

Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community

New London . New Haven . Bridgeport

The Connecticut Maritime Scene

By Mr. Donald Frost, Deputy Editor



ATB Freeport approaching the Thames River RR Bridge en route to Dow Chemical, Allyn Pt with a cargo of Styrene - Length over all 604 ft, beam 76 ft, Gross tonnage 12,270 Photo - Captain Charles Jonas, Connecticut Marine Pilot

THE REPORT BY THE CONNECTICUT SEA GRANT PROGRAM at the University of Connecticut Avery Point found that the Maritime Industry in Connecticut represents nearly \$7 Billion to the state's economy. The study "Valuing the Coast: Economic Impacts of Connecticut's Maritime Industry" published last month also found that the maritime business

in CT (see below for how they measured the business) contributes nearly 40,000 jobs to the state.

The lead author was Robert S. Pomeroy, professor in the Department of Agricultural and Resource Economics in UCONN's College of Agriculture and Natural Resources at Avery Point in Groton.

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CONNECTICUT STATE PILOTS INTERPORT PILOTS AGENCY INC.

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The study considered only seven sectors of the economy.

- Commercial fishing
- Seafood product preparation and packaging
- Shipbuilding and repairing
- Boat building
- Transport by water
- Scenic and sightseeing transportation and support activities for transportation
- Amusement and recreation activities.

Imagine what the statistics would look like if the actual ship operations and transactional parts of the shipping industry in Connecticut were counted. One of the problems in assessing the scope of our industry is that scholarly investigations use U.S. Dept of Labor Standard Industrial Codes (SIC) and North American Industry Class System Codes (NAISC) to access business data. NAISC is a relatively new attempt by the Dept of Labor to track more service industries that the nearly pure manufacturing base in SIC. Unfortunately the Dept of Labor's Dictionary of Occupational Titles still sees shipping as only seafarers, ship's agents, chandlers and tow boat people. Also, companies with multiple business lines may elect to list their company as something entirely distant from shipping, even if shipping is an integral part of the business. For example banks that lend money to build ships are still banks. Freight experts, barge and logistics managers at grain traders are agricultural workers. Those whose occupational titles might count, but are employed by a company whose SIC or NAISC code don't fit "shipping", are lost in the labor statistics.

On another front, the move by the Connecticut State Legislature to establish a Statewide Ports Authority is moving through the legislative system, with inputs from all stakeholders. There is still work to be done before the Bill goes to the floor for a final vote and Governor's signature.

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Maritime Matters in Washington

By Mr. Paul Bea

On May 15th, the U.S Senate passed a long awaited water resources development act bill, the first since 2007. Coastal port maintenance was one of the major policy focuses of the 410-page, WRDA 2013 bill. The addresses various port complaints including 1) low funding of channels maintenance, 2) little support for small ports and recreational harbors, 3) disproportionately small returns of Harbor Maintenance Trust Fund monies to ports relative to Harbor Maintenance Tax collections, and 4) the uncompetitive effects of the HMT in US ports near Canada and Mexico. By way of addressing those and other issues the bill goes into a level of specificity on allocating funds well beyond what is in current law. The bill outlines the prioritization of funding according to categories of ports, first to "high-use" ports, which number around 59. "Moderate-use" and "low-use" ports, which are defined to handle <10M tons of cargo and <1M tons of cargo, respectively, and Great Lakes ports, figure into what is a complicated formula of "if this, then..." States where HMT receipts far exceed what is spent on maintenance, such as CA, NY, VA, WA, and TX, would qualify for new uses of HMTF. But many of these prescribed allocations and new eligibility categories e.g., "donor" and "energy transfer" ports, assume Congress will appropriate more for channel maintenance than it has in past years. Nothing in the bill ensures that will be the case. The "full-use" of HMTF money is not guaranteed. A House WRDA bill is still being drafted and may make its debut later this summer. How the Transportation & Infrastructure Committee will handle such issues is a mystery as staff and committee leadership wrestle with those persistent issues.

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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DEEP WATER PORT notes is published monthly electronically & printed quarterly by the Connecticut Maritime Coalition, Inc.
Designed by CG Creative, contact@cgcreative.us

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