

Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community

New London . New Haven . Bridgeport

Maritime Matters in Washington

by Mr. Paul Bea



Tanker "OMEGA LADY SARAH" inbound with a load of #6 fuel oil for Riverhead Terminal. LOA 750 ft Photo by Connecticut Pilot Captain Charles P Jonas

The messy consequences of the prolonged West Coast contract talks between the PMA and ILWU brought on a strong and equally prolonged backlash from shippers and others whose own operations are dependent on well-functioning ports.

You are familiar with the history. The talks started in May 2014 and a year later the rank and file gave the new contract final approval. In between is where it got interesting. Management documented and shippers pointed to labor slowdowns. The union said the terminals brought the congestion problem on themselves by not being prepared for big ships with more cargo. Everyone else saw that cargo moving at a snail's pace was to the detriment of US exports and retailer shelves. By February, when the tentative agreement had been reached, there were over 30 ships waiting at anchor off San Pedro Bay and POLA executive director Gene Seroka told the Wall Street Journal that he expected "it will be about three months before we return to a sense of normalcy."

During the longshore talks a coalition of companies and trade associations periodically met with and issued joint letters to policy makers. They asked for pressure to be put on negotiators. Their major complaint was that the President was just, in the White House's word, "monitoring" and not taking action.

Months after the talks concluded the shipper community continues to lobby for "a tool that will help provide certainty to future

negotiations." Letters seeking legislation typically carry over one hundred organizations' names. Some bills were introduced. Shippers were pleased but ports see more problems than potential solutions.

Two approaches are taken in the legislation. The first to emerge was the "Port Performance Act" (S.1298) by Senator John Thune (R-SD) who also chairs the committee that approved the measure. Noting that the port sector has yet to be plumbed for the sort of "condition and performance" data that Washington is seeking to evaluate the national freight system, Thune's bill prescribes the collection of aggregated terminal operations data from box, breakbulk and bulk ports. It's the sort of data that terminal operators keep for themselves and port authorities don't want competitors to have. Vessel, train and truck time in port, lifts per hour, and cargo dwell time are among the metrics to be reported annually to USDOT in the version that ultimately was approved in July by the Senate. Not in the bill is a provision that would require monthly reports of performance data to Washington during collective bargaining periods. Organized labor and ports don't like the bill and the unions lobbied especially hard to have that particular provision deleted.

The other type of bill that has been introduced would amend labor law. Where Thune's bill would produce data to support arguments that cargo interests are suffering from labor slowdowns, the others would provide a means for data to be used as evidence in court and the public arena.

Maritime Matters in Washington 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



Maritime Matters in Washington continued from page 1

Sen. Cory Gardner's (R-CO) "PORTS Act" (S.1519) amends Taft-Hartley to make slowdowns an unfair labor practice and to empower governors to go to court. (A House version was also introduced.) Sen. James Risch (R-ID) took a similar approach and added inspiration from the Port of Portland's experience where the ICTSI terminal lost its principal customer when Hanjin Shipping tired of cargo slowdowns resulting from an over two-year labor dispute in the Oregon port.) Risch's "PLUS Act" (S.1360) not only would make slowdowns an unfair labor practice, it would declare US policy as one to "eliminate the causes and mitigate the effects" of port disruptions, and prescribe penalties for violators, including decertification of labor organizations.

How will these bills fare in this Republican Congress? We may see hearings on the Gardner and Risch bills but between the filibuster rule in the Senate and a certain veto in the White House they may not see floor time in Congress.

Thune's bill is quite another matter. A diluted version is tucked away in the 1024-page, Senate-passed surface transportation bill. Key House legislators have yet to weigh in on the issue of port performance metrics and data collection. Shippers will press for it to be strengthened. Only firm opposition from the House side may keep the metrics provisions from being enacted.

Paul Bea is a government relations and policy advisor in Washington, DC. He discusses marine transportation system matters at www.MTSMatters.com.

Deep Water Port *notes*

To advertise in Deep Water Port *notes*

Contact: William Gash
ctmaritime@msn.com

just add water !



SERVING ALL DEEPWATER PORTS IN THE NORTHEAST

www.newenglandshipping.com

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



UNDERWATER
CONSTRUCTION CORPORATION

CONNECTICUT STATE PILOTS INTERPORT PILOTS AGENCY INC.

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

INTERPORT@VERIZON.NET

**INTERPORT
PILOTS** SINCE 1959

BLOCK ISLAND IN JUST OVER ONE HOUR!



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

Thames Shipyard & Repair Co.

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



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

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.

Robert Christoph Jr., 305-672-5588, rcwjr@rcmarine.com

Bridgeport Port Authority

Andrew J. Nunn, 203-576-3964, andrew.nunn@bridgeportct.gov

The Bridgeport & Port Jefferson Steamboat Company

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

Blakeslee Arpaia Chapman, Inc.

John Fucci, 203-483-2954, jfucci@BAC-INC.com

Coast Line Service

Rob Pearce, 617-951-9957, rob@bostonlineservice.com

Collins Engineers Inc.

Robert F. Snelgrove, E.I.T., 860-571-0384, rsnelgrove@collinsengr.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, Inc.

Capt. Charles Jonas, 516-319-5069, cponas@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

Gwenmor Marina & Marine Contracting Inc.

Christian McGugan, 860-536-0281, Christian@gwenmor.com

GZA GeoEnvironmental, Inc.

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

Interport Pilots Agency, Inc.

Captain Louis Bettinelli, 732-787-5554, loubett@optonline.net

Logistec Inc.

Jeremy Riddle, 860-444-1329, jriddle@logistec.com

Moran Towing Corporation

Aislinn Pitchford, 203-442-2800, aislinn@morantug.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

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, stannickus@longislandferry.com

Underwater Construction Corporation

Chris Tirrell, 860-857-8440, chris@uccdive.com

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

CONNECTICUT MARITIME COALITION



The Connecticut Maritime Coalition is a non-profit trade association facilitating the competitiveness of Connecticut's maritime industries. Our member network is mostly composed of small and medium-sized businesses.

To join **the Connecticut Maritime Coalition** or to advertise your business in **Deep Water Port notes**, please contact:

William Gash, Executive Director

P.O. Box 188, Stonington, CT 06378 Phone: 860-941-0044

Fax (888) 436-5413 Email: ctmaritime@msn.com

VISIT WWW.CTMARITIME.COM

DEEP WATER PORT notes is published monthly electronically & printed quarterly by the Connecticut Maritime Coalition, Inc.

Designed by Casey Gash, caseycyrgash@live.com

BRINGING TOGETHER OVER 2000 GLOBAL
MARITIME MEMBERS SINCE 1984



WWW.CMAGCONNECT.COM

Hire Our Returning Veterans: Resources

Office for Veterans' Workforce Development (OVWD)

Mr. Terry Brennan, Director (860) 263-6514

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. Legislation offers tax credit up to \$5,600 for companies hiring veterans who have been unemployed 6 months or longer. Hiring a veteran with a service-connected disability: up to \$9,600.

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



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

Deep Water Port *notes*

In this issue: Maritime Matters in Washington



CONNECTICUT MARITIME COALITION



P.O. Box 188, Stonington, CT 06378

Advocating for Connecticut's Maritime Industry