

# Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community

*New London . New Haven . Bridgeport*

## The Value of Connecticut's Deep Water Ports

by Don Frost, Deputy Editor



### Government Officials Participate in CMC's Deep Water Ports Tour of New Haven and Bridgeport

The Connecticut Maritime Coalition, in conjunction with the New Haven Port Authority, created the tour for our government officials to increase their understanding of the importance of Connecticut's strategic intermodal deep water ports. A complete description of our efforts will be printed in the 4th quarter issue of *Deep Water Port notes*.

*Picture Caption: State Senator Andrew Maynard, United States Congressman Joe Courtney, New Haven Port Authority Director Ms. Judi Sheiffel and Mr. Coy Angelo, Chief Operating Officer, Gateway Terminal onboard Gateway Terminal tug 'Outrageous' at CMC Port Tour of New Haven on September 27, 2011.*

JUDGING FROM MOST PEOPLE'S KNOWLEDGE of geography these days, very few of us could pass a test. Actually even third graders are ignorant of where in the world they are, or care where we get the things needed for our daily lives.

I bring this to your attention because it seems absurd that in a hyper-competitive global economy in which we are trying to create jobs for our own people, so few Americans have any idea how dependent we are on the rest of the world for jobs and the things we need to live a US life style.

A very broad range of consumer products pass through our ports each year yet only about 18% of the ship-calls at US ports each year are made by container ships carrying consumer goods. After accounting for cruise ships and government ships (Navy, Army, Coast Guard, NOAA, Army Corps of Engineers, etc.), about 80% of the ship calls at US ports each year are made by thousands of tankers of all sizes and types, bulk carriers, car carriers, refrigerated fresh fruits and vegetable carriers, frozen fish carriers, and many other specialized vessels.

In spite of the United States' size and mineral wealth, we are not able to produce all of the minerals needed to be self-sufficient. To maintain our manufacturing base and provide all of the goods we use every day, the United States is 100% dependent on imports from sources all over the world of 18 critical minerals, and for 50% of another 40 plus minerals (Source: Mineral Information Institute – [www.mii.org](http://www.mii.org)). "More than any other sector, manufacturing creates additional jobs in the supply chain", says Andrew Liveris, CEO Dow Chemical. Without imports almost all of our manufacturing would stop, millions of people would be jobless and millions more would go hungry (e.g. – we also import soya beans, oats, and other grains plus some meats and of course seasonal fruits and vegetables).

The United States is the world's 2<sup>nd</sup> largest energy consumer and energy imports tip our balance of trade negative. The majority of the energy we use is derived from

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fossil fuels – 40% from petroleum, 23% from coal and 23% from natural gas. We consume about 21 million barrels of oil EVERY DAY. Domestic production is only 6 million barrels per day. Without imports most of our homes would go cold (or hot in the summer) very quickly and of course all our cars would be artifacts. This could happen within 3 to 5 days.

More than 95% of all American trade moves by water – rivers, estuaries, lakes and oceans. 90% Moves by ship. It is important to note here that while imports and exports of containerized consumer goods are valuable, the value of raw materials and agricultural products leaving and entering our ports each year are about the same dollar value as consumer goods.

I would like to see our schools teach geography again and the economic impact to our society emphasized at the high school level. I think that US exports could be more competitive world wide if we knew our customers, their ports and cultures. What do you think?

## **Maritime Matters In Washington**

**by Mr. Paul Bea**

The pace in Washington picked up in September, as it usually does after the slow, southern town feeling of August. It needed to move into higher gear because there is much in need of attention, not the least of which is the economy.

The White House issued **economic policy proposals** to a Congress that will adopt some and not others. Anything there for maritime by name? No. The President's infrastructure investment proposal leaves out the "small shipyards program" that benefited by the stimulus package of 2009. When you really get down to it, the Maritime Administration doesn't have much in the way of infrastructure related programs. However the President did propose \$5,000,000,000 in additional TIGER grants and TIFIA program loans, the largest allocation for those to date. (LA's Alameda Corridor rail project was the first TIFIA project way back when). Port projects are eligible for those, in particular road and rail access projects. TIGER also has been used to support a few Marine Highway projects in New England and elsewhere, covering the cost of cranes, terminal infrastructure, even barges.

All told the White House package includes \$50 billion for transportation infrastructure spending plus another \$10 billion for an infrastructure bank. In case you are wondering, Corps of Engineers' channel program is not in the mix, perhaps because it doesn't produce

much in the way of direct employment.

Two bills of interest were introduced in the House, both by Chairman Frank LoBiondo (R-NJ) who chairs the Coast Guard and Maritime Transportation Subcommittee. His Transportation & Infrastructure Committee quickly approved HR 2838, the "**Coast Guard and Maritime Transportation Act.**" You can look for the details at [www.Thomas.loc.gov](http://www.Thomas.loc.gov) but I will touch on two aspects. The Committee on the Marine Transportation System (CMTS) is a Cabinet level interagency panel of some 18 Federal agencies with a role or interest in maritime for coordination on policy and regulatory actions. Today it exists at the whim of a president. The bill will put CMTS in law, which would strengthen the idea there should be coordination. Makes good sense. The bill also amends the Marine Highway program law. It would sunset the program in 2017. That would force a review as to the program's value but it also can be seen as a threat to the longevity of what is still a new program. It authorizes an inadequate \$5 million for grants and, for some reason that I don't fathom, it would remove a provision that now encourages transportation planning agencies to consider maritime solutions to transportation problems. The bill likely will be taken up on the House floor in October.

The second bill is HR 2840, "**Commercial Vessels Discharges Reform Act,**" an attempt, with broad backing from the port/maritime sector, to lay down a politically doable approach to ballast water regulation. The national standard would be based on the IMO standard and would be reviewed every ten years. States would be preempted from issuing their own standards—another major goal of the industry—but could petition Washington for an early review of the national standard. A major policy question, whether the Coast Guard or EPA would have primacy in regulating ballast water discharges, was decided in favor the EPA and existing Clean Water Act authorities. USCG would continue its role as enforcer. We'll see whether this approach does the trick. With EPA in the standard-setting driver seat the bill should win some approvals from environmental groups but the preemption provision may not survive. Preemption of States on any number of issues often has a tough slog through Congress.

MARAD finally announced the revival of the **Marine Transportation System National Advisory Council.** For around 18 months MTSNAC ("mitts-nack") has been in limbo. MARAD has been slow in revising the expired charter and getting Secretary Ray LaHood's approval. The new MTSNAC will be more focused on

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### Statewide Dredging Update

by Mr. Joseph R. Salvatore, Dredging Project Coordinator for the State of Connecticut,  
[Joseph.Salvatore@ct.gov](mailto:Joseph.Salvatore@ct.gov)

#### *New London Disposal Site and the Cornfield Shoals Disposal Site*

The Energy and Water Appropriations Bill reported out of the full appropriations committee. Senator Lieberman was able to insert section 117 which reads: "The New London Disposal Site and the Cornfield Shoals Disposal Site in Long Island Sound, selected by the Department of the Army as alternative dredge material disposal sites under section 103(b) of the Marine Protection, research, and Sanctuaries Act of 1972, as amended, shall remain open until completion of a Supplemental EIS to support final designation of an Ocean Dredge Material Disposal Site in Eastern LIS under section 102(c) of the MPRSA of 1972". The legislation has yet to be taken up by the full Senate, and will need to be reconciled with any House-passed legislation before becoming law.

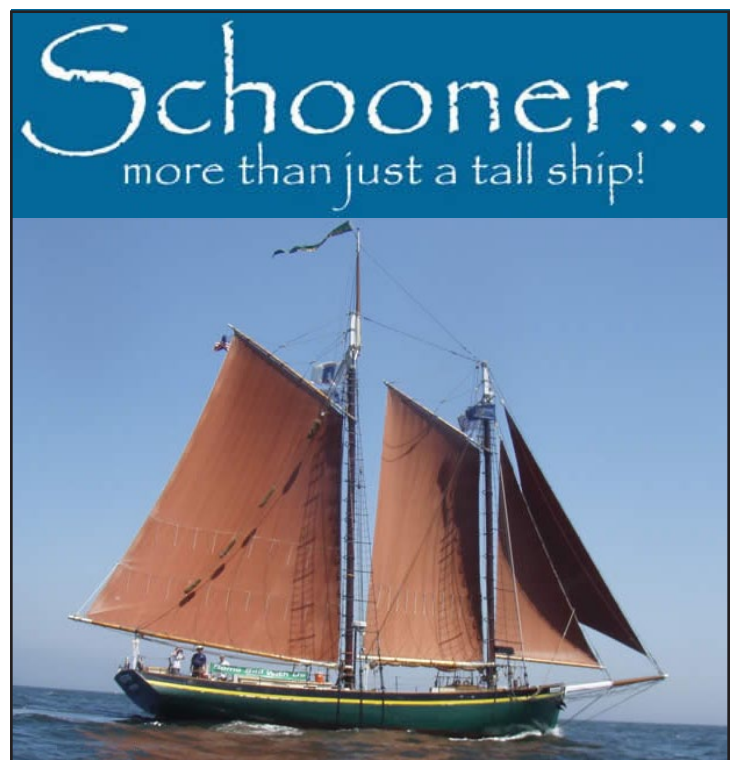
the commercial maritime sector and have a defined Marine Highway mission. Disappointing to some, it also will report to MARAD rather than to the Secretary of Transportation through MARAD. A demotion of sorts. Here is the list of 29 newly appointed MTSNAC members. <http://bit.ly/nEwbio>. Their first meeting is in Washington, October 12-13.

Last, congratulations go to the American Association of Port Authorities, which has entered its 100<sup>th</sup> year.

*Paul Bea is a government relations and policy advisor in Washington, DC. He chairs the marine highway advocacy group, The Coastwise Coalition, and discusses the MTS at [www.MTSMatters.com](http://www.MTSMatters.com).*

### Thank You Schooner Inc.

A very warm thank you to CMC member Ms. Kristen Andrews, Executive Director Schooner, Inc., and her crew for hosting our CMC Social September 27th aboard their tall ship Schooner *Quinnipiack*.



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We welcome your ideas and news about the revitalization of Connecticut's deep water ports and the ability to vastly improve on commercial and personal transportation to the economic benefit of this state.

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## CONNECTICUT MARITIME COALITION



### **The Connecticut Maritime Coalition**

is a non-profit trade association facilitating the competitiveness of Connecticut's maritime industries. The *Connecticut Maritime Coalition* is the designated organizational center for the Connecticut Maritime Industry Cluster. Our cluster network is mostly composed of small and medium-sized businesses.

***The Connecticut Maritime Coalition's mission is to advocate for Connecticut's maritime industry.***

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