (farm and construction machinery) cargo tons since June 2012: **96,535**

The overall tonnage record beats the previous high of 1,007,914 tons set in May 2017, and the container record tops the 91,527 mark set in July 2018. The announcement of March figures follows the recent visit by the largest container ship to ever come to the Port of Baltimore. The Evergreen *Triton*, with a capacity of 14,424 twenty-foot equivalent unit (TEU) containers, was able to visit Seagirt Marine Terminal because the Port's infrastructure — its 50-foot-deep channel and 50-foot-deep berth — allows access for supersized ships.

In 2018, a record 43 million tons of international cargo was handled by the combined state-owned public and privately owned marine terminals at the Port. The value of the cargo in 2018 was also a benchmark: \$59.7 billion. 🌐

EVENT

Carnival *Pride* Celebrates ‘Decade of Fun’ at Port of Baltimore


Carnival Cruise Line and the Port of Baltimore recently marked a significant milestone: 10 years of year-round cruising from the Port. Carnival began year-round cruising from Baltimore in 2009 and, over the past decade, the line has carried more than 1 million guests, according to a Carnival announcement on the occasion of the anniversary.

“We are very proud to recognize 10 years of year-round cruising with Carnival Cruise Line,” said James J. White, Executive Director of the Maryland Department of Transportation Maryland Port Administration (MDOT MPA). “Many Maryland families and those in other states have sailed from the Port of Baltimore on Carnival *Pride* and have had the vacation of their lifetimes. We are very happy to have Carnival here in Maryland and look forward to many more years of seeing their beautiful ship at our Port.”

On June 9, key stakeholders traveled to the Cruise Maryland Terminal and met aboard the Carnival *Pride* for a “Decade of Fun” celebration to honor the anniversary. Attendees included Carnival President Christine Duffy as well as representatives of the MDOT MPA, the travel agent community,

of maritime-themed gifts. Duffy presented Cruise Maryland’s General Manager Cynthia Burman with a ship’s bell, while Burman presented Duffy with a maritime international clock.

“Baltimore is an important part of our homeport deployment strategy and the Port has been a great partner for the past 10 years,” Duffy said. “Our cruises from Baltimore on board Carnival *Pride* continuously earn high marks from guests who appreciate the ease of sailing from this convenient and centrally located port.”

 **Baltimore is an important part of our homeport deployment strategy and the Port has been a great partner for the past 10 years.”**

— Christine Duffy, Carnival President

U.S. Customs & Border Protection, the Coast Guard, Inter cruises, the Maryland Tourism Coalition, Ceres Corporation, the International Longshoremen’s Association and Visit Baltimore.

The festivities included an exchange

Carnival *Pride*’s Baltimore service includes many attractive options, such as week-long voyages through the Bahamas and Bermuda and a 14-day trip featuring Caribbean destinations and partial Panama Canal transits. 🌐

EVENT

First Career Expo Attracts Hundreds of Job Seekers

Tanika C. was a bit nervous as she walked into the Baltimore Port Alliance’s (BPA) Hiring & Career Expo at the Community College of Baltimore County’s Dundalk campus. Enrolled at Loyola University and working in education, she came to the May 1 event to learn more about the types of employment opportunities available through the Port of Baltimore and its many partners.

Her nervousness quickly subsided as she met friendly potential employers in the bustling venue. Just inside the door, she had a positive and lengthy discussion with a representative from the U.S. Department of Homeland Security U.S. Customs & Border Protection. Things were off to a great start!

More than 215 job seekers attended the event,

where more than 30 Port-related employers had set up information tables. The employers’ industries ranged from logistics and shipping to truck driving and equipment maintenance, private industry and government.

Susan Shannon, Hiring Manager for Fila North America, was scouting for handlers for the company’s distribution center. “It’s really nice to see this level of talent here today. I love to see a busy job fair; it makes it fun,” she said.

Bahri Logistics’ Regional HR Business Partner Tineshia Fahie said she had met a few potential candidates, including one very good one. “Even one candidate makes our time here today more than worth it,” she said.

Maryland Department of Transportation Maryland Port Administration’s Outreach Coordinator for Harbor Development Katrina Jones called the event a huge success. “We are just thrilled with the great turnout today, both in terms of prospective candidates and



↑ Pictured from left to right: Cynthia Burman, General Manager, Cruise Maryland at Maryland Department of Transportation Maryland Port Administration (MDOT MPA); Christine Duffy, President, Carnival Cruise Line; Richard Powers, Director Marketing, MDOT MPA; Brian Miller, Director Operations, MDOT MPA; Maurizio Ruggiero, Captain of the Carnival Pride; Ken Byrne, Senior Maitre D' for the Carnival Pride.

BILL MCALLEN

potential employers. We really want people to understand that there is a wide variety of Port-related jobs. The Port community is always looking for great talent," she said. "Thank you to the Baltimore Port Alliance and Community College of Baltimore County for making this possible."

The Women's Traffic and Transportation Club, Inc., which has been in existence for more than 85 years, was there to share its mentoring opportunities for those looking to enter the traffic and transportation industry. Several local colleges and job-readiness and training organizations also participated.

This was the first hiring event organized by the BPA's Education and Outreach Committee, which is co-chaired by Katrina Jones and Scott Senko, NYK Line's Area Operations Manager.

For more information about Port-related employment, visit www.pobdirectory.com/resources. 🌐



RETIREMENT

Correale Made Lasting Impact

Chris Correale recently retired as Director of Harbor Development for the Maryland Department of Transportation Maryland Port Administration (MDOT MPA). Correale had managed MDOT MPA's dredged material management program in that position since 2015.

"The main mission is to ensure that the vessels can pass safely in and out of the harbor," Correale said. "You have to dredge the sediment, and then you have to put the sediment someplace that is socially and environmentally acceptable." An average of 5 million cubic yards of sediment is dredged annually from the Port's channel system to keep shipping lanes to and from the Port of Baltimore open.

Because Baltimore is an "urban watershed, we are running out of places to put the dredged material," Correale said. "We have to do something different to ensure the future of the Port."

She cited several key projects, such as the expansion of Poplar Island in the Chesapeake Bay in Talbot County, establishment of a regulatory framework for innovative and beneficial uses of dredged material, expansion of the Cox Creek dredged material containment facility, and the continuing development of Masonville Cove as a dredged material containment facility and an environmental education hub that is a designated urban wildlife refuge. She also helped successfully advocate for federal design funding for the Mid-Chesapeake Bay Island Ecosystem Restoration project, a decades-long effort to create island habitats in Dorchester County using dredged material.

"Chris was a tremendous leader who had a vision for moving us forward. Though she was here for only a short

time, she accomplished an incredible amount and left our organization in a better place. We will miss her talents and wish her a very happy retirement," said James J. White, Executive Director of the Maryland

Department of Transportation Maryland Port Administration (MDOT MPA). Furthermore, Correale welcomed the growth of the Trash Wheel family from one member in 2014 to three trash-eaters in 2018.

"I can't take credit for all of these things," she said. "Those who came before me did an awful lot to make these happen, as did the entire Harbor Development team." Correale also praised Maryland's U.S. senators and representatives for their "extreme dedication" to the Port.

"Chris was an incredible mentor for our department and for me personally," said Kristen Fidler, the new Director of Harbor Development. "She was always willing to lend an ear anytime and help us solve any problem. Her work has truly made a lasting impact on Harbor Development, one that has changed the office for the better in so many ways."

Correale retired once before, after 34 years with the U.S. Army Corps of Engineers, where she finished her career as Chief of Operations for the Corps' Baltimore District. When retirement wasn't to her liking, she became a senior advisor to MDOT MPA on dredged material management for EcoLogix, an environmental strategy firm. From there, she was appointed to the position of Director of Harbor Development. 🌐



Chris Correale

EVENT

BPA Hears Positive 'State of the Port' Report

Baltimore Port Alliance (BPA) members took away an upbeat picture of the Port from their April meeting.

Recapping the "State of the Port" in his featured presentation, Dominic Scurti, Manager of Market Planning for the Maryland Department of Transportation Maryland Port Administration (MDOT MPA), reviewed many of the records set and successes recorded in the past year.

Scurti reiterated the continuing growth of the container business, the record-setting general cargo handling, with 10.9 million tons processed in 2018, and the uptick in the roll-on/roll-off (ro/ro) equipment business. Overall, the Port saw records in containers and general cargo, maintained its No. 1 ranking in vehicle traffic and added jobs.

Furniture is the Port's largest

import, accounting for 10 percent of all goods, he said. Salt, sugar and coffee are also major import commodities, with 800,000 tons of sugar passing through the Port annually.

Coal is the largest export, making up about half of the Port's international tonnage. Asia is the largest coal market, with major shipments going to India, Indonesia and Japan, he added.

Scurti cited the Port's biggest challenge as the 123-year-old Howard Street Tunnel, which cannot accommodate double-stacked containers, restricting the amount of

GROWTH

Port to Develop Unused Fruit Pier for Cargo Storage

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) is turning an unused fruit pier into suitable storage space for the increasing number of automobiles and other cargo arriving at the Port of Baltimore.

The Maryland Board of Public Works approved a \$4.6 million contract with Cianbro Corp. of Baltimore to raise the elevation of the pier to match that of adjacent terminals and to grade and resurface the parcel for cargo storage. The project also includes the installation of three surface sand filters to treat stormwater runoff and a stone retaining wall along the southern and eastern shores of the site.

In its request to the Board of Public Works, MDOT MPA called the land "unproductive," though with development it will become an "economically productive space for handling cargo."

The work is expected to be completed by the end of 2019. 🌐

OBITUARY

Janet Caslow, Maritime Enthusiast, Port Fest Founder

Janet Belot Caslow, founder of Port Fest Baltimore and long-time advocate for Baltimore's maritime interests, died of cancer April 12. She was 66 and a Baltimore resident.

The Port community knew well Caslow's enthusiasm and energy for events that supported and promoted Baltimore's waterfront, the Port, the *Pride of Baltimore II* and the area's maritime history.

Friends and colleagues remembered her infectious smile, her enthusiastic ideas and her willingness to carry them through to success.

She played a key role with the Baltimore National Heritage Area, was a member of the executive planning committee for Baltimore's Star-Spangled Sailabration in 2012, founded the Port Fest and served as Maritime Education and Event Coordinator for Historic Ships in Baltimore, Maryland Fleet Week and the Blue Angels Air Show.

She was also a volunteer coordinator for the Baltimore City Department of Recreation and Parks, with a special interest in educating young people. She particularly enjoyed explaining the history of the Battle of Baltimore in 1814, the maritime legacy of the region and the importance of taking care of the environment, particularly the Chesapeake Bay.

She was an active member of the Education and Outreach Committee of the Baltimore Port Alliance, a nonprofit organization of representatives from Port-related groups that works to engage and support the communities affected by the Port.

Caslow also worked as Development Manager at Pride of Baltimore Inc. for more than four years. 🌐



Additional "State of the Port" highlights:

- The Port's cruise business remains steady, with Royal Caribbean and Carnival cruise lines offering frequent departures.
- General cargo accounts for 28 percent of the tonnage and 94 percent of the value of goods handled at the Port.
- The average salary of Port employees is nearly 10 percent higher than the average salary in Maryland.
- 139,000 people work in jobs directly and indirectly related to the Port.



rail traffic in and out of the Port. CSX has recently committed funds to the project, and the state has submitted a federal grant application to enlarge the tunnel.

The BPA is an organization of 300 maritime companies and Port personnel dedicated to addressing Port-related issues, such as commerce, the health of the Chesapeake Bay and the needs of communities near the Port. Its members are active in neighborhood improvement projects, tree plantings and environmental education opportunities in more than 20 communities. 🌐

EVENT

Traveling Smithsonian Exhibit Makes Its Way Across State

BY CHARLES SCHELLE

A traveling Smithsonian exhibit that touches on the impact of waterways on population and culture is making several stops in Maryland in the year ahead.

Water | Ways is part of the Smithsonian Institution's Museum on Main Street program, bringing special exhibits to small towns across America. Each Maryland stop has its own local exhibit and programming produced by the host institution. The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) and Baltimore Propeller Club were supporting sponsors of the Baltimore County stop.

The Historical Society of Baltimore

County (HSBC) in Cockeysville hosted The Smithsonian exhibit during its 60th anniversary year at its Historic Almshouse. The Cockeysville exhibit closed July 6.

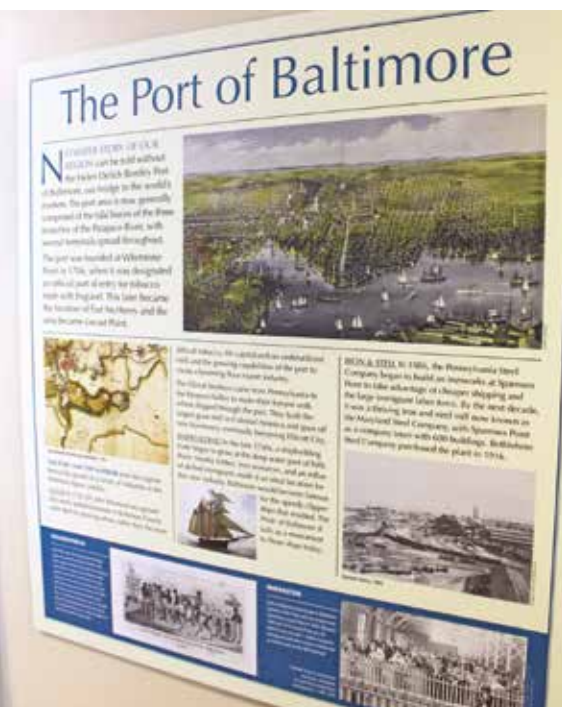
HSBC's accompanying local exhibit touched on the founding of the port on Whetstone Point as a port of entry for tobacco trade with England. The display also addressed the flour boom in the 1750s, shipbuilding at Fells Point, ironworks at Sparrows Point, immigration and slavery. Mr. Trash Wheel was featured in another part of the exhibit about environmental concerns, along with dam removals and oyster replenishment.

There are still opportunities to see the exhibit.

The Oxford Museum in Talbot County will host it from July 13 through Aug. 24 at 101 S. Morris St. in Oxford. Water | Ways treks across the state to the Washington County Historical Society, 135 W. Washington St., Hagerstown, from Aug. 31 to Oct. 12. Then it's back to the Eastern Shore from Oct. 19 to Nov. 30 at Dorchester Center for the Arts, 321 High St., Cambridge.

J. Miller Tawes Museum, 3 Ninth St., Crisfield, hosts the exhibit from Dec. 7 to Jan. 18, 2020, before Water | Ways' final stop at Calvert Library, 850 Costley Way, Prince Frederick, from Jan. 25 to March 7, 2020. 🌐

For more information, visit
www.mhumanities.org/programs/museum-on-main-street/water-ways.





EVENT

Amazon Offers Free Warehouse Tours

Amazon's Baltimore warehouse opened its doors to the public for free one-hour tours in May.

The company, located on Broening Highway, offers two tours per day. These tours provide visitors the opportunity to get an up-close look at how Amazon processes orders from its customers.

Amazon also awarded a \$30,000 grant to Baltimore City Schools as part of the launch of the public tours program. Those funds will support the school district's STEM programs and provide transportation for 600 students to take a tour of the center this year. 🌐



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GreenPort



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



PORT-ZOO PARTNERSHIP Achieves Clean Water Solutions

The Port of Baltimore has partnered with the Maryland Zoo in Baltimore on stormwater projects to stop erosion, provide a hospitable habitat for local wildlife and improve the quality of water that flows into the Jones Falls and ultimately into the Chesapeake Bay.

Completed in early spring, these projects tackled two long-unmet needs at the Zoo — a way to collect and filter water from the parking lots and roads near the Zoo's main entrance, and restoration of a seriously eroded stream.

The Maryland Department of Transportation Maryland Port

Administration (MDOT MPA), along with the Maryland Environmental Service (MES), teamed up with the Zoo to upgrade these two areas. The Port provided funding for the projects and hired the engineers and contractors. MES staff oversaw the construction.

"The Port was really very generous in helping us solve these problems," said Karl Kranz, Executive Vice President for Animal Programs and Chief Operating Officer of the Maryland Zoo.

The new bioretention area near the Zoo's main entrance replaces a grassy field with a pond containing a special soil mix and gravel bed that



helps filter out pollutants. The water drains through it into underground pipes on its way to Waterfowl Lake, a small, largely unused lake that once was a reservoir for drinking water, Kranz explained.

The second part of the project tackled a badly eroded stream that previously allowed water to gush down it and threatened the integrity of a nearby service road. Through a series of step pools built with boulders, cobbles, sand and

woodchips, the restored stream now has a cascading effect that slows down rain water. At each level, the water is filtered through soil to remove sediment and impurities.

"I think we hit it out of the park" with the stream, said Kranz. In addition to cleaning stormwater and reducing erosion, Kranz considers the restored stream attractive to many of the Zoo's visitors. "It's my hope that the public finds it interesting to look at," he said and that the frogs, toads, turtles and other creatures that frequent the Zoo will enjoy the improved habitat.

"We are very excited to partner with the Zoo. We hope that these projects will help educate the local community about the importance of keeping our waterways clean."

— Bill Richardson, MDOT MPA's
Manager of Safety, Environment and Risk Management

Besides, "anything we can do to take the load off the Jones Falls and the Port is good," Kranz added.

The undertaking is not only the Port's first partnership with the Zoo, but also its first stream restoration, said Bill Richardson, MDOT MPA's Manager of Safety, Environment and Risk Management. "We are very excited to partner with the Zoo. We hope that these projects will help educate the local community about the importance of keeping our waterways clean," he said.

To help with that, each project will have a marker with a graphic description of how the stormwater measures work and why they are important. "MDOT MPA is committed to growing the Port sustainably. That means taking responsibility for clean water, air and land," Richardson said. 🌐



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Masonville Cove Welcomes Bald Eagles, 2 Eaglets

The pair of bald eagles nesting at Masonville Cove became proud parents of two eaglets in late May.

When the adult eagles nested at Masonville Cove, a restored urban wildlife habitat along the Patapsco River in Baltimore, in early spring, they caused quite a stir, as it is the first time eagles have nested there since before restoration of the area began in 2007.

Environmental officials took special precautions to monitor the birds and reduce distractions from the public until the eaglets hatched.

Partners at Masonville Cove — U.S. Fish and Wildlife Service, Maryland Environmental Service, the Maryland Department of Transportation Maryland Port Administration (MDOT MPA), the Living Classrooms Foundation and the National Aquarium — collaborated to

establish a protected area as specified in the National Bald Eagle Nest Protection Guidelines.

The protected area limited use in parts of the property, but the public can still observe the eagle family from afar. “The restriction of 660 feet is still in place for general public/individual access, with limited guided access,” explained Katrina Jones, Outreach Coordinator for Harbor Development for MDOT MPA. “Probably in June sometime, the restriction may be reduced to 330 feet until the eaglets fledge sometime in July.”

The eagles are among at least 230 other species of birds observed there in recent years. The area is also home to other wildlife, waterfowl and dozens of plant species.

Masonville Cove is an urban wildlife area that was transformed during mitigation for the construction of the adjacent Masonville Dredged Material Containment Facility, which began receiving dredged material in 2010. More than 60,000 tons of trash and debris were hauled from the cove during restoration. With walking trails, a fishing pier and an environmental education center, the cove is now an urban oasis celebrating its 10th anniversary. 🌍



VW Settlement Will Deliver Cleaner Equipment to Port


Maryland Department of Transportation Maryland Port Administration (MDOT MPA) will see the benefits of more than \$5 million from the Volkswagen (VW) Environmental Mitigation Trust fund to replace trucks and diesel equipment to reduce air pollution.

Two different projects, both improving vehicles at the Port of Baltimore, will be funded through this portion of the VW settlement allotted to Maryland as a result of the automaker's nationwide violation of the Clean Air Act by installing software

that circumvented emissions controls in its diesel vehicles. About 16,000 of those vehicles were delivered in Maryland, which in turn received a total of \$75.7 million in the settlement to improve air quality, especially to reduce nitrogen oxide (NOx) emissions.

The highly successful dray truck replacement program is slated to received \$2 million to continue helping short-haul truck owners replace their older, less efficient models with new, cleaner vehicles. This program has already helped truck owners replace nearly 200 trucks since 2009, reducing approximately 2,300 tons of NOx emissions.

An additional \$3.28 million from the VW settlement is earmarked to replace cargo-handling equipment and other diesel engines owned by MDOT MPA. This includes heavy-duty trucks, forklifts and terminal tractors, for a total of 21 pieces in all. Most of these will be replaced with newer, cleaner diesel equipment, but the Port is also planning to replace some diesel terminal tractors and forklifts with electric versions. This project will reduce NOx emissions by 11.6 tons per year.

MDOT MPA expects the funds to be released this summer, so they can begin to replace equipment in the fall. 

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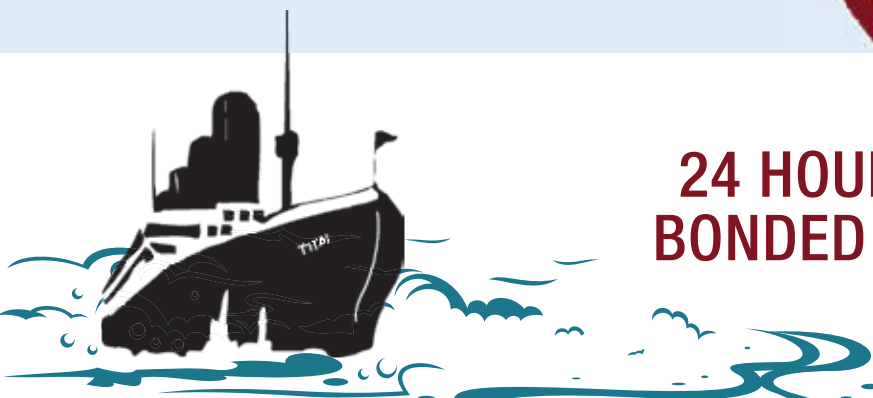
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Port Tour Attracts Community Interest

The community — actually communities — stepped up for the spring Stakeholders Port Tour sponsored by the Baltimore Port Alliance's (BPA) Environmental Committee.

Members of nine organizations representing 11 different neighborhoods in Baltimore City and Anne Arundel County attended to hear about the progress that the Port is making in reducing air emissions from cargo-handling equipment and trucks hauling cargo to and from the Seagirt and Dundalk Marine Terminals. Community representatives were the biggest contingent among the nearly 25 attendees, one of the largest crowds yet to attend these semi-annual tours that started in 2015.

From the Ports America Chesapeake (PAC) conference room above the cargo entrance to the terminal at Seagirt, tour-goers could see the constant interplay of cranes of varying sizes, forklifts, trucks and people moving strategically to unload a ship packed high with containers of goods. Seagirt, operated by PAC, is the Port's main container terminal. Dundalk Marine Terminal is largely a roll-on/roll-off facility, with most of its cargo — cars, light trucks,

farm and construction equipment — able to be driven or rolled onto and off ocean-going vessels.

The program began with an overview and a brief history of the Port by the BPA Environmental Committee Co-Chair Rupert Denney. It also featured Committee Co-Chair Bill Richardson, Manager of Safety, Environment and Risk Management (SERM) for the Maryland Department

environmental efforts, Port employment and how this huge enterprise operates.

One focus of the day included discussions about what the Port has been doing to improve air quality. "The air quality has never been better in Baltimore in the last 100 years," Chandra Chithaluru, SERM's Air Quality Policy and Program Manager, explained to the group, while showing information published by the Maryland Department of the Environment. The improvement is due, in part, to grant-funded projects that have enabled the Port to upgrade or replace older trucks and diesel

MDOT MPA and its partners have helped to upgrade or retrofit 110 pieces of cargo-handling equipment, more than 190 dray trucks, six Port locomotive engines and four marine engines.

of Transportation Maryland Port Administration (MDOT MPA), and safety, environmental and operations experts Solomon Egbe, Aamer Qureshi and Chris Hensell from Ports America Chesapeake.

Tour participants had plenty of questions for their hosts and presenters. Among the discussion topics were air- and water-quality initiatives, their effectiveness and sustainability, the costs and benefits of the Port's

equipment to reduce emissions even as cargo volumes have increased.

The Port has received more than \$11 million in federal grant funds since 2008. MDOT MPA and its partners have helped to upgrade or retrofit 110 pieces of cargo-handling equipment, more than 190 dray trucks, six Port locomotive engines and four marine engines. Upgrades to these diesel engines have resulted in a reduction of

← *Representatives of neighborhood organizations from Baltimore City and Anne Arundel County joined Port personnel and Baltimore Port Alliance Environmental Committee members for a semi-annual Port tour in May.*

thousands of tons of emissions over the lifetime of the equipment.

The tour included a drive through part of Seagirt Marine Terminal and close-ups of several operations at Dundalk Marine Terminal with its acres of new vehicles, which are often processed onsite and customized before delivery to dealers or loaded onto vessels for export. During the tour, the guides pointed out pieces of cargo-handling equipment that had been upgraded and were hard at work at the terminals.

"We thoroughly enjoyed the tour," said Marcia Patterson from the Rockview Beach/Riviera Isles Improvement Association. "Each of the men was so passionate about his area of expertise. Very happy to see the environmental considerations as well. We had a nice vantage point."

The community groups who participated in the tour represented Canton, Curtis Bay, Brooklyn, Rockview Beach/Riviera Isles, Callaway-Garrison, Green Haven, Harbor Valley and Baltimore's Midtown Community, encompassing Mount Vernon, Bolton Hill, Charles North and Madison Park. Other organizations participating included the Maryland Department of the Environment's Air and Radiation Administration, the Alliance for the Chesapeake Bay, the Greater Baybrook Alliance and Baltimore City's Office of Sustainability.

The BPA Environmental Committee hosts tours twice a year, providing an opportunity for community members and other interested organizations to see Port operations up close and observe the efficient movement of goods through the terminals. These tours are just one part of the Environmental Committee's outreach efforts to the community to better explain the importance of the Port of Baltimore to Maryland's economy. The BPA membership represents more than 300 companies and organizations that make up the Port of Baltimore. 🌐



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SECURE Environment



BY TODD KARPOVICH

Photographs by Donovan Eaton Photography

MDOT MPA SECURITY OFFICE,
PARTNER ORGANIZATIONS **ENSURE SAFETY**
AT THE PORT OF BALTIMORE AND BEYOND



↑ U.S. Customs & Border Protection (CBP) officers work closely with other federal and local law enforcement partners to detect and deter any national threats and work closely with the MDOT MPA to play a key security role at the Port of Baltimore.



THE PORT OF BALTIMORE HAS BEEN STEADFAST AND ON THE CUTTING EDGE WHEN IT COMES TO SECURITY.

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) has the latest technology and strategies to detect any potential threats. The Port also works closely with its partners — U.S. Customs &

Border Protection, U.S. Coast Guard and MDOT Maryland Transportation Authority (MDTA) Police — to ensure safety.

“A culture of acceptable behavior on MDOT MPA terminals has been reshaped and incorporated,” said David Espie, Director of Security for the Port of Baltimore. “It is now clear to all those who utilize MDOT MPA terminals that there is an obligation and requirement, without fail, to abide by all rules and regulations set forth in the Maritime Transportation Security Act of 2002, Safe Ports Act of 2006 and relevant Code of Maryland Regulations (COMAR).”



MDOT Maryland Transportation Authority (MDTA) Police provide patrol, emergency response, detective personnel, K-9 and other law enforcement services as required at MDOT MPA terminals.

He added: “The MDOT MPA Office of Security incorporates an analytical process when assessing its security posture, whether refining current procedures or considering physical security technology for future installation.”

Some of the latest initiatives and programs through the federal Port Security Grant program that make the Port safer include:

- **Enhancing the Access Control System software and hardware**
- **Expanding and refining the Closed-Circuit Television (CCTV) system**
- **Hardening access control points with state-of-the-art barriers**
- **Implementing/upgrading cybersecurity technology**
- **Expanding opportunities for deterrence operations between the MDTA Police, U. S. Customs & Border Protection and the U.S. Coast Guard.**

The new technology is an extremely important element of the Port’s security program. Within MDOT MPA terminals, security personnel utilize multiple forms of technology that were purchased and installed only after the quality, usability and clear necessity of the technology were established.

“I believe the MDOT MPA Office of Security, in coordination with our MDOT MPA partners, such as our Information Services Department, has a sound mix of outstanding personnel, realistic policies and procedures and meaningful technology, providing Port users a safe and secure environment,” Espie said.

The enhanced technology is vital because the Port of Baltimore operates on a seven-day, 24-hour cycle. As a result, a myriad of individuals need to enter the terminals on a daily basis, including MDOT MPA employees, tenants, contractors, vendors, International Longshoremen, shipping agents, crew members, U.S. military personnel, law enforcement and visitors.

“Hence, you have to develop and implement a balanced security program that



SECURITY



The security team for the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) includes (from left): Michael DaPonte, Security Specialist; Charles Santerre, Senior Security Specialist; Gina Watson, Security Specialist; David Espie, Director of Security for the Port of Baltimore; and Laura Mullen, Security Information Specialist.



establishes strong security protocol while facilitating commerce at the same time,” Espie said. “As Governor Hogan emphasizes, Maryland is open for business, and security must not be a roadblock to that mission.”

Espie brings vast experience to his position and has served as the Director of Security for MDOT MPA since August 2011. One of the keys to his success has been adapting to the changing environment and having talented personnel who provide prodigious support.

“The development of a highly educated, experienced and qualified staff [is important],” Espie said. “Port security is highly demanding. It mandates personnel who are energetic, intelligent, inquisitive, dedicated, articulate and sound writers.”

Espie also understands the Port

needs to have an effective relationship with its partners at the Coast Guard, Customs & Border Protection and the MDTA Police to keep the Port safe.

Espie is the Contract Manager of the MDTA Police Port Detachment, and they have a Memorandum of Agreement, which is revised as necessary. Espie and his staff work with the police on a daily basis. The department, a nationally accredited agency, provides patrol, emergency response, detective personnel, K-9 and other law enforcement services as required at MDOT MPA terminals.

“The MDTA Police Port Detachment and MDOT MPA have a strong working relationship,” said Captain Kevin Ayd, MDOT MDTA Police Commander, Port of Baltimore

Detachment. “The safety and security of the Port of Baltimore is a team effort, with each tenant and MDOT MPA employee playing a vital role. The MDTA Police rely on the eyes and ears of everyone here at the Port of Baltimore. As one community, working together, we will continue to promote safety and security.”

The U.S. Coast Guard is a very close partner with the MDOT MPA and is the Port’s regulatory agency. The Coast Guard oversees the implementation and enforcement of the Maritime Transportation Security Act of 2002, Safe Ports Act of 2006,

↓ (Bottom, left to right) Sgt. Brian Martin, Lt. Daniel Bowser, Officer Andrew Choe and Officer Matthew Stewart help keep the Port of Baltimore safe from potential threats. The staff routinely interacts with personnel around the Port to ensure compliance.



33 Code of Federal Regulations and the Port's Facility Security Plan.

"Port security in Baltimore is a collaborative effort between federal, state and local agencies working with industry to ensure the safe and secure movement of goods and services," said Cmdr. Matthew Fine, Deputy Commander of the Coast Guard's Sector Maryland-National Capital Region. "That cooperation is fostered through great partnerships and attendance at the monthly Baltimore Port Alliance meetings. Port Captain Joseph Loring attends these meetings to ensure that the Coast Guard shares relevant information and remains up to date on the concerns of the Port community. The Port's partner relationships within Baltimore are exceptional and serve as an example for other areas."

Chief Petty Officer Kerry Bolen, Sector Maryland-National Capital Region Port Safety and Security Supervisor, added: "The Port provides vast opportunities for the training of our members due to the variety of cargo they ship and receive. On a weekly basis, we are at the container terminal working with MDOT MPA and Ports America to ensure the proper carriage of hazardous materials and the safe storage of general and HAZMAT containers."

"In May, Sector Maryland-National Capital Region staff conducted a Multi-Agency Strike Force Operation (MASFO), involving 12 other federal, state and local agencies, such as the MDOT MPA, (MDTA Police) and MDOT, verifying compliance with the shipping of goods, required inspections, Transportation Worker Identification Credentialing (TWIC) validation and security posturing at Seagirt and Dundalk terminals. Without the valuable relationships developed between the Coast Guard and all of our Port partners, we could not be successful in having a full picture of the maritime transportation system."

In addition, Espie's office works with U.S. Customs & Border Protection (CBP) on a frequent basis. The Port ensures customs personnel can access required space around the terminals to perform their jurisdictional duties, which touch upon all facets of the Port's operations, including cargo movement and cruise ship passengers.



U.S. COAST GUARD PHOTO BY AUXILIARIST GARY MCGINNIS

↑ U.S. Coast Guard Petty Officer 2nd Class Jeffrey Benita, Container Inspector from Sector Maryland-National Capital Region in Baltimore puts a "Do not ship, move or reload this container" sticker on the back of a container at the Port of Baltimore, May 7, 2019. The inspection was part of the Multi-Agency Strike Force Operation (MASFO), which involved 12 other federal, state and local agencies, including MDOT MPA, MDTA Police and MDOT, in verifying compliance with the shipping of goods, required inspections, Transportation Worker Identification Credentialing (TWIC) validation and security posturing at Seagirt and Dundalk terminals.

"Most importantly, we assist as necessary to ensure all outbound container traffic is screened by radiation portal monitors," Espie said.

CBP officers work with other federal and local law enforcement partners to detect and deter national threat networks, including attacking the threat posed by fentanyl and opioids to residents in and around Baltimore. One example of this partnership was a multi-agency initiative led by Homeland Security Investigations, including CBP Baltimore and the U.S. Postal Inspectors, which was established to identify, inspect and seize drug-laden international mail parcels shipped from overseas to Maryland. This initiative resulted in the arrest of a dark web vendor and the seizure of pill presses and illicit narcotics.

"Collaborating with all of our federal, state and local law enforcement partners in Maryland improves the safety and security of our vital local economic drivers — BWI Airport and

the Port of Baltimore — and to a larger extent, the community in which we live and work," said CBP Area Port Director Adam Rottman.

CBP participates in multi-agency enforcement operations with its Port partners and other entities. For example, CBP holds random safety and security compliance examinations, which bring together numerous agencies, including the MDTA, Baltimore City Police, Maryland State Police, Homeland Security Investigations, U.S. Coast Guard, U.S. Transportation Security Administration and Federal Air Marshals, among others.

"CBP works very closely with all of our Port stakeholders," Rottman said. "We have formed several partnerships in an effort to better leverage our shared resources in detecting and interdicting illicit activities as well as working to close any vulnerability gaps. CBP participates in regular meetings with these same stakeholders on a variety of topics, including emergency planning." 🌐

PORT OF
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CONDITIONS

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BY TODD KARPOVICH

THE PORT OF BALTIMORE IS BACK TO ITS RECORD-SETTING WAYS WITH ROLL-ON/ROLL-OFF (RO/RO) CARGO AFTER WEATHERING A STORM OF TOUGH MARKET CONDITIONS DURING THE PAST SEVERAL YEARS.

Baltimore handles the majority of the U.S. East Coast's market share of ro/ro cargo, more than any other U.S. port annually. The Port has maintained its status as one of the world's top destinations for ro/ro because of its prowess and careful handling of this type of machinery, resulting in the lowest damage possible.

In addition, the Port has the closest proximity to Midwest manufacturers among all U.S. ports and has skilled longshoremen, some of whom participate in the annual "Ro/Ro Rodeo" to learn how to navigate the latest machinery.

The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) also developed the QCHAT (Quality Cargo Handling Action Team) initiative to assess performance areas, identify problems, and take corrective action steps to improve the quality handling of the cargo at the Port.

The first quarter of this year for ro/ro has already been strong, with 335,638 tons of cargo passing through the Port, an increase of 32.5 percent from last year.

The ro/ro cargo is costly to move and accommodate and requires special care from the Port's talented workforce, who help to ensure that the freight is

handled more carefully here than at any other port.

Baltimore also has good access to the Midwest's major farm and construction equipment manufacturers. This proximity has helped the Port become the leading U.S. port for combines, tractors, hay balers and in the import of excavators and backhoes.

"We have every major ro/ro service calling at the Port, covering every major trade lane," said Joe Marecki, Administrator, Sales & Marketing – Business Development for Ro/Ro at the MDOT MPA. "With so many services calling at the Port, we have a critical mass of service providers — rail lines, truckers, stevedores, processors, etc. — that gives the original equipment manufacturer (OEM) options, making for an overall more competitive environment. Strategic location and being located 150 miles closer to the Midwest gives OEM's a tremendous advantage with regards to inland transportation."

The Port of Baltimore's quality initiatives like QCHAT (Quality Cargo Handling Action Team), a service provided by the MDOT MPA to protect the quality of maritime-related

cargo, have also set the standard for global quality and excellence in ro/ro handling.

QCHAT and the Port collaborate with all elements of the Port's industry and labor to identify and implement quality-focused handling practices and procedures to prevent damage to any cargo and maintain the highest level of cargo quality and procures best practices.

QCHAT meetings include representatives from steamship lines, railroads, manufacturers, stevedores, processors, longshoremen and terminal





We have every major ro/ro service in the world calling at the Port, covering every major trade lane.”

— Joe Marecki, Administrator,
Sales & Marketing – Business
Development for Ro/Ro, MDOT MPA



operators to identify, analyze and coordinate cargo-handling practices for ro/ro cargo.

The strides with ro/ro are part of the momentum that began building last year. The Port handled a record 43 million tons of international cargo, including ro/ro, in 2018, breaking the previous high mark of 40.9 million tons that stood for 44 years. The value of the cargo passing through the Port in 2018 was also a new benchmark: \$59.7 billion, surpassing the previous \$53.9 billion set in 2017.

“For the most part, the major world economies, including the U.S., are still doing well,” Marecki said. “Construction and agricultural equipment have started a new cycle of replenishing inventories.”

Despite some ups and downs in this commodity due to international market conditions, the Port maintained its status as the top U.S. port for high and heavy farm and construction equipment. Several leading manufacturers that play a key part in the Port’s success, including John Deere, Caterpillar

and CNH Industrial, had solid 2018 campaigns. The Port was able to gain some new business with Oxbo, Rapid and Morooka.

CNH Industrial has enjoyed a profitable and deepening relationship with the Port and its partners and shipping lines.

“The Port of Baltimore is nearly a perfect port location for our whole goods distribution, which is why a high percentage of all North American import and export cargo arrives or departs from Baltimore,” said Mike Malkinski, CNH Industrial’s Supervisor in Baltimore for



The Port's investment in infrastructure ... allows CNH Industrial to be in one location and still import cargo using multiple vessel lines."

— Mike Malkinski, CNH Industrial's Supervisor in Baltimore for Port Operations NAFTA Region



Port Operations NAFTA Region. “The Port’s investment in infrastructure . . . allows CNH Industrial to be in one location and still import cargo using multiple vessel lines.”

Moreover, Baltimore is in a great position for trucked cargo, considering that a truck can be on any number of north-south or east-west highways in a matter of minutes. This has allowed CNH Industrial to maximize its capacity for shipping by truck.

Last year, the MDOT MPA, Wallenius Wilhelmsen and Mid-Atlantic Terminal LLC helped John Deere move 45 cotton pickers from Baltimore to Australia. The firms teamed up for two sailings with 20 units on the first shipment and 25 on the latter, a project that underscores the unique partnerships at the Port.

“The Port of Baltimore continues to serve as a strategic hub for Deere import and export ro/ro cargo,” said Tim Bainter, International Ocean RoRo Operations Manager, Worldwide Logistics & Supply Management, Deere & Company. “The Port’s proximity to our Midwest factories producing large agriculture, construction, and forestry equipment is advantageous for export deliveries, and likewise for imports servicing our Midwest and East Coast customers from various regions of the world.

“Shipping through Baltimore provides Deere with access to all major markets due to the carrier network calling on the port, and the secure facilities on Dundalk

Marine Terminal are top-notch.”

The MDOT MPA works hard to remain the top U.S. port for ro/ro by supplying the workforce with the tools to efficiently move cargo in and out of the Port.

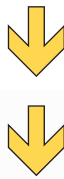
For example, each year the MDOT MPA hosts the “Ro/Ro Rodeo,” which rounds up manufacturers to provide interactive instruction on the handling and operational requirements for each type of vehicle (see page 8). A training program for specific farm and construction equipment is also available.

This type of commitment helps the Port maintain the lowest damage rate on ro/ro cargo in the nation.

The future for ro/ro remains bright at the Port.

The MDOT MPA is in the process of strengthening all berths at the Dundalk Marine Terminal, including a current process and design for berths 3, 2 and 1 — the largest ro/ro berths.

“We are also in the process and design of extending the rail currently at berths 4 and 5 down to berths 3, 2 and 1 to improve our direct [access] to/from rail,” Marecki said. 🌐



DONOVAN EATON PHOTOGRAPHY



Port of Baltimore Welcomes

LARGEST CONTAINER SHIP EVER



SECOND 50-FOOT-DEEP BERTH CONSTRUCTION BEGINS IN 2019

BY TODD KARPOVICH

The Evergreen *Triton*, with a capacity to handle 14,424 twenty-foot equivalent unit (TEU) containers, visited the Port of Baltimore, becoming the largest container ship to ever visit Maryland.

The supersized ship was able to call at the Port of Baltimore because the Port's infrastructure allows it to handle some of the largest ships in the world. The Port is further boosting capacity with the construction of a second 50-foot-deep berth set to begin in 2019.

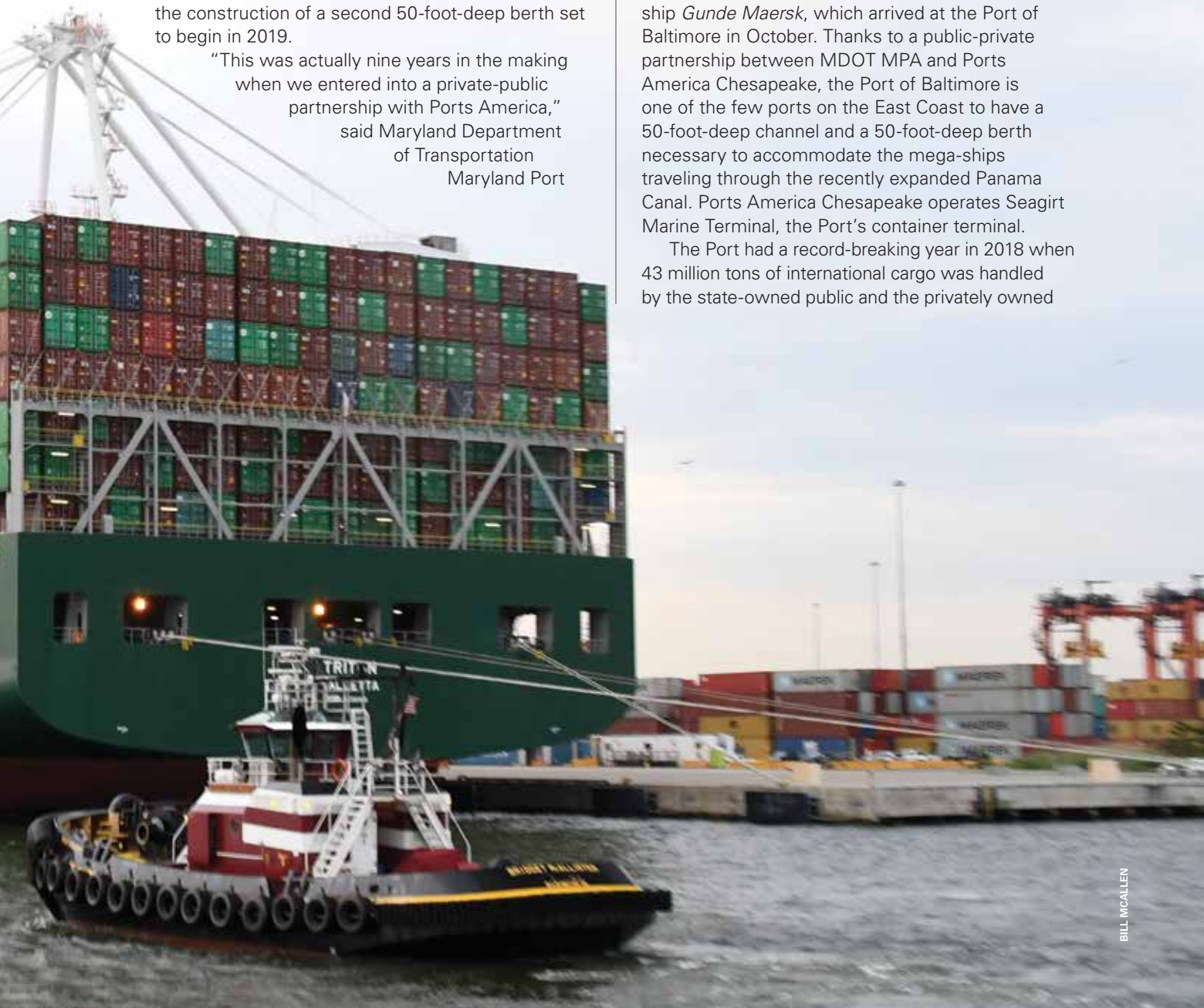
"This was actually nine years in the making when we entered into a private-public partnership with Ports America," said Maryland Department of Transportation Maryland Port

Administration (MDOT MPA) Executive Director James J. White about the arrival of the Evergreen *Triton*. "We knew with a new set of locks coming with the Panama Canal, bigger ships calling at the U.S. West Coast would now have the ability to get to the East Coast. So, that created a huge opportunity for all East Coast ports.

"Because we have such a huge population, we have a lot to offer to the ship owners. The Panama Canal was one part of our strategic planning for the future. The other part was we knew there was going to be consolidation in the maritime industry where we went from smaller ships and medium-sized ships to actually ship owners sharing space on ships. That's what you see here."

Previously, the largest container ship to visit the Port of Baltimore was the 11,000-TEU container ship *Gunde Maersk*, which arrived at the Port of Baltimore in October. Thanks to a public-private partnership between MDOT MPA and Ports America Chesapeake, the Port of Baltimore is one of the few ports on the East Coast to have a 50-foot-deep channel and a 50-foot-deep berth necessary to accommodate the mega-ships traveling through the recently expanded Panama Canal. Ports America Chesapeake operates Seagirt Marine Terminal, the Port's container terminal.

The Port had a record-breaking year in 2018 when 43 million tons of international cargo was handled by the state-owned public and the privately owned



marine terminals combined. That surpassed the previous high mark of 40.9 million tons in 1974.

"Thanks to Maryland's investment in a 50-foot berth, every year we are seeing larger and larger container ships choosing the Port of Baltimore," Maryland Gov. Larry Hogan said. "Maryland truly is open for business. The Port of Baltimore fuels the state's economy and supports thousands of jobs throughout the freight industry."

In December, MDOT MPA and Ports America Chesapeake announced a \$32.7 million project to develop a second

50-foot-deep container berth at Seagirt Marine Terminal. When completed, this second berth will allow the Port of Baltimore to handle two supersized container ships simultaneously. Construction on the new berth is expected to commence by the end of 2019. The berth is expected to become operational by early 2021.

"This is just the beginning for us," White said. "These ships are going to continue to call at the U.S. East Coast ports. They are going to be common at our piers here and we are just hitting our stride."



These infrastructure improvements have kept record amounts of cargo moving through the Port on vessels such as the Evergreen *Triton*, which departed Xiamen, China, on April 19. The ship passed through the Panama Canal on May 15 before arriving in Baltimore nine days later.

"We're thrilled to see the *Triton* here in Baltimore after coming through the expanded Panama Canal," said Bayard Hogans, Vice President, Ports America Chesapeake. "The partnership between the Port of Baltimore, Ports America Chesapeake and Evergreen will continue to allow the world's

largest container ships to deliver the goods and commodities that power America's economy through Maryland. Ports America Chesapeake is committed, with continued investment and expansion, to utilizing advanced technologies and enhanced infrastructure to deliver world-class service."

It took longshoremen just over a day to unload the *Triton's* cargo, which ranged from clothes and toys to electronics and other consumer products.

"It makes sense to put the freight where the consumer is," White said. 🌐



↓
43
million tons
of international cargo was
handled by state-owned
public & the privately
owned marine terminals
in 2018.

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AT INTERNATIONAL CARGO SURVEYORS,
WORK IS A ROUND-THE-CLOCK COMMITMENT

BY MERRILL WITTY | Photographs by Donovan Eaton Photography

As President of International Cargo Surveyors (ICS), a local Port of Baltimore company near Dundalk Marine Terminal, Stephen Miernicki is much like a midwife: on call seven days a week, 24 hours a day. Because the Port of Baltimore never sleeps. And the ships can't wait.

"Sometimes you're so busy, you don't want the phone to ring," he said. "Other times it may be slower and you ask yourself: Am I in the right business?"

But this time of year, stores want to make sure they have inventory in time for the holidays; is everything OK in China? It'll take a month for a ship to get in from there. Then the cargo has to go to distribution centers. ICS can be involved for customers every step of the way.

"IKEA and Costco take in thousands of containers a year," he notes. "If there's a small hole in a container, it can become damaged by water seeping in. What is the extent of the damage? I can also bid out

salvageable goods to salvage companies if anything can be saved."

ICS' cargo surveyors conduct inspections, surveys or examinations of marine vessels to assess, monitor and report on their condition and the products on them, as well as inspect damage caused to both vessels and cargo. Marine surveyors also inspect equipment intended for new or existing vessels to ensure compliance with various specifications. Marine surveys typically include the structure, machinery and equipment, and general condition of a vessel and/or cargo. They also judge materials on board and their condition. Certifications and subsequent payments are processed only after the surveyor has expressed his satisfaction.

Originally, a young Miernicki wanted to follow in the fin-kicks of Jacques Cousteau. He saw the famed marine biologist on TV and knew he wanted to study oceanography. So he attended the State University of New York's Maritime College at historic Ft. Schuyler; it's the oldest and largest maritime

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71 650 LBS

3 750 KGS
8 270 LBS

28 750 KGS
63 380 LBS

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CAUTION
HIGH
CONTAINER



Stephen Miernicki



college in the country. The school also prepared him to become a U.S. Merchant Marine officer, and after graduation he spent three years as a deck officer. "I saw fewer fish and more ships," he said. And not a single mermaid.

Eventually, he and a partner, whom he bought out in 1983, launched ICS.

"A surveyor is basically the referee of the marine terminal," said Miernicki. "I provide measurement surveys to determine the cubic capacity for the freight rate. We will sample bulk cargo to determine quality and set the price on the letter of credit. We also inspect damaged shipments, and our detailed reports with photographs are the basis for the claim.

"Many times, these will go to court, where we provide expert-witness testimony. We also inspect empty containers and their chassis to determine if they are Cargo Worthy or Road Worthy."

Miernicki and his surveyors may also be hired for a sampling inspection. Recently, he drilled into a cargo of tin ingots and sent samples to a lab to test whether the quality matched the letter of credit.

Sometimes matters go to court, such as after an accident or discrepancy. In recent years, Miernicki has testified in court as an expert witness "probably 20 or 30 times."

"A witness," he said, "testifies to what he saw. An expert witness testifies as to what he saw and what he thought.

"As an independent, uninterested third party, I don't care what anyone says," he asserts. "This morning, I was booked by a shipper. They provided the dimensions. That results in the cubic feet of a shipment to figure out the freight rate." But when Miernicki's measurements come in, that will be considered the final number upon which the freight rate is based. This, along with checking to see a container is loaded properly and secured properly and that the container is in good order, comprises preventative surveying.

There are several other surveyors based at the Port of Baltimore too. "We are all independent contractors," Miernicki said. "We call balls and strikes." But rather than being in competition, the surveying

companies often work together on a project. One of them might be hired by the shipping line, one by the cargo owner, one by the insurer, etc. The Maryland Department of Transportation Maryland Port Administration (MDOT MPA) itself may also hire a surveyor to ascertain whether there has been damage to a pier by a ship, for example.

"I have worked continuously as a marine surveyor in the Port since our founding," Miernicki said. "I am currently training my son and have an associate in Norfolk, Va. The MPA is so good to work with; they're very professional."

The wide variety of cargo Miernicki has overseen has included cases of wine, a transformer out of Calvert Cliffs Nuclear Power Plant loaded on a barge heading to Mexico, and even a circus heading to Puerto Rico.

"The Port's concentration on a mix of business is really wonderful for surveyors," he said. Miernicki works with both breakbulk cargos and roll-on/roll-off ships. There has been mining equipment, tractors, cars, grain and even animal trailers.

"We used to load pregnant dairy cows from a farm in Pennsylvania going to Puerto Rico," Miernicki said. "They were pregnant so the buyers could be positive they would give milk. We had a trailer break loose once and a cow escaped. They were required to have animal handlers with them and it was dicey for a little bit, but he corralled her." 🌐

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INGRID LONDOÑO TAKES THE LEAD
AT BALTIMORE MARITIME EXCHANGE

BY KATHY BERGREN SMITH



When Ingrid Londoño came to Baltimore some eight years ago, she had little experience with the world of international shipping, but it didn't take her long to become fascinated. She began working for a shipping line and soon found her way to a "watch-stander" position at the Baltimore Maritime Exchange (BME). It was here that she found her home and has taken the helm as General Manager.

"I fell in love with the history of the Maritime Exchange, and I love being part of the Port community," said Londoño.

In the 18th century, the watch-stander stood on Federal Hill with a telescope and a set of flags to signal the approach of ships into Baltimore Harbor. Today, the watch-stander monitors arriving ships as they enter the Chesapeake at Cape Henry or Chesapeake

City and follows their progress into the Port in real time on a computer. The nonprofit BME serves as an information clearinghouse for its members, who include everyone who needs to know when and where a ship is in the Port of Baltimore. The nearly 60 members represent every aspect of the Port community, from the tugboats and the line handlers to the suppliers, government agents and pilots.

The BME works very closely with the Maryland Department of Transportation Maryland Port Administration (MDT MPA) on several fronts to keep operations, such as pier assignments, up to date, and keep stakeholders in the loop. This close working relationship between staff at the MDOT MPA and the BME is beneficial to everyone in the Port community, according to Londoño.

Londoño came to Baltimore from a job managing a large call center. She appreciated the camaraderie of the small team at the BME as they worked for the larger mission of enhancing the efficiency of the Port of Baltimore. She, along with her colleague and friend Brittany Mills, worked under the tutelage of David Stambaugh, who spent 40 years with the BME.

"I was very fortunate to have a good team in Ingrid and Brittany, and it made it possible for me to think about

retiring," said Stambaugh. He was pleased that between the two, all aspects of the BME would be covered.

"Those were some big shoes to fill," Londoño said of taking Stambaugh's place. But Stambaugh has heard many compliments from members on the seamless transition. "She understands that continuity is the keystone of the exchange; that is what people rely upon," he said.

Londoño has begun to make her own mark at the BME. She developed and continues to tweak a database to log the arrivals and departures in the Port without the time-consuming practice of filling in paper cards. She is also passionate about getting input from members regarding improvements that could help BME serve the community better.

Londoño is challenging herself in her new role as General Manager, which requires her to work closely with all the BME partners and be the organization's public face as she builds relationships with maritime exchanges in other ports. Her natural reserve is giving way to a more outgoing personality, she said: "I am taking up mountain biking for the first time. It is hard, but I am trying to be bold!"

Meanwhile, Londoño, a native of Colombia, has found support for all of her endeavors, and she has found her home in the Port of Baltimore. Her respect for the long history of the BME gives her a sense of being part of something meaningful. "The people who work in the Port are committed people, who are willing to work whenever required to keep the Port running, and they count on the Baltimore Maritime Exchange," said Londoño. "These are strong relationships. This is not an 'industry' — this is a community." 🌐

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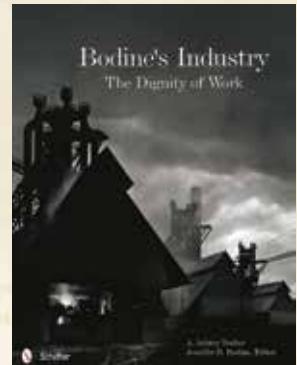
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A. Aubrey Bodine

STORY BY KATHY BERGREN SMITH

Tomatoes on the Pier

Summers along the coast of the Chesapeake Bay provide the ideal conditions for growing tomatoes. The hot, dry days ripen and sweeten the fruit. When the hermetically sealed canning process was patented in the late 19th century, the bumper crops were processed and shipped to stores far from the farms that grew the produce.

In 1936, when this photo was taken, Maryland was the third-largest producer of canned tomatoes in the country. The produce of the Eastern Shore and Southern Maryland arrived under sail at the Boston Street piers. The baskets were carted to the nearby canneries in East Baltimore. Here, women from the surrounding community, mostly Poles and Eastern Europeans, peeled and packed the tomatoes in grueling 10-hour shifts.

The regional cargoes of fresh produce stopped arriving via small boats in the 1950s, when trucking overtook the waterways for economical and fast transport of fresh produce. Today, the piers at Boston Street are home to a city waterfront park. 🌐

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

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