

Deep Water Port *notes*

The 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 on 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,

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/vetreprs.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&Itemid

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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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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*

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Advocating for Connecticut's Maritime Industry