

New Funds For Port Security

The Bush Administration's Department of Homeland Security has announced that Maryland will receive \$4.34 million in new funding to enhance security at the Port of Baltimore. This is in addition to the \$3.76 million that the Port received for improved security in 2002.

\$3.17 million will be going to the Maryland Port Administration (MPA) for a remote video surveillance system for the public terminals to help police immediately respond to intrusions, suspicious activities and crimes. The MPA is also working to create a centralized security checkpoint and automated "port pass" system to improve security at the Seagirt Terminal. Additional-



ly, funds will go towards a 32-foot patrol boat for use by the Maryland Transportation Authority's Police Port detachment and enhanced terminal perimeter security using a fiber-optic intrusion detection system that will allow terminal perimeters to be monitored from a central location.

The City of Baltimore will receive \$750,000 that can be used for patrol boats, high tech systems to improve cargo security, video surveillance equipment or additional guards to secure piers. And in a first for the Port, a private terminal, CNX Marine Terminals, Inc., will receive \$420,438 in federal funds that can be used for new perimeter fencing, security and surveillance equipment or personnel training.

With 95% of our nation's foreign commerce moving through ports, our national security depends on thwarting potential terrorist actions at every step along the supply chain. The investment that must be made in new technol-

ogy and infrastructure to ensure the secure transport of containers far outstrips the funding resources of most ports and terminal operators. That is why these federal port security grants are so important and we thank Maryland's congressional delegation for their support in securing these grants.

Together, the administration of Governor Robert L. Ehrlich, Jr., the City of Baltimore and the private port community are taking the necessary steps to create a more secure Port of Baltimore.

Robert L. Flanagan
Secretary of Transportation

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Private Terminals: Capable, Competitive, And Prepared To Grow With Our Customers

The vitality of Baltimore's private sector Port community has never been greater. Ten years ago, there was only one privately owned general cargo terminal in the Port. Now there are five. Together they are handling about 15 percent of the general cargo moving through the Port of Baltimore along with all the bulk cargoes more traditionally associated with the private terminals.

The private terminals now handle breakbulk items such as metals, steel, lumber, forest products and project cargo along with Ro/Ro, automobiles and even some containers. They are diversified, flexible and offer a competitive environment that comple-

ments the Port of Baltimore's excellent public terminals, making for a complete portfolio of options for shippers and carriers.

Private investment around the waterfront is also rising. AMPORTS recently invested millions to make its Chesapeake Terminal a state-of-the-art processing facility for Hyundai automobiles. There are new sheds and equipment at the Baltimore Metal & Commodities Terminal in Locust Point. Rukert Terminals has expanded along Clinton Street. General Ship Repair has enlarged its dry-docking capabilities. Canton Marine Terminal and CONSOL recently joined forces to create the new CNX Marine Terminal.



ment to improving and diversifying. The private terminals are capable and competitive, and clearly prepared to grow with our customers.

This level of activity on the waterfront is significant for the faith it shows in the future of this Port. It also highlights an issue that is equally important to the public sector as the private. If this Port is to continue to grow, the public and private sectors need room to expand. There is only so much deep water in any port, and we must work hard to preserve the industrial waterfront for maritime uses.



James J. White
Executive Director

And The Vane Brothers Company, family owned and operated for more than 100 years, has just completed construction of a new headquarters.

Alongside equally aggressive and modern public terminal operations, the private terminals and other maritime businesses have shown a com-

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