

# GreenPort 2011 of Baltimore

Economy

Environment

Community



## Welcome to GreenPort

*The Port of Baltimore touches the lives of virtually every Maryland citizen while depending on one of the nation's greatest natural treasures, the Chesapeake Bay, for its success. We at the Maryland Port Administration are committed to providing citizens with the economic benefits of a thriving port, and we are equally committed to securing clean air and water for the Chesapeake region and the communities surrounding the port.*

*GreenPort is the Maryland Port Administration's annual update of projects and achievements that serve these dual goals. Success comes in many forms, and always with sincere thanks to the many private sector partners, government leaders, communities, and individual citizens who help to find and deliver solutions.*



[www.marylandports.com](http://www.marylandports.com)

## Green Business is Good Business

The Port of Baltimore is a mix of public and private marine terminals supported by federal, state, and local agencies as well as private port-related businesses. A large volume of international cargo—and a growing number of cruise ship passengers—use this infrastructure for moving to and from Baltimore. In 2011, business returned to pre-recession levels. The port had approximately 2,000 vessel calls, up three percent from 2010, and handled approximately 38 million tons of cargo. Out of 44 port districts in the nation, the Port of Baltimore now ranks eleventh for the total dollar value of cargo handled.

The economic success of the Port of Baltimore is closely aligned with the stewardship of Maryland's natural resources and the well-being of its neighboring communities. The Maryland Port Administration (MPA) believes that taking responsibility for clean air and water not only complements good business, but drives it. The MPA makes a "green" commitment to its neighbors and seeks customers who share this philosophy.

For several years, the MPA has been developing an Environmental Man-

agement System (EMS) that infuses a stewardship ethic into daily tasks and long-term planning. The EMS addresses pollution prevention, compliance with government rules, and outreach to private sector partners to emphasize and replicate these important actions. Efforts have especially targeted air quality, energy efficiency, and stormwater management.

The dredging of shipping channels is critical to the well-being of the port and its infrastructure while also adhering to environmental stewardship principles. The MPA works closely with scientists, engineers, citizens, and regulatory agencies to minimize impacts and to monitor water quality at each of its dredged material placement sites. Environmental impacts are balanced with projects that have restored islands, enhanced community parks, removed abandoned industrial debris, and replaced schoolyard pavement with much-needed green space.

This report details 2011 activities that continue to promote economy, environment, and community as integrated priorities in the MPA's mission to be a sustainable port.

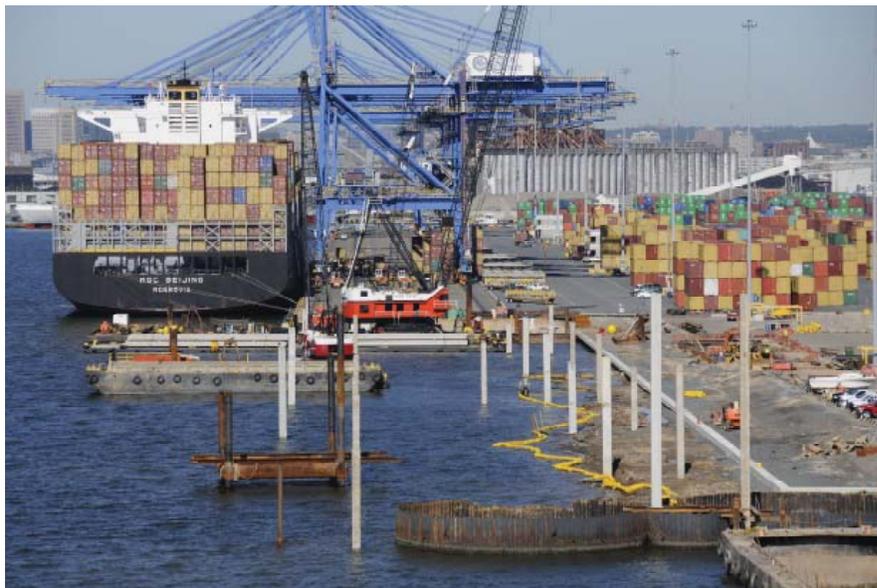
## Job Engine

The Port of Baltimore provides approximately 16,700 direct jobs, and more than 100,000 additional jobs are linked to port activities. This results in \$3.7 billion in personal wages and salaries and generates nearly \$400 million in state and local taxes. The total estimated economic value of the port is \$5.6 billion per year.

## Cargo Sets Records

The Port of Baltimore handled approximately 38 million tons of cargo in 2011, surpassing the 33 million tons recorded in 2008 before the economic recession triggered a dramatic plunge.

The Port of Baltimore also handled more automobile tonnage than any other U.S. port in the first half of 2011. More than 270,700 automobiles moved across its public and private terminals during the first six months, a 15 percent increase over the same



*Preparing for the arrival of larger ships at the Seagirt Marine Terminal*

period in 2010. The tonnage of overall foreign cargo and general cargo also increased during this period, by 12 and 13 percent respectively.

## Preparing for Growth

Much larger vessels will transit the Panama Canal when its expansion is complete in 2014. The MPA has entered into a Public Private Partnership (P3) agreement with Ports America Chesapeake to prepare for their arrival. Construction of a new 50-foot deep berth at Seagirt Marine Terminal is underway, and the project is expected to be completed in 2012. This new berth will uniquely position the Port of Baltimore to accommodate the larger containership vessels.

## Cruise Sets Record

Cruises set yet another record for the most passengers in one year. In 2011, approximately 250,000 passengers departed from Baltimore on more than 100 cruises. Baltimore now ranks fifth on the East Coast for cruise departures and competes with New York for the "drive-to" market.

Driving to Baltimore's dedicated cruise terminal is not only convenient, but offers an alternative to energy costs and air pollution associated with plane travel.

## Boosting Market Access

CSX Transportation is developing a new terminal near Baltimore that will help move intermodal double-stack containers to and from the Midwest, promoting both international and domestic commerce in Maryland. This will give shippers yet another advantage in reaching inland markets, while making increased use of more fuel-efficient railroad transportation.

## New Option for Dredging

The MPA's Harbor Team has reaffirmed Coke Point as a possible location for dredged material from the Baltimore Harbor. The Coke Point site offers long-term potential as a new terminal and would also trigger environmental benefits from cleaning up legacy contamination and creating environmental enhancements in nearby communities.



*Cruise passengers at Baltimore*



*Coke Point on the Patapsco River*



*Wetland habitat at the Poplar Island dredged material placement site*

## International Recognition

The MPA achieved a major milestone in 2011 by receiving ISO 14001 certification. This means that the MPA has met international standards for the integrity of its Environmental Management System (EMS). The EMS is focused on energy efficiency, stormwater controls, and air quality, and sets a standard for the procurement of "green" equipment, including two low-sulfur, biodiesel vehicles added to the inventory in 2011. The EMS Clean Port initiative has collected more than 35,000 pounds of trash and prevented it from washing into local waterways.

## Water Quality

The MPA is actively working with state and local partners to meet the federally mandated goals for water quality in the Chesapeake Bay, known as the Total Maximum Daily Load (TMDL). This includes aggressive steps to reduce nutrient loads and sediment in stormwater runoff as well as in the water decanted from dredged material placement sites. Pollution reduction activities by the MPA and its private

sector partners will support the TMDL's Watershed Implementation Plan for the Patapsco River. Stormwater controls, such as Ports America Chesapeake's new state-of-the-art stormwater vault, will play an important role in meeting these goals.

## Wetlands and Habitat

The MPA is the largest creator of wetlands in Maryland. In 2011, the MPA continued to create and enhance wetlands at the Poplar Island, Hart-Miller, Masonville Cove, and Cox Creek placement sites. These shoreline settings have become a mecca for migrating birds and other wildlife.

## Energy Performance

Efficiency upgrades will soon save money and reduce the carbon footprint of fourteen MPA facilities. A geothermal heat sink at the World Trade Center will use harbor water to cool the building and reduce electricity usage and water consumption. Rooftop solar systems at the cruise terminal and South Locust Point Marine Terminal will power the buildings

during peak hours. These and other upgrades will collectively reduce energy consumption by 28.7 percent and water consumption by 24.6 percent.

## Air Quality

A multi-year Clean Diesel program continued in 2011 with the additional installation of clean diesel technologies on 27 pieces of cargo handling equipment, 22 dray trucks, 3 locomotives, and 3 harbor craft. This further reduces emissions of particulates, carbon dioxide, and nitrogen oxides.

## Private Terminals

The Baltimore Port Alliance (BPA), a nonprofit organization of port-related businesses and public agencies, promotes improved environmental awareness and management related to stormwater, emissions, recycling, and trash. BPA has an active outreach program that reaches students, stakeholders, and elected officials.



*Stormwater management at Dundalk*



*Shoreline restoration at Masonville*

## Youth Outdoors

During 2011, the Masonville Cove Environmental Education Center immersed more than 1,100 students in shoreline ecology and welcomed more than 600 area residents to free family-friendly programs. The center also partnered with the Chesapeake Center for Youth Development and Maryland Environmental Service to provide job experiences for disadvantaged youth, who built reef balls for new oyster habitat.

The newly built center is owned by the MPA and operated by the Living Classrooms Foundation, National Aquarium at Baltimore, and the Brooklyn and Curtis Bay Coalition.

Masonville also saw the first of several shoreline plantings and the installation of a three-hundred foot fishing pier and kayak launch.

## Community Outreach

Citizens participated on a variety of advisory committees to help plan placement sites and innovative reuse projects for dredged material. The Harbor Team recommended new options for placement sites, and the Innovative Reuse Committee began grappling with how to implement projects on a large scale. The Citizens Advisory Committee recruited new stakeholders representing Pearce Creek and other locales.

Community outreach continued as the MPA sought citizen input on potential environmental enhancements in their communities.



*Volunteers from the MPA and Baltimore Port Alliance at Farring Baybrook Park*

## People Power

More than five thousand adults and students toured dredged material placement sites and environmental projects and volunteered for related clean-ups and planting events, with help from the Maryland Environmental Service and National Aquarium at Baltimore. Their efforts helped to expand wetlands on Poplar Island, as well as restore shoreline habitat at Masonville Cove.

Stakeholders in the Masonville Cove restoration effort extended their reach inland when they joined scores of community volunteers in two clean-ups at Farring Baybrook Park. Together, they removed 11.8 tons of trash, planted 33 native trees, and improved access to the stream and nearby paths.



*Teachers touring Hart-Miller Island*



*Masonville Cove environmental center*



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