

## Daily Record

### Port of Baltimore bracing for tough '09

ANDY ROSEN

Daily Record Business Writer

Overall shipping increased across the Port of Baltimore in 2008, according to yearly statistics compiled by the Maryland Port Administration, but officials at both public and private terminals are bracing for a tough 2009 as the recession slows consumer spending.

James J. White, executive director of the MPA, said Thursday that the port's public terminals saw increases in the four commodities that it has been targeting: automobiles, roll-on/roll-off cargo such as farm equipment, forest and paper products, and shipping containers. Though some were essentially flat — containers rose by .6 percent, for example — White said he was pleased with the results during a tough year.

Public and private terminals shipped \$45.3 billion worth of cargo last year, an 8 percent increase over 2007. Private terminals lagged behind the public terminals in terms of automobiles, as shipments were down by 9 percent across the board but increased by 4 percent at public terminals.

Exports came to 15 million tons, a 33 percent increase from 2007, while imports headed to public and private terminals declined 8 percent to 18 million tons.

The statistics were compiled by the MPA based on data from the U.S. Census Bureau. Though they were measured across the course of a year, White said many types of shipping fell off toward the end of the year as the economy worsened. He said he expects that automobile shipments for fiscal 2009, which began last July, will be down by 21 percent, and things could be worse for the calendar year.

“Our goal this year is not to lose any market share and grow it any way we can,” White said. “Nobody is buying big-ticketed items.”

He said containers have remained relatively stable where other ports have seen declines because many of those shipments are bound for areas around Baltimore or nearby metropolitan areas where demand has been decent. Baltimore does not have the ability to ship stacked containers by rail to many locations because the freight train tunnel under Howard Street is not tall enough.

Rupert Denney, who heads the Baltimore Port Alliance, a trade organization for private terminals in the Port of Baltimore, said the numbers appear to be good news, though this year is not likely to be as good. Though Denney does not see unique problems for Baltimore, he said there are wider economic problems that are likely to drag down shipping.

Still, Denney said there are elements that are not reflected in the MPA's data that have happened recently or on a relatively small scale. For instance, because the demand for

shipping is down, costs have declined, he said. That means there's been more trading of commodities such as aluminum, which several terminals in the area ship.

"There's little pockets that have been very busy, oddly because of the downturn in the economy," Denney said.

Doug Sanford, an associate professor of management at Towson University who focuses on international business and corporate strategy, said the port's location in a region that appears to be weathering the recession well is likely helping stability.

"People in the local area are still buying clothes and calculators and things," Sanford said. "They're not as hurt by the recession as other parts of the country."

Both Denney and White pointed to the increased volume of passenger cruises departing from Baltimore as helping to stabilize business at the port as well. The MPA scheduled 79 cruises from the port this year, and White said that number could reach 100 next year.

Denney said the cruises provide business for the pilots who navigate ships up the Chesapeake Bay, vendors and others whose business has fallen off during the recession.

## Baltimore Sun

### Port of Baltimore sees 9 million tons of cargo

The port of Baltimore saw nearly 9 million tons of general cargo for the first time in 2008, the Maryland Port Administration announced Friday. About \$45.3 billion worth of foreign currency moved through its private and public terminals last year. The amount of foreign commerce transiting through the Port was up 7 percent to 33 million tons, the highest since 1981. The port is No. 1 among 360 U.S. ports for handling roll on/roll off cargo, trucks and imported forest products, sugar, gypsum and iron ore, the agency said.

- Andrea K. Walker

## Baltimore Business Journal

### Port of Baltimore sees jump in '08 cargo levels

by Scott Dance Staff

Cargo levels at Baltimore's state-owned port terminals hit a record total in 2008 despite the economic downturn, but they are expected to be challenged in 2009.

The total dollar value of foreign cargo in both the public and privately owned port terminals hit \$45.3 billion in 2008, an 8 percent increase over 2007, according to the Maryland Port Administration. And the total cargo at the public terminals reached 8.9 million tons, 3 percent up from 2007.

The numbers were viewed as promising for the port, which employs 16,500 people and generates \$388 million in state and local tax revenue. The growth was pushed by

continued leadership at the port in its niche cargoes, such as cars and roll-on/roll-off cargo.

“Last year was another strong year for the Port of Baltimore, even as the global economy began to struggle,” Gov. Martin O’Malley said in a statement. “Clearly, the port is not immune to the economic downturn. However, with strong management and wise investments, we have been able to sign long-term contracts with major business partners that will help maintain stability at the Port in the days ahead.”

It was the seventh consecutive year of cargo growth at the port, according to the MPA.

At the public terminals, key performances included:

- A 16 percent increase in roll-on/roll-off cargo;
- A 7 percent increase in paper pulp tonnage;
- A 4 percent increase in the number of cars handled.

Traffic of containers and finished paper product tonnage were both flat with 2007 levels.

When the private terminals are factored in, however:

- Containers grew 2 percent;
- Cars fell 9 percent;
- Forest products fell 5 percent; and,
- Roll-on/roll-off cargo grew 3 percent.

Baltimore ranks first among U.S. ports for roll-on/roll-off cargo, trucks, imported forest products, imported sugar, gypsum and iron ore. It ranks second in exported autos, imported salt and imported aluminum.

The port ranks 12th overall in the U.S. for its total dollar value of cargo.

## **Journal of Commerce**

### **Baltimore Posts Mixed 2008 Volume**

#### **Autos down, containers flat, ro-ro up, breakbulk marks record high**

Peter T. Leach

The Port of Baltimore saw mixed cargo throughput in 2008. Container throughput was flat; breakbulk volume soared to a record. Roll-on, roll-off tonnage was up while autos were down, according to figures released today by the Maryland Port Administration.

Container throughput at the port's public and private container terminals increased by 2 percent.

Ro-ro cargo increased by 3 percent, while the number of automobiles moving through the port dropped 9 percent.

In breakbulk cargo, steel tonnage increased by 9 percent, while forest products dropped 5 percent.

The total dollar value of foreign trade that moved through the port's public and private terminals in 2008 vaulted to an all-time high of \$45.3 billion, an 8 percent increase from 2007.

The amount of foreign trade moving through the port in both directions was up 7 percent to 33 million tons, its highest mark since 1981.

Exports handled by Baltimore's public and private terminals reached 15 million tons, a 33 percent increase from 2007. Imports headed to public and private terminals declined 8 percent to 18 million tons.

The MPA said Baltimore remains number one among the 360 U.S. ports in the tonnage of ro-ro cargo it handles, and in trucks and imported forest products, imported sugar, imported gypsum, and imported iron ore. The port is ranked second in auto exports, salt imports, and aluminum imports.

Overall, the Port of Baltimore is ranked 12th nationally in terms of the total dollar value of foreign cargo and 14th in terms of the tonnage of foreign cargo handled.

## American Journal of Transportation

### Record year 2008 for Port of Baltimore

2009 Expected to be challenging but port well positioned to weather the storm  
Governor Martin O'Malley announced today that 2008 was a record-breaking year for the Port of Baltimore's public marine terminals. In recently released maritime cargo statistics, general cargo reached nearly nine million tons for the first time. The total dollar value of foreign commerce that moved through the Port's public and private terminals in 2008 vaulted to an all-time high of \$45.3 billion, an eight percent increase from 2007.

The amount of foreign commerce transiting through the Port was up seven percent to 33 million tons, its highest mark since 1981.

“Last year was another strong year for the Port of Baltimore, even as the global economy began to struggle,” said Governor Martin O’Malley. “Clearly, the Port is not immune to the economic downturn. However, with strong management and wise investments, we have been able to sign long-term contracts with major business partners that will help maintain stability at the Port in the days ahead. This is good news for thousands of workers and their families who depend on the Port of Baltimore for their livelihood.”

#### Port of Baltimore’s MPA Public Terminals

General cargo handled through the public terminals broke a record for the second straight year by finishing at 8.9 million tons, a three percent increase from 2007. This marked the seventh consecutive record year of growth for general cargo tonnage. General cargo is defined as containers, autos, steel, forest products, and roll on/roll off cargo (farm and construction equipment).

The performances of key commodities handled from the public terminals in 2008 are as follows:

Roll on/roll off tonnage increased 16%;  
Pulp tons increased seven percent;  
Autos increased four percent;  
Containers were flat (up 0.63%);  
Paper tons were flat (up 0.26%);  
Exports leaving the Port’s public terminals for international destinations reached 3.2 million tons, a six% increase from 2007. Imports headed to Baltimore’s public terminals increased one percent.

#### Port of Baltimore’s Public and Private Terminals Combined

The 33 million tons of foreign commerce marked the fifth straight year the Port has exceeded 30 million tons total.

The performances of key commodities handled through both the Port’s public and private terminals in 2008:

Containers increased two percent;  
Autos decreased nine percent;  
Forest products were down five percent;  
Roll on/Roll off increased three percent;  
Steel increased 20%  
Exports leaving Baltimore’s public and private terminals reached 15 million tons, a 33% increase from 2007. Imports headed to public and private terminals declined eight percent to 18 million tons.

Latest Port Rankings:

Baltimore remains number one among 360 US ports for handling roll on/roll off cargo, trucks and imported forest products, imported sugar, imported gypsum, and imported iron ore. The Port is ranked second for exported autos, imported salt, and imported aluminum.

Overall, the Port of Baltimore is ranked 12th nationally for total dollar value of foreign cargo and 14th for foreign cargo handled.

Activity at the Port of Baltimore generates about 16,500 direct jobs. The Port is responsible for \$3.6 billion in personal wage and salary income. Activities at the Port of Baltimore generate \$388 million in state and local taxes