

BALTIMORE SUN

Gigantic cranes for port of Baltimore are en route from China
Installation final step in preparing Seagirt Marine Terminal for world's largest ships

By Candus Thomson, The Baltimore Sun

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About two weeks from now, a cargo ship 2 1/2 football fields long will squeeze under the Key Bridge and deliver the future of the port of Baltimore.

On its deck are four massive cranes built in China that state officials and the maritime industry hope will turn the already bustling Seagirt Marine Terminal into a conduit for mountains of goods delivered by the world's largest ships.

Baltimore will join Norfolk, Va., as the only East Coast ports with 50-foot-deep berths and cranes able to accommodate vessels up to 1,200 feet long, which will begin using a widened Panama Canal in 2014. The berth and cranes are part of a 50-year, public-private partnership formed in 2010 between the state and Ports America Chesapeake.

Port officials are watching the calendar and keeping tabs on the vessel delivering the goods that will deliver the goods.

The cranes were erected and tested at Shanghai Zhenhua Heavy Industry Co. Ltd., known as ZPMC, before they were loaded onto the ship, the Zhen Hua 13, said Richard Scher, spokesman for the Maryland Port Administration. The vessel left Shanghai on April 14, made its way around the Cape of Good Hope and now is in the South Atlantic Ocean near the equator.

If the schedule holds — and that's a big if when the traveling distance in question is nearly 20,000 miles — the cranes will arrive on June 12, one day ahead of the tall ships sailing into the Inner Harbor for the weeklong commemoration of the War of 1812.

"They're going to time their transit so that they're not going to cross paths with any other traffic in the narrow areas of the bay," said Coast Guard Commander Kelly Post of the cranes. "Timing is definitely not the greatest. I don't see them coming up the channel the same time as the tall ships. They'll have to wait. I can't see making the tall ships wait."

But the Coast Guard and Chesapeake Bay pilots won't make any decisions until the cranes are much closer to Cape Henry, Va., at the mouth of the bay, she said.

Clearance at the Bay Bridge, which is 186 feet at high tide, isn't expected to be an issue, but the height of the vessel and its cargo will be verified, Post said. The Zhen Hua 13 will pass below the bridge at low tide to allow more clearance, she added.

"I do not have the exact measurements but the cranes may be as high as 185 feet," Post said, adding: "They're huge. It's definitely going to be a sight to see."

Once the ship is secured at Seagirt, the \$40 million cargo will be offloaded on a railroad track, assembled and tested. Officials hope the cranes will be operational by the end of summer.

Scher said the dimensions of the new cranes are impressive.

Each weighs 1,706 tons. The booms can clear a 14-story building and extend 206 feet from the edge of the wharf to the opposite side of a docked ship — a reach 22 containers wide. Seagirt's seven current cranes can reach only 18 containers across.

Each crane can lift up to 187,340 pounds — more than an empty space shuttle. They run on electricity rather than diesel power.

James White, executive director of the Maryland Port Administration, praised Gov. O'Malley's administration for its role in establishing the public-private partnership and ushering in a new era.

"With the arrival of these supersized cranes, the Port of Baltimore is primed for a new day in its container business ... one that will soon bring larger ships, more cargo, and more employment and economic benefit to this port," White said.

JOURNAL OF COMMERCE

Berth Nearing Arrival At Port Of Baltimore

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Cranes To Be Installed On New Berth As Port Prepares For Bigger Ships And More Cargo

(also picked up by Longshoreandshippingnews.com)

(BALTIMORE, MD) --- The Port of Baltimore is preparing for the arrival of four supersized container cranes that will be installed on the new 50-foot container berth at the Seagirt Marine Terminal. The cranes, the largest of their kind in the maritime industry and known as Super-Post Panamax, can

reach 22 containers across on a container ship, lift 187,300 pounds of cargo, and stand 140 feet off the ground while in a working position. The cranes were manufactured in China and are now traveling to Baltimore by ship for an expected arrival on or about June 12.

"These cranes represent the future of the Port of Baltimore," said Governor Martin O'Malley. "Their arrival is another major step toward reaching the goal that we established in 2010 with our private sector partner, Ports America Chesapeake, to create jobs and build a new deep water container berth capable of handling the larger ships that will pass through the Panama Canal when it is widened in 2014. Together, we can maintain our competitive position and provide additional stability for our port labor force."

Each crane weighs about 1,550 pounds, is tall enough to clear a 14-story building, and being fully electric they will emit no diesel emissions. Seagirt Marine Terminal, which is the port's primary container facility, currently has seven cranes that are called Post Panamax and that can reach 18 containers across a ship.

The new cranes will arrive disassembled and will be installed and operational by September. Construction on the Port of Baltimore's new 50-foot container berth was completed earlier this year. The port is now only one of two East Coast ports to have a 50-foot berth and 50-foot channel, two key factors in being able to attract some of the largest container ships in the world.

The new cranes and 50-foot berth are key elements of the 50-year agreement between the Maryland Port Administration (MPA) and Ports America Chesapeake that was signed by Governor O'Malley in 2010. Under the agreement, Ports America is running daily operations at the 200-acre Seagirt Marine Terminal and is investing in necessary infrastructure improvements at Seagirt including funding the new berth and cranes, saving the State hundreds of millions of dollars.

The partnership between the MPA and Ports America is expected to produce 5,700 new jobs, while the total investment and revenue to the State of Maryland has the potential to reach up to \$1.8 billion over the life of the agreement, including \$15.7 million per year in new taxes.

The Port of Baltimore saw a 15 percent increase in the amount of cargo it handled in 2011, the greatest increase of growth by any major U.S. port last year. It established seven major cargo records in 2011. The Port of Baltimore ranks 11th nationally for the total dollar value of cargo and 12th for the amount of cargo tonnage handled out of 44 port districts in the U.S. In 2011, the Port of Baltimore ranked as the top port in the nation out of

360 U.S. ports for handling farm and construction machinery, autos, trucks, imported forest products, imported sugar, imported gypsum, and imported iron ore. Baltimore ranked second in the U.S. for exported coal, imported salt, and imported aluminum.

Business at the Port of Baltimore generates about 14,630 direct jobs, while about 108,000 jobs in Maryland are linked to port activities. The Port is responsible for \$3 billion in personal wages and salary and more than \$300 million in state and local taxes.

CARGO BUSINESS NEWS

Baltimore port readies for arrival of four super post-Panamax cranes
May 30, 2012

The Port of Baltimore and announced it is preparing for the arrival on June 12 of four super post-Panamax container cranes destined for the new 50-foot container berth at the 200-acre Seagirt Marine Terminal that is operated by Ports America.

The port said in a statement the ZMPC cranes that are on their way from China, will be able to reach across 22 containers on a vessel, lift 187,300 pounds of cargo, and will stand 140 feet tall.