

# Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community

*New London . New Haven . Bridgeport*

## CMC Meets to Discuss the Economic Growth of Connecticut's Deep-Water Ports



State Senator Andrew Maynard listens to maritime industry leaders to help foster economic growth of Connecticut's deep-water ports. Those present included terminal operators, tug boat operators, pilots, ship managers, land based service providers, export representatives, ferry companies, agents, fuel importers, freight forwarders and others that have played a key role in promoting Connecticut's ports over the years.

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## Maritime Matters In Washington

by Mr. Paul Bea

A few years back the trade press started asking from their columns and story headlines why it was taking so long for marine highway progress—on the water and in government. To some extent the questions “why” and “when” reflected skepticism and an understandable response to some of the slam-dunk rhetoric that advocates used in the first years of the last decade. The advocates’ logic was simple: Roads are congested; water is not. New highways are expensive; water is free. Diesel at the pump is only going higher; vessels are many times more efficient.

Of course, it’s not that simple. (Just as the argument that Jones Act = No Marine Highway is too pat a dismissal, though often a tempting one.)

Even long-time marine highway supporter Clay Cook asked impatiently—and not without cause—in last year’s May/June Maritime Executive whether USDOT marine highway program efforts were “dead in the water?”

What is taking so long?

On the business side it doesn’t help that the economy went into the tank. Cargo and freight volumes dropped. Capital became scarce. People and companies ducked into secure holes, stopped spending and started stuffing the mattress. Then there was the rapid rise of diesel prices to four dollars and more only to drop just as marine efficiencies started to look attractive.

But that hardly explain it all. Modal shifts don’t happen on a dime. Yes, trucking has its challenges but driver shortages and HOS regulations alone don’t steer companies to the water. Besides, inter-modal rail has been doing very well and can be expected to be even more competitive in offering services to trucking.

One thing is simple: marine highway service has to make sense in economic and logistics terms to the folks who control the cargo. Some truckers and shippers have said in public forums how water transport does make sense for their businesses. They even qualify as MH advocates. Their numbers can and will grow but more needs to be done to make the prospect for marine highway

service more real and the information more available.

A few more operations on the water could make a difference. The long awaited M-580 “Green Trade Corridor” COB service between Stockton and Oakland will be up and running in a couple months. On the government side of things we also will see some steps that could make a difference.

In early February House Ways & Means held a hearing on maritime tax issues including a Harbor Maintenance Tax exemption for domestic moves of non-bulk cargo. The chair of the subcommittee, Pat Tiberi (R-OH), is also sponsor of the exemption bill, HR 1533, and he is in a position to make something happen.

The Navy/MARAD “dual use” project should get interesting in the coming months. Herbert Engineering’s October 28th report for MARAD, coordinated with market and operation studies, is a guide to vessel designs that could work for the commercial and, when needed, national defense markets. The strategy to replace the tired RRF with new, commercially viable ships, maybe with some defense funds, is hinged on commercial MH development taking off. That’s why MIT’s Hank Marcus has a role helping identify potential policy moves (HMT, shipper incentives, etc.) that could help foster the business.

The M-580 project benefited by Federal capital grant money as have some other MH related projects. Don’t expect marine highway program grants to be issued this or next year but USDOT is in the process of receiving a 4th round of TIGER grant applications. Watch for MH related proposals.

We also may see legislation introduced to allow the short-term re-flagging of foreign built ships for the purpose of validating the coastwise market and enabling the construction of replacement ships in US yards. I wouldn’t be surprised to see some Jones Act carriers and hungry shipyards undertake a strategy to get the Federal government to support the greatly needed recapitalization of their container and roll on – roll off (ro/ro) fleets. We will have to see how that might help, or expressly not help, the newer operators on the scene.

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*Maritime Matters continued from page 2*

Also, let's not forget that the MARAD funded market/business plan studies for M-5, M-55 and M-95 corridors are to be released in the next months.

None of the above presently qualifies as game changers but the potential is there. Suffice it to say there is more to come on the marine highway story in 2012.

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](http://www.MTSMatters.com).

## **SHIPPING 2012: 9 Dynamic Conference Sessions, 3 Days, 2,500 Guests**

"Game Changers" Shipping 2012 will be held at the Stamford Hilton Hotel Monday through Wednesday March 19-20-21. Overseas visitors start to arrive days before to visit their customers and peers. Unlike most trade shows which might draw hordes of people who do not know each other, shipping people are tribal-like. Despite the global nature of the industry it is amazingly interconnected, warm and very welcoming. All the sub-communities from builders, financiers, shippers, flag states, regulators, lawyers and operators realize they are interdependent. On entering the hotel a visitor will immediately notice the nearly non-stop "buzz" of business and personal conversations. Further information and the program can be seen at [www.shipping2012.com](http://www.shipping2012.com).

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## **The Connecticut Maritime Association**



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## **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.**

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### **New Haven Port Authority**

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Michael Vasaturo, 203-468-0805, [vpusec@aol.com](mailto:vpusec@aol.com)

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## Statewide Dredging Update

by **Mr. Joseph R. Salvatore, Dredging Project Coordinator for the State of Connecticut,**  
[Joseph.Salvatore@ct.gov](mailto:Joseph.Salvatore@ct.gov)

**U.S Army Corps of Engineers Civil Works** Allocations of Additional Funding for Ongoing Work-Operation and Maintenance Fiscal Year 2012

- Clinton Harbor \$200,000.00
- Long Island Sound DMMP \$980,000.00

**LIS DMMP Working Group** Stakeholder Interviews began with representatives of individual stakeholder organizations to quantify interest and concerns. The information gathered during this process will be used as part of a multi-criteria decision analysis (MCDA) evaluating and prioritizing dredged-material placement alternatives in the LIS region. MCDA is an important tool in this process because it allows for trade-offs to be made between impacts and benefits that cannot be measured in the same units. Additional background materials and summary notes from past WG meetings can be found on the LIS DMMP working group website, at <http://lisdmmmp.org/>

**CONNDOT** in partnership with CT Department of Energy and Environmental Protection and Region 1 of the U.S. Environmental Protection Agency, is seeking to engage a professional consulting firm to conduct environmental studies, including physical oceanographic studies in Eastern LIS. These studies will build on studies conducted previously for the 2004 LIS Environmental Impact Statement (LIS EIS) and for the U.S. Army Corps

of Engineers led LIS Dredge Material Management Plan. The purpose of these studies is to collect environmental data and information that will support a Supplemental Environmental Impact Statement (SEIS) to determine whether an open water dredge material disposal site is needed to serve the Eastern Long Island Sound region and if so, to evaluate several alternative sites to meet that need. Letters of interest are due March 15, 2012 no later than 2:00pm. For additional information go to, [http://www.biznet.ct.gov/scp\\_search/BidDetail.aspx?CID=24301](http://www.biznet.ct.gov/scp_search/BidDetail.aspx?CID=24301)

## 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](mailto:bob.ross@ct.gov)  
<http://www.ct.gov/oma/site/default.asp>

### **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. [http://courtney.house.gov/index.php?option=com\\_content&view=article&id=6533&Itemid](http://courtney.house.gov/index.php?option=com_content&view=article&id=6533&Itemid)

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# 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*

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## Deep Water Port *notes*

**In this issue: Economic Growth of Connecticut's  
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CONNECTICUT  
MARITIME COALITION



P.O. Box 188, Stonington, CT 06378

*Advocating for Connecticut's Maritime Industry*