

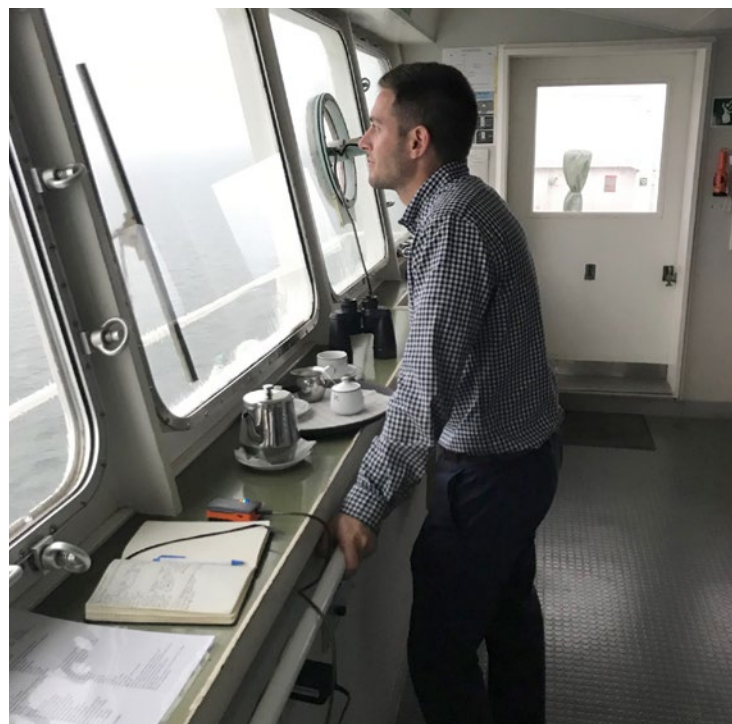
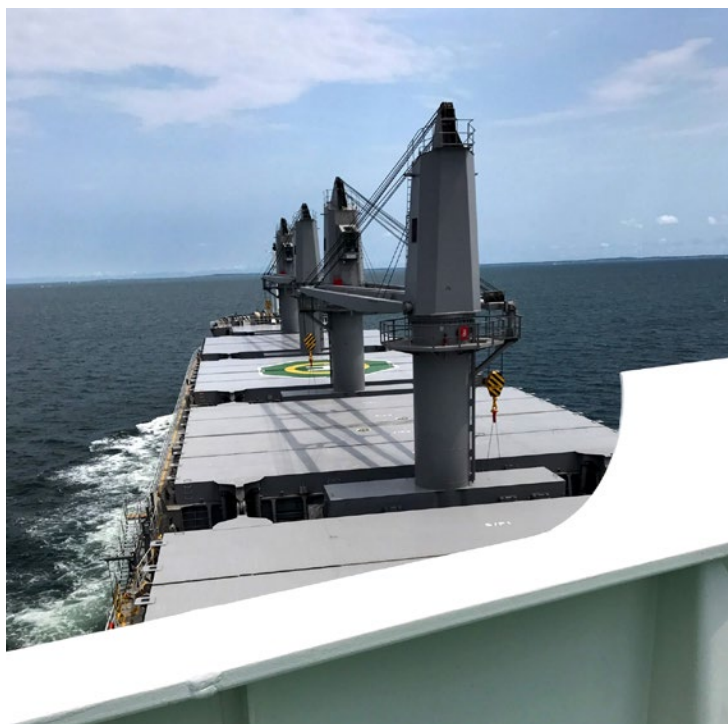
Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community

New London . New Haven . Bridgeport

Ports Report

By Donald B. Frost



*M/V LISSA TOPIC (LOA 623 Feet, Draft 35 Feet) outbound from Gateway Terminal New Haven heading for Turkey with loaded scrap metal, piloted by Sean Meade.
Photo by Senior CT Pilot Charlie Jonas.*

Part of the title of last month's NAMEPA event in Houston caught my eye. The call to "Create Order Out of Chaos" is not limited to the seagoing part of the maritime Industry. The shoreside part of the chaos has been struggling with the growth in ship sizes for quite a while. Borrowing a phrase from an old friend, Mr. Bill Gray, "What do you do when Ships Get Too Big for Their Ditches?" The answer has been DREDGE, but the costs (plural- it is not just the draft that must be accommodated) to safely berth, load and discharge these mega ships. The port expansion costs are competing with the cumulative freight savings created by their economies of scale.

While the ships get bigger Port Directors and planners have to consider whether the recent slowdown in international trade is a long-term issue or just a function of uncertainty about trade wars, trade policies and tariffs. Strategic Planning is often mentioned, but as we know, most plans have little to do with strategy. They are meant to be a pathway toward better performance, but there are only two ways to get that: Invent or exploit something new in your environment. However, for ports, they don't come along in nice packages so strategy work is episodic.

The "something new" for certain ports between New York and Massachusetts is offshore wind farms. It is a new market and investment in this sector promises to bring welcome revenues to the states and localities. However, the delivered price to the rate payers for this electricity will be very expensive. Besides the capital and finance costs for the wind turbines, their installation, maintenance and repair (see footnotes), and a fleet of specially designed service vessels, there are also significant costs to build a network of underwater cables and infrastructure connecting them to the Grid. Then there are the unseen costs of tolling and tithing by local political structures before you pay taxes on the actual electricity used.

High on the list of reasons why manufacturing left New England in the 20th Century was (still is) the high cost of energy here. Will the remaining manufacturing sector in New England stay here or seek locations with cheaper electricity produced by low cost solar and natural gas? If you look at a map you will see the optimal manufacturing locations with low electricity costs also have more modern and robust transportation infrastructures, and are often closer to the populations that buy their products.

Ports Report continued on page 2



Waterfront/Marine Services

Engineering/Construction Oversight/Condition Surveys
Environmental/Dredging/Shore Protection/Coastal

Marine/Waterfront Structures | Offshore Renewable Energy | Environmental Management & Permitting Dredge
Program Design & Permitting | Marine Terminal Regulatory Services

GZA GeoEnvironmental, Inc.

Engineers/Scientists 25 Offices Nationwide
www.gza.com

Connecticut
Dan T. Kinard, P.E.
860.858.3114

For More Information:
Massachusetts/Rhode Island
Russell J. Morgan, P.E.
401.427.2708

Metro New York
Douglas S. Roy, P.E.
212.594.8140



Ports Report continued from page 1

I am not the only observer that sees a slowing of globalization, as we know it today, and the impact on manufacturing. I know that US Gross Domestic Product continues to grow, but if you look carefully the growth in the services sector is growing faster than in manufacturing. If this trend continues ports should take a deeper look into their future.

The word "port" is defined as a place where ships load or unload cargo or passengers and the word portal is defined as a door, gate or entrance through which cargo or people pass. Today's post-industrial era emphasizes movement over place. The age of Just In Time Inventory is meeting the age of AMAZON Prime. Ports must recognize the ongoing changes in cargo volume, demand for speedy movement, as well as where and how the cargo interfaces with other transportation modes. Planners, ports and carriers have to look at the cargo, its purpose, its customers or consumers and the entire transportation SYSTEM to be used.

System time saved is not just a function of terminal and labor costs. Although they both still have a part in the 21st Century logistics system, it is not a 19-20th Century size part. Intermodal transfer time

and costs are critical, but not only to the shippers/receivers. Also, do you remember the thousands of empty sea containers stacked along the rail corridor serving Ports Elizabeth and Newark and the complaints about that sight and the road congestion? Shippers leaving loaded containers at satellite terminals/ports as free in-transit warehousing create eye-sores as well as a feeling of insecurity. If the US Dept of Transportation/Maritime Administration's Marine Highway program is to succeed these issues must be addressed.

Footnotes: From the Daily Caller June 5, 2018

1. New England residents pay more than 6 times (this figure has not been verified) the market price for electricity
2. Maryland's residents will pay an additional \$2 billion in increased electricity rates to support two wind energy projects in the planning.
3. In February 2018 it was reported that Danish wind operator Orsted must repair 600 wind turbines due to early blade failure. The blades must be brought ashore for repair after only five years of operation at a cost of over \$100 million.
4. Last September Hurricane MARIA (Category 4 storm) destroyed the land based wind turbines on the island of Puerto Rico.

BRINGING TOGETHER OVER 2000 GLOBAL MARITIME MEMBERS SINCE 1984



CONNECTICUT MARITIME ASSOCIATION, INC.

WWW.CMACONNECT.COM

CONNECTICUT STATE PILOTS
INTERPORT PILOTS AGENCY INC.

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

INTERPORT@VERIZON.NET




UNDERWATER
CONSTRUCTION CORPORATION



Tug Service
High-Speed Ferry
Haul-Out & Repair
Certified Steel and Aluminum
Welding and Fabrication
Diesel Engine Repairs

Two Drydocks Available – Newly Expanded Number 2 Drydock

P.O. Box 791 New London, CT 06320
(860) 442-5349 www.thamesshipyard.com

BLOCK ISLAND IN JUST OVER ONE HOUR!



(860) 444-GO B.I. (4624) www.goblockisland.com

just add water!



SERVING ALL DEEPWATER PORTS IN THE NORTHEAST

www.newenglandshipping.com



Port Security Services, Inc.



Port Security Services can provide maritime focused security services for your vessel or corporate security needs throughout the US. Whether security vessels, officers, planning or training we stand ready to meet your needs. We offer FREE shore leave services in many ports.

Corporate Headquarters:
100 Waterfront Street
New Haven, CT 06512

Mail: P.O. Box 9166
New Haven, CT 06532

Toll Free: (800) 762-9147

Local: (203) 468-5489

Fax: (203) 468-2670

Email: contact@portsecurity.us
<http://portsecurityusa.com>

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

Bridgeport Landing Development LLC.

Stephen Tyliszczak, 203-382-9571, stevet@bldsteelpointe.com

The Bridgeport & Port Jefferson Steamboat Company

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

Blakeslee Arpaia Chapman, Inc.

Mike Oswiecinski, 203-627-7118, MikeSki@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

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

DRVN Enterprises Inc.

Steve Farrelly, 860-989-8081, drvn39@yahoo.com

Empire Fisheries, LLC

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

Gateway Terminal

Tom Dubno, 203-467-1997, tdubno@gatewayt.com

GZA GeoEnvironmental, Inc.

Dan Kinard, 860-286-8900, dan.kinard@gza.com

Logistec (USA) Inc.

Frank Vannelli, 860-444-9468, fvannell@logistec.com

MOHAWK Northeast Inc.

Mike Heinke, 860-445-7401, MHeinke@mohawknortheast.com

New England Shipping Company, Inc.

David Pohorylo, 203-467-2423, dpohorylo@newenglandshipping.com

New Haven Port Authority

Judi Sheffele, Ex.Dir., 203-946-6778, JSheffe@newhavenct.net

New Haven Terminal

Michael Vasaturo, 203-468-0805, vpusec@aol.com

Port Security Services

Ralph Gogliettino, 800-762-9147, Ralph@portsecurity.us

RACE Coastal Engineering

Devin Santa 203.337.0663 devin@racecoastal.com

Santa Energy Corporation

Thomas Santa, 203-362-3332, SantaT@santaenergy.com

Sea Support, Inc.

Ralph Gogliettino, 203-467-1590, Ralph@seasupport.biz

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 Keeling, 757-714-9619, jkeeling@uccdive.com

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

Avoid The Highway Hassles!

Year-round service between Orient Point, Long Island and New London, CT. Vehicle, passenger and high-speed service.



(860) 443-5281 www.longislandferry.com



SEA SUPPORT INC.

Line Handling · Launch Service/Stores Delivery
Spill Boom Containment Services
Marine Oil Spill Clean Up Services · Stevedoring Services
Ship/Marine Chandlery Supply Services
203-467-1590

Mr. Ralph Gogliettino Ralph@seasupport.biz

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



NEW HAVEN TERMINAL, INC.

*Chemical & Petroleum Storage Services
Specializing in Marine Cargo Handling*

CONNECTICUT MARITIME COALITION



The **CMC**, a non-profit trade association, primarily composed of small and mid-sized businesses, facilitates the competitiveness of Connecticut's maritime industries. To join the **CMC** or to advertise in **Deep Water Port notes**, contact: William Gash, Executive Director, P.O. Box 188, Stonington, CT 06378, 860-941-0044, Fax 888-436-5413, ctmaritime@msn.com

VISIT WWW.CTMARITIME.COM

DWPN is published quarterly by the Connecticut Maritime Coalition, Inc. Design by Casey Gash

Connecticut
PORT
AUTHORITY

CTPortAuthority.com

Deep Water Port *notes* In this issue: Ports Report



CONNECTICUT
MARITIME COALITION

P.O. Box 188, Stonington, CT 06378

Advocating for Connecticut's Maritime Industry