AUGUST, 2012

Deep Water Port *notes* The News Portfolio of The Connecticut Deep Water Port Community

News Portfolio of The Connecticut Deep Water Port Community *New London . New Haven . Bridgeport*

Maritime Matters in Washington

By Mr. Paul Bea



United States Congressman Joe Courtney & CMC Chairman David E. Pohorylo pictured above, along with members of the CMC, met over breakfast in early August to discuss the many facets of the Connecticut's maritime industry.

THREE DEVELOPMENTS are worth a quick mention and watchful eye.

Congress is on the verge of approving FY 2013 funding by the start of the fiscal year on October. It will cover only 6 months but that may be enough to enable the Army Corps of Engineers and other agencies to enter into contracts.

A July announcement told of a new Federal interagency "Task Force on Ports." For starters expect interagency coordination on port related project funding, e.g., funding for both Miami's deepening and its intermodal rail infrastructure project.

Last, the FMC issued a controversial report that suggests a link between the Harbor Maintenance Tax and logistics decisions to send U.S. bound imports through Canadian ports such as Prince Rupert.

More one these topics in the next months.

Paul Bea is a government relations and policy advisor in Washington, DC. He chairs the marine highway advocacy group, The Coastwise Coalition, and discusses marine transportation system matters at www.MTSmatters.com.

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Economic Impacts of the Connecticut Maritime Industry

(Excerpts from the 2010 Economic Impact Study Of Maritime Industries In Connecticut)

The Maritime Industry in Connecticut is a crucial component of the State's economic and cultural identity. Maritime commerce has played a key role in the State's development.

In terms of economic potential, Connecticut is one of just 12 states with 3 or more of the 105 largest deepwater ports in the country, each with \$100 million or more in annual foreign trade. This resource represents a potential competitive advantage for Connecticut to connect with the global economy. Ninety-five percent of the volume of all overseas trade enters or leaves the United States through a deepwater port by ship. Nationwide, this represents nearly \$1 trillion in commerce and creates employment for more than 13 million people1. It is forecast that between 2010 and 2020 the volume of waterborne freight will increase by 43 percent domestically and 67 percent internationally.

With its three deepwater ports, Connecticut has a natural advantage envied by surrounding states. Although Connecticut shares Long Island Sound with New York, commercially Connecticut is much more dependent on Long Island Sound for the movement of goods, fuel, and people. Over 90 percent of the shipping entering Long Island Sound will call on Connecticut's ports.

In 2007, Connecticut's maritime-dependent industries,

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their suppliers and related economic activity (total direct, indirect, and induced effects) accounted for over \$5 billion in business output within the State of Connecticut; more than 30,000 jobs; approximately \$1.7 billion in household income; and \$2.7 billion in State GDP

As a consequence of these direct, indirect, and induced economic effects within the statewide economy, maritime industries annually account for over \$56 million in taxes paid to local communities, \$54 million in State tax revenues, and over \$224 million in Federal tax revenues.

The entire report can be viewed at www.ctmaritime. com.

Hire Our Returning Veterans: Resources

Office for Veterans' Workforce Development (OVWD)

Mr. Terry Brennan, Director (860) 263-6514 http://www.ctdol.state.ct.us/veterans/vetreps.htm

The Office of Military Affairs

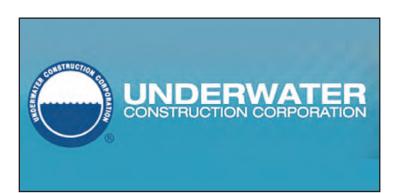
Mr. Robert Ross, Executive Director (860) 270-8074, bob.ross@ct.gov http://www.ct.gov/oma/site/default.asp

Hire Our Returning Veterans: Federal Resources

VOW to Hire Heroes Act of 2011 Creates New Benefit for Unemployed Veterans.

This legislation offers a tax credit up to \$5,600 for companies that hire veterans who have been unemployed six months or longer. Hiring a veteran with a service-connected disability bumps the credit up to \$9,600.

Link: http://courtney.house.gov/index php?option=com_ content&view=article&id=6533&Itemi



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CMC Membership Includes Diverse State Maritime Interests

Organized in 2000, the Connecticut Maritime Coalition is a non-profit trade association advocating for Connecticut's Maritime Industry. Our members include:

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Joseph Gilbert, 203.876.8923, hiddenemp@aol.com

The Bridgeport & Port Jefferson Steamboat Company Frederick Hall, 631-473-0286, FHall@McAllisterTowing.com

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Cross Sound Ferry Services, Inc. Adam Wronowski, 860-625-4824, adam@longislandferry.com

Connecticut Maritime Association, Inc. Donald Frost, 203-406-0106, dbfrost@optonline.net

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Gateway Terminal Tom Dubno, 203-467-1997, tdubno@gatewayt.com

Gwenmor Marina & Marine Contracting Inc. Christian McGugan, 860-536-0281, Christian@gwenmor.com

GZA GeoEnvironmental, Inc. Dan Kinard, 860-286-8900, dan.kinard@gza.com

Interport Pilots Agency, Inc. Captain Louis Bettinelli, 732-787-5554, loubett@optonline.net

Moran Towing Corporation Aislinn Pitchford, 203-442-2800, aislinn@morantug.com

New England Shipping Company, Inc. David Pohorylo, 203-467-2423, dpohorylo@newenglandshipping.com

New Haven Port Authority Judi Sheiffele, Ex.Dir., 203-946-6778, JSheiffe@newhavenct.net

New Haven Terminal Michael Vasaturo, 203-468-0805, vpusec@aol.com

Port Security Services Ralph Gogliettino,800-762-9147, Ralph@portsecurity.us

Santa Energy Corporation Thomas Santa, 203-362-3332, SantaT@santaenergy.com

Schooner, Inc. Kristen Andrews, 203-865-1737, kristen.andrews@schoonerinc.org

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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. Our member network is mostly composed of small and medium-sized businesses.

To join the Connecticut Maritime Coalition or to advertise your business in Deep Water Port notes, please contact:

William Gash, Executive Director

P.O. Box 188, Stonington, CT 06378 Phone: 860-941-0044 Fax (888) 436-5413 Email: ctmaritime@msn.com

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P.O. Box 188, Stonington, CT 06378

Advocating for Connecticut's Maritime Industry