

Deep Water Port *notes*

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

Greenleaf Biofuels Establishes Operations at New Haven Terminal



Greenleaf Founder & CEO Gus Kellogg addresses the audience as COO Mark McCall and guests look on.

GREENLEAF BIOFUELS LLC, which is owned by Gus Kellogg, broke ground for its new facility at New Haven Terminal in early November. The event took place adjacent to the cleared building lot within New Haven Terminal, Inc.'s waterfront petroleum terminal and was attended by key financial partners, government officials and contractors. The 10 million gallon per year multi-feedstock bio-diesel plant will be the largest bio-fuel facility in New England and the first with deepwater and rail access. Founded in 2004, Greenleaf is headquartered in Guilford, Connecticut. For further information, please visit www.greenleafbiofuels.com.

MARINE BUNKERING

Vessel fueling throughout New England

All fuel grades: ULSD, MDO, MGO, IFO, Bunker "C"
U.S.C.G Certified



800-739-1852

SantaBuckley.com



Maritime Matters In Washington

by Mr. Paul Bea

At the risk of devaluing these reports, not to mention the title of this segment, sometimes one wonders whether maritime matters in Washington. But then I could say that of more than just the marine portfolio of government. The state of federal infrastructure and transportation policy is as shaky as some of the thousands of bridges that await repair in the US.

A senior member of the transportation committee who knows how Congress can be productive expressed his great disappointment to a gathering of people this morning about how little is getting done. This congressman who also plays a lead role on maritime issues offered little reason for optimism that things will change anytime soon. When asked about the FAA bill, which is important to him and his district, he acknowledged that maybe—just maybe—that bill has a chance of getting approved this year.

Why? Recall the August dust-up over FAA legislation. Congress recessed allowing the authority for aviation program spending to expire. FAA personnel were laid off except folks who are essential to keeping planes flying. Around the country airport projects stopped. After a couple weeks of headlines, head scratching, name calling and choice words the powers-that-be agreed to another short term extension of the aviation programs for the twenty-second time. Yes, you read that right. They were buying more time...again. For four years the House and Senate transportation committees (and party leadership) have not been able to resolve a manageable number of bill differences.

So why does the congressman think there is a chance this multi-billion dollar bill will finally get done? Because people were shocked at how bad things actually got. They couldn't believe that programs were allowed to shut down and thousands of public and private sector workers were laid off in a time of high unemployment.

He said, in effect, that maybe...finally...the inability of government to govern reached the point that Congress really embarrassed itself. They can't afford to let this FAA bill be extended for twenty-three or twenty-five times.

What does this have to do with maritime matters? Other transportation bills are waiting in the wings. The surface transportation law (SAFETEA-LU) expired in September 2009. New project funding and a freight policy are among the matters needing attention. Congress has yet to take up a water resources bill (WRDA) and a solution to the Harbor Maintenance Trust Fund has been too long in coming. Other measures to set infrastructure policy and funding have languished. States, cities and ports are unable to engage in project implementation without the assurance of funding. Navigation projects take years to bring to fruition. But then you know that.

If it takes more major embarrassments let's hope they get it out of their system sooner than later.

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.

Deep Water Port *notes*

To advertise in Deep Water Port *notes*

Contact: ctmaritime@msn.com

860-941-0044

Read Deep Water Port *notes* online at www.ctmaritime.com



Please Welcome Our New Member Gwenmor Marina & Marine Contracting Inc.

Gwenmor's marina sits quietly at the Mystic River's entrance to downtown Mystic and includes a wide range of services to both local boaters and out-of-towners. This includes premier engine repair, fiberglass services, and marine surveying. With more than 40 years of experience and accomplishments in the field of marine construction, Gwenmor has earned an unsurpassed reputation for exceptional quality, professional skill and integrity. www.gwenmor.com

Statewide Dredging Update

**by Mr. Joseph R. Salvatore, Dredging Project
Coordinator for the State of Connecticut,
Joseph.Salvatore@ct.gov**

Item #5 of the Sept. 23rd State Bond Commission:

The Department of Transportation Requested an Allocation and Bond Authorization from PA #57, 2011 Section 13(f) Total \$398,750.00. These funds are requested to finance dredging projects at various shoreline locations as detailed here. Guilford Town Marina Basin and Inner Channel \$198,750.00. Supported by State Senator Meyer. This project will also be used for cap material at Central Long Island Sound Disposal Site to cover private dredging projects.

Old Lyme Sediment Testing and Dredging Project Design for the Black Hall and Four Mile Rivers, including boat launches and related marine facilities \$200,000.00. Supported by State Senators Daily and Stillman.

**Connecticut Department of Transportation News
Release on an RFP** issued for State Pier Management and Operations. DOT is entertaining proposals from interested qualified parties for the management and operation of the State Pier Facility located in New London. The Department's objective is to provide a port facility that enhances business and commerce in the State of Connecticut, and realizes acceptable revenue generation to the state that are consistent with good business practices. For the complete RFP and other related material please go to: www.ct.gov/dot

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:

Briarpatch Enterprises, Inc.

Joseph Gilbert, 203.876.8923, hiddenemp@aol.com

The Bridgeport & Port Jefferson Steamboat Company

Frederick Hall, 631-473-0286, FHall@McAllisterTowing.com

Blakeslee Arpaia Chapman, Inc.

John Fucci, 203-483-2954, jfucci@BAC-INC.com

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

Connecticut State Pilots, Inc.

Capt. Charles Jonas, 516-319-5069, cpjonas@optonline.net

Empire Fisheries, LLC

Joseph Gilbert, 203-876-8923, hiddenemp@aol.com

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, 203-410-5085, 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

Thames Towboat Co.

Richard MacMurray, 860-443-7394, rich@longislandferry.com

Thames Shipyard & Repair Co.

Stan Mickus, 860-460-8437, stanmickus@longislandferry.com

Underwater Construction Corporation

James Swiggart, 860-853-8956, jswiggart@uccdive.com

Port Security Services, Inc.

For all of your security needs, contact Port Security Services, Inc.

203-410-5085

Ralph@portsecurity.us

CONNECTICUT MARITIME COALITION



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.

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, Connecticut 06378

Phone: 860-941-0044 Fax (888) 436-5413

Email: ctmaritime@msn.com Visit us at: www.ctmaritime.com

DEEP WATER PORT notes is published monthly electronically, and printed quarterly by the Connecticut Maritime Coalition, Inc.

BRINGING TOGETHER OVER 2000 GLOBAL
MARITIME MEMBERS SINCE 1984



WWW.CMACONNECT.COM

Submit to Deepwater Port Notes

We welcome your ideas and news about the revitalization of Connecticut's deep water ports and the economic benefits to this state. Contact: William Gash, Executive Director 860-941-0044, Fax (888) 436-5413, Email: ctmaritime@msn.com

Graphic Design by Casey C.G., contact: 860-941-8413.

CONNECTICUT STATE PILOTS INTERPORT PILOTS AGENCY INC.

*Federal and State Pilot Service
for Long Island Sound and Ports*

INTERPORT@VERIZON.NET



just add water !



SERVING ALL DEEPWATER PORTS IN THE NORTHEAST

www.newenglandshipping.com

Deep Water Port *notes*

**In this issue: Greenleaf Biofuels Establishes
Operations at New Haven Terminal**

