

## The Newsletter of the Port of Pittsburgh Commission

2020 Vol 3

### EXECUTIVE DIRECTOR'S MESSAGE



As we bring the year to a close with our third issue, we can reflect upon 2020 and the unprecedented year it has been. While it has been undoubtedly difficult for us all, the mission of the PPC remains as vital as ever. The PPC will continue to work diligently to educate, inform, and support our stakeholders, and we will look to expand our efforts and resources in 2021.

We wish to thank our elected officials for the bi-partisan support and efforts to keep our industry flowing. We can point to efforts like the Water Resource Act of 2020 (WRDA), and the progress that has been made toward valuable support of our infrastructure, as hope for the future. In addition, we wish to thank the Port of Pittsburgh Commission board and our stakeholders, whose contributions continue to keep the Port District open for business. On behalf of myself and the staff, we wish you and your families all the best for this upcoming holiday season, and we look to a healthy and prosperous year ahead.

*Mary Ann Bucci* Executive Director, Port of Pittsburgh Commission

### EMSWORTH PRIMARY LOCK CHAMBER DEWATERED, REMAINS CLOSED UNTIL NOV 13

The main chamber at the Emsworth Locks and Dams (Ohio River, mile 6.2) was dewatered on August 31 in order to undergo some critical repair work. Maintenance is being performed on the miter gate anchorages and the U.S. Army Corps of Engineers' (USACE) repair fleet has been testing a new bulkhead closure system. The auxiliary chamber remained open to navigation although more intermittent closures of 16 hours or less may occur during the final week as was the case during the first three weeks.

"We have methodically planned the upcoming dewatering of Emsworth Lock for almost two years," said Col. Andrew Short, district commander. "Every detail of the dewatering operation, the main chamber repair, and the use of the auxiliary lock chamber has been designed and worked on by our team of engineering professionals. We are focused on safe and efficient operations at Emsworth for both the repair party and commercial and recreational river users. Intermittent closures are needed to support the work in the lock chambers and ensure vital navigation continues."

District navigation project manager David Heidish reported that the miter gate anchorages were severely deteriorated and experiencing excessive movement during operation. Dewatering was necessary in repairing miter gate anchorages. Furthermore, dewatering gave the Corps the chance to test the new bulkhead closure structure. The last time the Emsworth lock was dewatered was 2010.

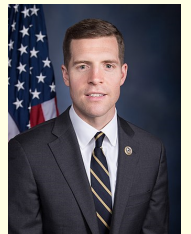
The Emsworth Locks and Dams are 100 years old. Along with Dashields and Montgomery, Emsworth underwent a major rehabilitation in the 1980s, which was intended as a stop-gap measure to give the project another 25 years of useful service. As part of

(continued on page 3...)

### 3 RIVERS, 3 QUESTIONS



with *Congressman  
Conor Lamb*



*Conor Lamb is a member of the U.S. House of Representatives serving the 17th congressional district of Pennsylvania, which encompasses all three Ohio River locks in PA, plus locks 3 and 4 on the Allegheny River.*

**1. Your first full-term in office has seen your appointment to committees such as Transportation and Infrastructure, not to mention Veterans Affairs and Science, Space, and Technology. Can you discuss what it's like to be on such high-profile committees, while also acclimating yourself to the position?**

All three of my committee assignments provide important opportunities to connect back to western Pennsylvania and my constituents. Pennsylvania is home to a large veteran population, and in my role as Vice Chairman of the House Committee on Veterans' Affairs, I have championed veterans' access to healthcare, especially mental healthcare, and connecting returning service members and veterans to job opportunities. Similarly, the House Science, Space, and Technology Committee, where I serve on the Energy and Environment Subcommittees, is a natural fit for our region. I held a field hearing in PA-17 with my colleagues on the committee on nuclear power and have advanced legislation to bolster research and development across all forms of energy generation and modernizing our energy infrastructure. We know that in Western Pennsylvania, our energy industry relies on cutting-edge science and supports thousands of jobs, and I am working hard to ensure that sector can continue doing so.

(continued on page 2...)



## 3 RIVERS, 3 QUESTIONS continued

### Congressman Lamb

Finally, my newest committee assignment on the Transportation and Infrastructure Committee, has allowed me to help shape largescale transportation bills such as the Water Resources Development Act of 2020 (WRDA) to better reflect the unique needs of our region. Given the role of our rivers in transporting goods, facilitating commerce, and supporting our local economy, I've fought for increased federal investment for inland waterways. I also led efforts on mitigating landslides, repairing structurally deficient bridges, and securing federal investments for local infrastructure projects like the Cargo IV project at Pittsburgh International Airport and the Route 228 project in Butler County.

My constituents and the many community organizations and businesses in my district have been critical to my participation on the committees, and I will continue to work with and listen to the local challenges and opportunities back home to fully inform my work.

### **2. Working across the aisle has been a consistent theme of your time in office, and is evident with your work on the Water Resource Development Act 2020 (WRDA 2020) and the Coastal and Inland Ports and Terminals Commerce Improvements Act (House Bill 7416). How have you been able to accomplish this, and what do the next steps of the Act involve?**

All of my constituents rely on transportation to get from point A to point B, and most agree that the state of our infrastructure has fallen into disrepair. As a result, I believe that the Members of the Transportation and Infrastructure Committee can work in a bipartisan manner because most of us are focused on pragmatic solutions to real problems. For WRDA 2020, I understood early on that our locks and dams provide clean, affordable, and reliable ways to transport commodities on our rivers. Yet, many locks and dams within and beyond my district are well beyond their planned lifespan and in danger of failing without federal investment and significant repair. I worked with Rep. Babin (R-TX), whose district in Texas is also home to inland waterways, and 85 other Members of Congress to ask for an increased federal share of the costs for inland waterways projects. This change was successfully included in the House's 2020 WRDA, which is in the final stages of negotiation with the Senate right now. I remain hopeful the bill will be

signed into law by the end of the year and look forward to seeing the positive impact in Western Pennsylvania in the years to come.

With the Coastal and Inland Ports and Terminals Commerce Improvements Act, Rep. Bost (R-IL) reached out to me, since both of our districts are home to inland ports. We worked together to lead this bill, which creates a competitive grant matching program for projects at smaller ports and terminals and makes privately owned terminals eligible for assistance. This bipartisan bill was added as an amendment to the National Defense Authorization Act (NDAA) and the legislation passed the House on a bipartisan basis this summer. Like WRDA 2020 mentioned above, it continues to be negotiated with our Senate counterparts. I am willing to work with anyone to get things done, especially when the stakes are so high.

### **3. The Coronavirus pandemic continues to affect so many industries, and solutions will continue to take time to implement. Would you please offer your advice for those in the river industry, and what they should do to remain vigilant?**

The pandemic has affected families and businesses throughout our region, and I commend the Port of Pittsburgh Commission (PPC) for working so hard to communicate needs and opportunities with policymakers like me. I recommend continuing your work educating stakeholders and the community on transportation issues and on those related to the coronavirus pandemic as well. The health and safety of families and businesses in Western Pennsylvania remain my top priority as we work to combat this pandemic and mitigate its effects. This includes ensuring that jobs that cannot be done from home can still be done safely. Making sure workplaces have adequate PPE, social distancing and mask wearing practices are in place, and testing and contract tracing protocols will help keep workers safe. If you have members that need assistance with Small Business Administration (SBA) grants and loans related to COVID-19, notice industry-wide impacts that you need to share with the Transportation and Infrastructure Committee to shape future legislation, or have any other issues please know you can contact my office at any time. We find ourselves in challenging and unprecedented times, and I will do everything I can to serve our district and ensure we come out stronger on the other side of this.



## PITTSBURGH SAFE BOATING COUNCIL

The Pittsburgh Safe Boating Council continues to meet monthly via Zoom. Recently the PPC has taken a more active role in keeping the Council functional and keeping the meetings on track. PPC Marketing/Program Manager Scott Harshman has taken on the duties as the new PSBC Secretary. Other officers recently elected are Matt Logue, President; Michael Hills, Vice-president; and Evan Clark, Treasurer. Attendance in recent months has been very good, and anyone who is interested in the safety concerns of boating on our rivers is welcome to attend the meetings. Please contact the Scott for details on meeting schedules.

[scott@portpitt.com](mailto:scott@portpitt.com)



GOOD THINGS FLOW FROM HERE



## CMAQ RE-POWER PROGRAM IS MAKING A DIFFERENCE AT THE PORT OF PITTSBURGH

The Port of Pittsburgh is clearing the air, and in the process, helping to create a more efficient fleet of shipping companies, ports and terminals along the Three Rivers. Back in 2013, the Port of Pittsburgh was officially awarded a \$12 million dollar grant from the US Department of Transportation (FHWA), as part of their Congestion Mitigation and Air Quality Program (CMAQ), to provide funding for diesel retrofits to qualifying vessels in the Port's 12-county area. The program itself is simple: the Port sought out applicants for retrofits of existing diesel powered vessels, and has offered a 50/50 match to assist in the re-power of a qualifying vessel. In many cases, the towboats may be operating with engines and power systems dating back as far as the 1960s and 70s.

The retrofits take into account most major expenses and costs related to re-power a vessel. Reimbursable costs can include: engines, generators, reduction gears, shafts/props/coolers, and even labor. New engine specifications must show a significant air quality improvement, meeting or exceeding existing EPA requirements. After funding is granted, the Port operates as the overall administrator and works closely with the companies to develop detailed progress reports including invoices, inspections, documentation of the engines being scrapped, and quarterly reports.

Since the program's inception, the Port of Pittsburgh is proud to have funded retrofit projects for nearly 40 vessels and has worked with more than a dozen individual companies in the Pittsburgh area. In many cases, applicants have returned to fund multiple vessel retrofits. As the program comes to a close in 2021, the Port is working to complete their remaining contracted vessels and continue to do its part to support the river industry in the Southwestern PA region.



The Port of Pittsburgh Commission has been proud to sponsor the Congestion Mitigation and Air Quality program (CMAQ) in southwestern Pennsylvania for the past seven years.



## PORTPITT

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Good things flow from here.



We have been helping to make the cleanest mode of freight transportation even cleaner by assisting local barge carriers in repowering vessels with cleaner diesel engines and more efficient generators.

## EMSWORTH continued

the Upper Ohio Navigation Project, its 56' x 360' auxiliary lock chamber will be replaced with a 110' x 600' foot chamber, the same size as the present main chamber.

Nevertheless, it is now 10 years beyond the 25-year life extension of the major rehab. Significant failures and critical maintenance issues such as the present one are causing shutdowns of a lock chamber that can last for over two months. Had the auxiliary chamber gone down unexpectedly during this time, the entire Emsworth system would be disabled and much of the Port of Pittsburgh effectively cut off.

PPC staff members were invited to tour the dewatered lock chamber on October 14 and witness first-hand some of the maintenance and repair processes involved, such as the placement of fourteen struts that straddle the chamber to keep the aging lock walls stable. Additionally, the miter gates for the lock chamber were taken to the Corps' repair facility on Neville Island. The gates must be worked on while hanging from a crane because they cannot be laid down because of their age.



Peter Stephaich and Kyle Buese of Campbell Transportation Company.



Tour group at the bottom of the dewatered lock chamber.



Matt Pavlosky and Scott Harshman of the Port of Pittsburgh Commission



## UNITED STATES STEEL'S MON VALLEY WORKS AND THE INLAND WATERWAYS

by Chris Masciantonio, Director,  
Government Affairs and Public Policy,  
United States Steel

United States Steel remains among Pennsylvania's largest manufacturers with a presence that includes a corporate headquarters, research center and Mon Valley Works, consisting of three integrated manufacturing locations.

The 3,000 steelworkers employed at the Mon Valley Works support an additional 10,500 jobs throughout southwestern Pennsylvania. This captures U.S. Steel's supply chain and other businesses that benefit from spending by the company's workforce. Among these are wholesalers, railroads, trucking companies, utilities, banks, housing and restaurants. In 2018, the Mon Valley Works generated \$4.6 billion in economic output throughout the region, roughly half of which is generated directly by the operations. (\* Source: Allegheny Conference on Community Development.)

Cost-efficient, reliable waterways are a critical part of the United States transportation infrastructure that help to ensure the essential movement of materials. Likewise, the United States Steel Mon Valley Works is heavily dependent on the Monongahela and Ohio River systems for transporting raw materials and finished steel. The Clairton Coke Plant, a key integrated Mon Valley Works facility, is North America's largest producer of high-quality blast furnace coke used by U. S. Steel facilities and other steel producers across the United States. The Clairton Plant employs roughly 1,200 hard working men and women in the coke manufacturing process.

The Clairton Plant's raw material is metallurgical coal. The company, in 2019, purchased more than \$300 million in Pennsylvania mined coal for the Clairton Plant. The Clairton Plant was specifically designed to take coal via the inland waterways system. The Clairton Plant receives approximately 6.0 million tons of metallurgical coal by barge annually. This is almost 16,500 tons of coal each and every day of the year. The vast majority of this tonnage comes directly off terminals on the Ohio River; the remaining tonnage comes from Monongahela and Kanawha River origins. On any given day, during normal operating levels, the Clairton Plant consumes approximately 11 barges of coal

per day, which equates to more than 4,000 barge loads in a year. Clairton has two bucket-type barge coal unloaders located on the banks of the Monongahela River. Each coal unloader can efficiently transfer coal at the rate of 1,000 tons per hour.

The Clairton Plant is fully integrated with the company's Mon Valley Works. The operations utilization of the navigable river system is the most environmentally responsible approach for the transportation of raw materials and steel products. One barge load of coal accounts for approximately 75 trucks that would be required for the delivery of the same tonnage.

In addition to the environmental benefits of utilizing the river navigation system, U. S. Steel has completed many pollution controls projects at the Mon Valley Works. These projects will further improve the already improving air quality in the region. It is significant to note that the Liberty and North Braddock air quality monitors have demonstrated attainment with national ambient air quality standards in 2020.

U. S. Steel's efforts have also resulted in unprecedented environmental compliance at the Clairton Plant, including, Federal NESHAP/

MACT compliance that has remained at 100% for the past several years, and Battery stack compliance of 99.9% for the first six months of 2020.

The inability to properly utilize the river system into the Clairton Plant would result in coal and coke shortages, which would have negative economic consequences on communities throughout the Pittsburgh region and the United States.

Raw materials are not the only commodities shipped by U. S. Steel that are dependent on the river system as waterways of commerce. Outbound steel is increasingly finding its way to the rivers, where it is transloaded to barge for movement to other river terminals near or at its destination.

Safe, efficient and reliable transportation on the inland waterways system is vital to the success of U. S. Steel and other steel-producing facilities across the country. U. S. Steel would like to thank the Port of Pittsburgh Commission for ensuring that the navigable riverway system and its locks and dams are well maintained and continue to receive important funding from state and federal governments.

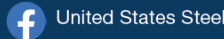
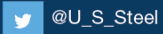


U. S. Steel's Clairton Coke Plant



For more than a century, U. S. Steel products have quite literally built our great nation, and today, our products continue to play crucial roles in everyday life for our customers and their customers.

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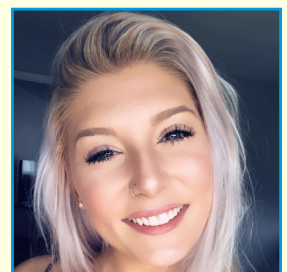
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