

Deep Water Port *notes*

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

There is a Future for Smaller Ports

By Donald B. Frost



Bulker NEW BRIDGE arrives at Gateway Terminal, New Haven. Photos taken by Connecticut Pilot Don Toby.

I have been receiving invitations to attend conferences in the UK on managing and developing smaller ports. The attention on smaller ports reminded me of a guest lecture I gave at a Marine Transportation and Logistics course at the United States Merchant Marine Academy many years ago. The title, "U.S. Ports Are in the Wrong Place in the 21st Century", was chosen to spur debate and connect history to today's ports and infrastructure.

I held that nearly all colonial era U.S. ports are unable to serve effectively as commercial portals in the 21st Century. I cited changes in the movement of "goods" not energy or bulk cargoes.

- Population Growth and Shifts
- Modern Intermodal Transportation Moved the Receivers and Shippers inland
- Evolution of Cargo Handling from General Cargo in Cartons, Boxes, Barrels and Bags to Containerization
- Space Demands of Containerization
- Ship Sizes
- Changing Transportation Technologies
- Perhaps the biggest change is "logistics."

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We in shipping are well aware of the increased size of ships in the last 25 years or so, but only now are we recognizing the trickle down economic effects on ports, port access (both from the sea AND ashore), infrastructure in all its aspects, logistics (especially its impact on intermodal transfers) and the effect on where cargoes originate and terminate.

Regarding relocating commerce, the movement of manufacturing farther from traditional ports, as well as the impact of population growth and shifts, seems to be the most awkward when valuing older and smaller seaports and estuary portals. Funds for the updating and expansion of port facilities, as well as port accessibility, must compete with rising metropolitan real estate investments. Another effect of our economic growth post WWII, especially in the last few decades, has seen the movement of people into areas once occupied by water-dependent industries.

Of course in many cases those smaller ports can be the terminals for America's Marine Highway or smaller scaled local distribution systems, such as Harbor Harvest.(i.e.- offset lack of handling space with speedier processing in port and perhaps faster

access to surface transport modes.) This issue is becoming more and more important as Congress dithers over creating a national plan for 21st Century infrastructure.

What do you think? Nothing will be done unless you share those thoughts with your elected officials. My favorite saying: "No one is as smart as all of us."

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Office for Veterans' Workforce Development (OVWD)

Mr. Terry Brennan, Director (860) 263-6514
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The Office of Military Affairs - Mr. Robert Ross, Ex. 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. <https://www.dpc.senate.gov/docs/fs-112-1-28.pdf>

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

Gateway Terminal

Ed Evans, 203-467-1997, eevans@gatewayt.com

GZA GeoEnvironmental, Inc.

Rod Van Deusen, 860-209-9031, rodney.vandeusen@gza.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, 800-762-9147, Ralph@portsecurity.us

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