

Deep Water Port *notes*

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

Coastwise Shipping on Long Island Sound



Road salt delivered to Gateway Terminal, Port of New Haven

CONNECTICUT AND NEW ENGLAND ship and receive critical raw, finished and manufactured cargos from as far away as Indonesia, and as close as Branford, Connecticut. Much of the fuel oils-gasoline, diesel, and home heating oils for Fairfield County are delivered almost exclusively by small barges up very shallow creeks to lower county ports. Don Frost, a well regarded shipping consultant, has pointed out that the range of shipping into and around Long Island Sound may well be far beyond the average informed citizen's

view. Critical sand and gravel, mined along the shore in tony Branford, home to the posh Thimble Islands, is delivered by barges traveling on Long Island Sound to Bridgeport where it is used to manufacture cement—ironically to build Connecticut highways. Highways are dependent on—maritime shipping! Imagine.

The April print edition of DWPn will look carefully at the dynamic role the Sound plays in Southern New England' modern transportation needs.

Deep Water Port Notes Editor Tours the Port of New Haven

Deep Water Port notes editor Sherman Butler was invited to a tour of the deep water port of New Haven, focusing on the fuel handling and transportation of oil, gasoline and aviation fuel unloaded and stored at the New Haven Terminal operations. The energy products, handled under commodity contracts held by Morgan Stanley, are stored and handled by at least three major tank farm storage facilities for sale and distribution right at the port. As many as 600 home heating oil fuel wholesalers and retailers queue up at the terminals in winter months. But far greater volumes of the differing products are shipped inland through gigantic pipelines 10" or larger in diameter.

Port executive director Judi Sheffele explained that jet fuel shipped to Bradley International Airport from the New Haven docks was transported entirely by pipeline, underlying part of the reasons why port security measures were of such a high priority.

The port director traced with her footsteps the rail spur which wended its way onto the New Haven Terminal piers, musing that shortly they might prove even more useful in allowing a wider range of cargoes to be handled by the Terminal, and other private port businesses. The short rail line, managed by the Providence and Worcester Railroad, connects to the CSX system rail lines operating along the Connecticut and Southern New England coast. Dealing with two rail companies was a concern to the port which has plans to expand rail shipments from cargo vessel delivery.

Sheffele proved an articulate and interesting guide as she explained that 1,500 feet of unused bulkhead just north of the "Q" bridge may prove to be a useful spot to expand port operations and contribute to a financially self sustaining semi-autonomous port operation. New bulkheads, warehouse storage and

cargo handling would have to be constructed. Barges handling 200 or more cargo containers each could land at the new port facility. Such containers would have to be removed to remote site storage and further handling, given the limited space along the "Q" River.

Chairman Angeliki Frangou Recipient of the 2011 Commodore Award

The Connecticut Maritime Association (CMA) burgee whipped valiantly in the winds of Stamford, at the Hilton Hotel, as it held its international shipping and trade conference March 21 through 23. Titled "Shipping 2011" the world wide sponsored, and a must attend event, brought shipping interest from Hong Kong, Norway, Great Britain, lower Broadway in Manhattan, the Marshall Islands, South Africa, and elsewhere as the cognoscenti of the maritime world converged with over 2,000 participants and conferees in attendance.

The CMA conducted its sixth job fair during the conference; a blizzard of unquestionably qualified candidates was collated by shipping interests, and the critical professional and mercantile shore-side support: law firms, ship servicing enterprises, cargo agents, hi tech communications and navigation services, and more than a dozen of the principal publishers in the international shipping world—including Marine Money and the Maritime Reporter.

The recipient of CMA's 2011 Commodore Award is Angeliki Frangou, Chairman and CEO of the Greek shipping company Navios Group of Companies. Navios is a global seaborne shipping and logistics company focused on the transport and transshipment of dry bulk commodities including iron ore, coal and grain.

Suffice it to say this conference was not short on substance, value and opportunity. Both 'e' and print copies of this special detailed coverage will be available without cost to interested parties.

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DEEPWATER NOTES

Long Island Sound – Barrier or Link?

by Don Frost, Deputy Editor

Geologically Long Island is more like coastal Connecticut than New York. The connection seems to end there, but should it? A macro economist would look at the Sound as two huge retail and housing markets separated by a watery highway, a source of protein and a recreational asset. The vision should be to create a mutually supporting regional mega market that brings jobs, culture and a superior quality of life to both sides that could rival the megalopolis known as New York City. All the elements are present except perhaps the vision and the links.

Historically Long Island Sound (LIS) was a vital link between New England, the mid-Atlantic States and the rest of the country. When the North East was still largely an agrarian economy, LIS connected the farming communities to their markets in Boston, Providence and New York. In return for food the cities sent manufactured goods like farming equipment to the surrounding communities. In a world before highways the only viable transportation mode was the rivers, streams, and tributaries that connected to the lifeline of New England – LIS.

The economic ties between the North Coast of Long Island, coastal Connecticut, New York City and Boston were based on a network of short haul routes that crisscrossed Long Island Sound both east-west and north south. Commercial traffic, recreational and commercial fishing and boating of all kinds co-existed to the benefit of everyone. This picture lasted until about 1960 when the national infrastructure focus changed from railroads and waterways to a national web of Interstate highways enabled by the Highway Trust Fund (HTF) in 1956.

The Oxford English dictionary defines “ferry” as a craft used to convey passengers AND goods across water. By common usage the concept of “ferry” implies a fixed route with fairly short transit times that is further defined by geography and possibly by competition from alternative transport



modes. Transporting passengers, a fixation it would seem, of various political jurisdictions, is expensive primarily because the flows and volumes are focused in two time periods with long periods of little activity between. The large capital expenditures and high operating costs are only recoverable from a relatively small population during short periods.

Vessels that can also transport goods (usually wheeled vehicles) can spread their costs over a larger user base and over a longer portion of the day. Very good examples of these vessels and services can be found in the North, Baltic and Mediterranean Seas of Europe. They make money, create new jobs ashore and afloat, and no government subsidies are needed.

Resistance to such services/vessels seems to start among those who live near the terminal points who fear road congestion and unknown disruptions to their lives. This was made apparent from the workshop sessions held at locations around the Sound during the 2002 Long Island Sound Waterborne Transportation Study. Unfortunately those workshop hearings did not convey how quickly the vessels would turn around, how quickly the trucks would disperse and how fairly small infrastructure improvements ashore can virtually eliminate disruptions. Furthermore, users of main highways serving both LI and CT would see greatly reduced traffic especially during high truck traffic periods preceding weekend shopping.

Perhaps the biggest winner of a linked LIS economic community would be home owners whose property values would increase as access to their communities expanded. Also, more jobs will migrate to the area to take advantage of the well educated work force already located on both sides of the Sound. No longer would those finance experts on LI be shut out of the jobs in Stamford, or technical people in CT shut out of jobs on eastern LI.

The watery highway is ready to provide the links that bind and is already served by two regular ferry services. Together, Cross Sound Ferry Company, Inc. and The Bridgeport & Port Jefferson Steamboat Company, Inc. transport millions of passengers, cars and trucks across Long Island Sound each year.



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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Submit to Deepwater Port Notes

We welcome your ideas, news, thoughts and comments 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. Please contact deputy editor W. T. S. Butler at usarbitrator@hotmail.com, or 860-478-8972, or at PO Box 43, Mystic, CT 06355.

The Connecticut Maritime Coalition

is a non-profit trade association facilitating the competitiveness of Connecticut's maritime industries. 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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