

Deep Water Port *notes*

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

A Connecticut State Ports Authority — Where to start?

By Mr. Donald B. Frost, Deputy Editor



The E N Bern loading scrap metal at Port of New Haven Gateway Terminal for export to Turkey –Captain M. A. Peszke

ABOUT SIX MONTHS AGO I wrote that container ports need space and questioned whether any Connecticut port had the required space – for the ships or for the containers. My article was meant to counter the misinformation main stream media was distributing that concluded that when the enlarged Panama Canal was completed in late 2014 a surge in trade would immediately create thousands of new jobs in New England's ports.

I explained that containerization is only economical if the entire logistics SYSTEM is operating optimally all of the time. Ship delays in port of any kind are very expensive whether the cause is waiting for an open berth, processing containers in bound or outbound by U.S. Customs and Border Protection, or the loading or discharging or sorting through stacks of boxes that have to be stored away from the terminal for lack of space.

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The United States has 388 ports including those on navigable rivers and the Great Lakes. Only 149 are ranked by cargo handled. In 2010 New Haven was 51, Bridgeport 74, and Stamford 143. New London did not make the list at all. The fact that much of Connecticut's population is located close to the much deeper draft mega container port of NY-NJ suggests that Connecticut's ports might be more valuable for trades other than containers. In fact that is abundantly clear when you look at Connecticut's dependence on imports of energy.

Connecticut imports energy in the form of natural gas, heating oil and motor fuel, as well as ultra low sulfur coal meant to produce low cost electricity that still meets our air emissions regulations. We import road salt for use during the winters and structural steel for building. We export scrap iron and other metals. In the past our ports have handled lumber, copper, gypsum, cement, newsprint, chrome and nickel ore to make the stainless steel and some specialty chemicals. Over time most of this traffic has by-passed our ports as trades changed and/or factories moved away to places with lower energy or labor costs. What is left for our ports to handle? What cargoes or niche trades can we draw to the ports of Connecticut?

The answers to those questions are in process of being discovered by a team from the well known port consultants Moffat & Nichol. Instead of assuming that simply dredging CT's ports would bring new traffic, Governor Malloy's administration has reasoned that knowing more about the commerce that flows into and out of our state and region, as well as the commerce that flows through

our state, will make it much easier to market our ports to 21st Century shippers and consignees.

In ports like New York and Boston most of the terminals are owned by municipal or state agencies which act as land lords by leasing the land out to private companies. These operations actually provide the terminals and services to the ships and shippers. Connecticut's ports (except for New London) are privately owned and operated. There is nothing wrong with our model, but the individual ports here do not have enough through-put today to generate the revenues needed to employ a full time planning and marketing effort.

There are dozens of examples of how Connecticut could leverage its geographic, logistical, demographic (population density or per household income as examples) or even topographic advantages to create or recapture traffic and jobs for the State. The key element is a vision of what could be. That is, a geo-spatial appreciation of the State's geographic and logistics advantages mixed with some multi-modal imagination and creativity. The first step is being addressed by the Moffatt & Nichol study. A State Ports Authority which provides planning and marketing functions to the ports themselves should be the next step.

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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&Itemid

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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:

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