

MARYLAND DAILY RECORD

Port of Baltimore sets record in first half of 2012

Posted: 10:22 am Thu, August 2, 2012

By Alexander Pyles

Daily Record Business Writer

The Port of Baltimore rolled to a first-half tonnage record this year, thanks in large part to strong imports and exports of roll on/roll off cargo.

The port announced Thursday that its public marine terminals handled a record 4.83 million tons of general cargo in the first six months of 2012, breaking the record that was set in the first half of 2008.

The all-time record for a full year is 8.96 million tons, also set in 2008. The public terminals are on pace to shatter that record by moving 9.66 million tons of cargo.

Farm and construction equipment was up 36 percent, automobiles were up 27 percent and containers were up 7 percent over the first half of 2011, when the public terminals moved 4.38 million tons of cargo.

Richard Scher, the port's spokesman, said the first-half gain can be attributed to a variety of factors. Farming equipment has been needed in Europe, he said, and imports of construction cargo have grown, perhaps due to an increase in infrastructure projects in an improved economy.

The port is also feeling the impact of Hapag-Lloyd, a German company that began weekly container shipments to the Port of Baltimore in late February. Hapag-Lloyd is the fifth-largest container shipping company in the world, and is expected to bring about 30,000 containers to the port each year.

Car exports — especially to the Middle East — were also strong, Scher said. And, he said, the port's gains ought to be sustainable.

"When each of these commodities increase globally, this port will always do very well because of some constants here: productive and efficient labor, quality programs for autos and roll on/roll off that don't exist in other ports," Scher said.

"And this port's closer [in] proximity to the Midwest than other East Coast ports, which gives us logistical and cost advantages."

In a statement, Gov. Martin O'Malley said the port's strong first half showed it had rebounded from the recession.

"The more cargo that comes across the port's docks, the more good news that is for the thousands of men and women who work there and depend on it to support their families," the statement said.

The first half numbers for 2012 continue a strong run for the port, which in 2011 saw a 15 percent increase in cargo from 2010, the greatest growth experienced by any major U.S. port. The public and private terminals handled 37.8 million tons of cargo last year, totaling \$51.4 billion — a record dollar value.

The port ranked first in handling farm and construction equipment, imported forest products, imported sugar, imported iron ore and imported gypsum last year.

Officials have frequently given much credit for the port's resurgence to the decision to enter into a public-private partnership with Ports America Chesapeake, which manages day-to-day operations at the port. The state and Ports America Chesapeake signed a 50-year agreement in 2009.

Ports America has since built a 50-foot berth that will allow the port to handle larger cargo ships coming from Asia starting in 2014, coinciding with the Panama Canal expansion. Ports America has also paid for four giant container cranes that can handle the large ships' cargo.

Scher said three of the four cranes have been raised to full height, and training for crane operators should begin soon.

The only other East Coast port with a 50-foot channel and a 50-foot berth is in Norfolk, Va.

BALTIMORE SUN

Port reports record six months in cargo traffic

Cargo volume reached pre-recession levels in first half of year

By Candus Thomson, The Baltimore Sun

12:22 PM EDT, August 2, 2012

(also covered on wypr.org, ewartstreet.com)

Cargo handling at the Helen Delich Bentley Port of Baltimore reached pre-recession levels for the first half of 2012, continuing a two-year surge in traffic, state officials announced Thursday.

On the strength of roll-on/roll-off, vehicle and container business, a record 4.83 million tons of general cargo passed through the public terminals, besting the

old mark of 4.69 million tons set in the first six months of 2008. The 2012 total is also 10 percent ahead of 2011 figures.

The record traffic this year "proves that one of Maryland's main economic engines has fully bounced back from one of the most challenging economic periods in our country's history," Gov. Martin O'Malley said in a statement.

BALTIMORE BUSINESS JOURNAL

Port of Baltimore reports record first half of 2012

Baltimore Business Journal by Jack Lambert, Researcher/Reporter

Date: Thursday, August 2, 2012, 10:33am EDT

The Port of Baltimore handled 4.83 million tons of general cargo during the first half of 2012, a record for the first six months of a year.

That is a 10 percent increase compared with the first half of 2011, the Maryland Port Administration said Thursday. The previous six-month high through June came in 2008, when 4.69 million tons of cargo were shipped through the Port of Baltimore.

General cargo, or non-bulk cargo, is containerized goods, automobiles, forest products, and roll on/roll off equipment (farm and construction equipment).

Roll on/roll off increased by 36 percent at the port in the first half of 2012. Automobiles increased by 27 percent and container shipments increased by 7 percent.

The Port of Baltimore is on pace to break its general cargo figure from 2011, when it handled 8.89 million tons.

The all-time record for general cargo at the port was set in 2008 when 8.96 million tons passed through Baltimore.

Seagirt Marine Terminal in Dundalk, meanwhile, recently added new super-sized cranes to handle containers from larger cargo ships when the Panama Canal is widened in 2014. The cranes extend 22 containers across the cargo ships, up from 18 containers, and can go 140 feet above decks.

MDBIZNEWS.COM

So far so good for Port of Baltimore in 2012

By Nick Sohr, Managing Editor, MDBIZNews

The first six months of 2012 were the best start to a year the Port of Baltimore's public terminals have ever seen, the Maryland Port Administration announced Thursday.

The port's public terminals handled 4.83 million tons of general cargo from January through June, edging the previous high-water mark of 4.69 million tons set in 2008, before the recession had fully taken hold.

The first-half total is also a 10 percent increase over the same period last year, when 4.38 million tons of cargo traveled through those terminals. Through all of 2011, the port's public terminals handled 8.89 million tons, up 9 percent over 2010 and just shy of the record 8.96 million tons set in 2008.

Four supersized cranes are delivered to Seagirt Marine Terminal in June 2012. Courtesy of Maryland Port Administration

"This latest record achieved by the Port of Baltimore further proves that one of Maryland's main economic engines has fully bounced back from one of the most challenging economic periods in our country's history," Gov. Martin O'Malley said in a written statement. "The more cargo that comes across the port's docks, the more good news that is for the thousands of men and women who work there and depend on it to support their families."

The MPA estimates the port generates about 14,630 direct jobs and supports a total of 108,000 jobs in Maryland and wages of \$3 billion.

In the first half of the year, roll on/roll off cargo — ro/ro in port parlance — such as farm and construction equipment was up 36 percent. The number of automobiles was up 27 percent and containers, 7 percent.

Most of the general cargo at the Port of Baltimore is goods in containers, vehicles and forest products. Baltimore is the top port among its 360 U.S. peers for farm and construction machinery, autos, light trucks, and imported forest products (think pulp that is made into paper), sugar, iron ore and gypsum. Baltimore is No. 2 in exported coal and imported salt and aluminum.

Overall, the port is ranked No. 11 in total value of the cargo shipped through its public and private terminals, and No. 12 in cargo tonnage.

The good news isn't over for the port this summer. Four new massive cargo cranes were delivered in June and are scheduled to be up and running at Seagirt Marine Terminal by the end of September.

They're 40 stories tall when their booms are raised and can reach over ships 22 containers wide at the terminal's new 50-foot berth, built to accommodate

extra-large ships from Asia due to travel through the expanded Panama Canal in 2014.

The Port of Baltimore is now one of only two East Coast ports with the 50-foot channel, 50-foot berth and supersized cranes that can attract the largest cargo ships on the planet.

This year has also been a good one for Maryland's other international gateway — Baltimore/Washington International Thurgood Marshall Airport. BWI had its best-ever June in terms of passenger totals, and has added three new carriers to the mix that will fly to Grand Bahama Island, Fort Lauderdale, Dallas/Fort Worth and Frankfurt, Germany.

JOURNAL OF COMMERCE

Baltimore Builds Growth in Container Cargo

Peter T. Leach, Senior Editor | Aug 3, 2012 2:40PM GMT

June volume declined 2.8 percent year-over-year, but first half volume is up 5 percent

The volume of containers handled by the Port of Baltimore declined 2.8 percent in June from the same month last year but increased 5 percent year-over-year for the first six months of 2012.

Baltimore's terminals handled 53,781 20-foot-equivalent units in June, compared with 55,331 TEUs a year earlier, but first half volume increased to 325,825 TEUs from 310,176 TEUs in the first half of 2011.

During the six-month period, Baltimore's public marine terminals handled a record 4.83 million tons of general cargo, surpassing the previous record of 4.69 million tons set during the first half of 2008 before the onset of recession.

The new record is also a 10 percent jump from the first six months of 2011 when the port handled 4.38 million tons of cargo.

The port's public marine terminals handled 8.89 million tons of non-bulk general cargo last year, up 9 percent from 2010 and just short of the all-time record of 8.96 million tons set in 2008.

The majority of Baltimore's general cargo includes containerized goods, autos, forest products, and roll-on, roll-off farm and construction equipment.

The number of automobiles handled at the port increased 27 percent in the first half year-over-year.

GREATERBALTIMORE.ORG

Port of Baltimore reports record first half of 2012

Thursday, August 2, 2012

The Port of Baltimore handled 4.83 million tons of general cargo during the first half of 2012, a record for the first six months of a year.

That is a 10 percent increase compared with the first half of 2011, the Maryland Port Administration said Thursday. The previous six-month high through June came in 2008, when 4.69 million tons of cargo were shipped through the Port of Baltimore.

General cargo, or non-bulk cargo, is containerized goods, automobiles, forest products, and roll on/roll off equipment (farm and construction equipment).

Roll on/roll off increased by 36 percent at the port in the first half of 2012. Automobiles increased by 27 percent and container shipments increased by 7 percent.

The Port of Baltimore is on pace to break its general cargo figure from 2011, when it handled 8.89 million tons.

The all-time record for general cargo at the port was set in 2008 when 8.96 million tons passed through Baltimore.

Seagirt Marine Terminal in Dundalk, meanwhile, recently added new super-sized cranes to handle containers from larger cargo ships when the Panama Canal is widened in 2014. The cranes extend 22 containers across the cargo ships, up from 18 containers, and can go 140 feet above decks.

CONGOONEWS.COM

Port of Baltimore continues record run in first half 2012

(Risi ~ Forest Products industry)

BALTIMORE, MD, Aug. 3, 2012

Surpasses Previous Mark Set Before Recession; Continues Port's Strong Momentum From 2011

Governor Martin O'Malley today announced that the Port of Baltimore's public marine terminals handled a record 4.83 million tons of general cargo during the first six months of 2012 topping the previous record of 4.69 million tons set

during the pre-recession first half of 2008. The new record is also a 10 percent jump from the first six months of 2011 when the port handled 4.38 million tons of cargo.

"This latest record achieved by the Port of Baltimore further proves that one of Maryland's main economic engines has fully bounced back from one of the most challenging economic periods in our country's history," said Governor O'Malley. "The more cargo that comes across the port's docks, the more good news that is for the thousands of men and women who work there and depend on it to support their families."

The Port of Baltimore's public marine terminals handled 8.89 million tons of general cargo last year, which was up nine percent from 2010 and just short of the all-time record of 8.96 million tons set in 2008. General cargo is defined as non-bulk cargos. At the Port of Baltimore, the majority of general cargo includes containerized goods, autos, forest products, and roll on/roll off (farm and construction) equipment.

Among the key commodities at the Port of Baltimore's public marine terminals during the first half of 2012, roll on/roll off (farm and construction) equipment was up 36 percent, the number of automobiles handled at the Port of Baltimore was up 27 percent, and containers were up seven percent.

In 2011 the Port of Baltimore saw a 15 percent increase in cargo from 2010 which marked the greatest increase of growth by any major U.S. port. The Port's public and private marine terminals saw 37.8 million tons of cargo cross their docks in 2011, up from 32.8 million tons in 2010. The total dollar value amount of that cargo was more than \$51.4 billion, the Port's highest dollar value ever and a 24 percent jump from 2010. The port also set seven other cargo records in 2011.

PORTTECHNOLOGY.ORG

Port of Baltimore posts record half-year handling figures

06 Aug 2012

Baltimore handled a record 4.83 million tonnes of cargo in the first six months of 2012

The Port of Baltimore handled a record 4.83 million tonnes of general cargo during the first six months of 2012 to surpass the port's previous 2008 record of 4.69 million tonnes.

The new record is also a 10 percent jump from the first six months of 2011 when the port handled 4.38 million tons of cargo.

"This latest record achieved by the Port of Baltimore further proves that one of Maryland's main economic engines has fully bounced back from one of the most challenging economic periods in our country's history," said Governor Martin O'Malley.

"The more cargo that comes across the port's docks, the more good news that is for the thousands of men and women who work there and depend on it to support their families."

The Port of Baltimore's public marine terminals handled 8.89 million tonnes of general cargo last year, which was up nine percent from 2010 and just short of the all-time record of 8.96 million tons set in 2008.

Among the key commodities at the Port of Baltimore's public marine terminals during the first half of 2012, roll on/roll off (farm and construction) equipment was up 36 percent, while the number of automobiles handled at the port was up 27 percent, and containers were up seven percent.

Container volumes at the port increased 5 percent year-on-year to 325,825 TEU for the first six months of 2012. However, containers handled in the month of June fell 2.8 percent to 53,781 TEU, compared to the 55,331 TEU handled a year earlier.

Last year, the Port of Baltimore saw a 15 percent increase in cargo from 2010 marking the greatest increase of growth by any major US port. The port's public and private marine terminals saw 37.8 million tonnes of cargo cross their docks in 2011, up from 32.8 million tons in 2010.

SFGATE.COM (San Francisco, CA)

New cranes mean new chapter for Port of Baltimore (picked up from the Maryland Daily Record)

Published 5:21 a.m., Tuesday, August 7, 2012

BALTIMORE (AP) — The Port of Baltimore's future began its journey to the Seagirt Marine Terminal in April. By September, the monstrous Chinese cargo cranes now installed on rails atop the terminal's 50-foot berth will be fully operational.

That will mark the end of an important chapter in the career of Ports America Chesapeake Terminal Manager Mark Schmidt, who came to work at Baltimore's waterfront in 1989 and hasn't left since.

The next chapter could be even more important. Schmidt says the four 400-foot cranes — larger, faster and more reliable than the terminal's seven older models

— will improve efficiency at Seagirt long before gargantuan Asian ships start to visit Baltimore, which boasts one of only two United States ports on the East Coast large enough to handle the Super-Post Panamax vessels that carry 22 cargo containers across the deck.

The port already moves 37 containers per hour, a rate Schmidt says is the highest on the East Coast. With the new cranes, that rate is destined to increase.

"We can move heavier boxes, faster," Schmidt said. "We know it's significant. . . We'll gain some moves per hour."

The last of the four cranes — which combined to cost port operator Ports America Chesapeake \$40 million — was raised to its full height Friday. The cranes were broken down in order to pass under the Chesapeake Bay Bridge and Francis Scott Key Bridge in June. The raising of the four cranes — which took longer than 12 hours and more than 20 workers per crane — has been done off-and-on since they were unloaded on June 20.

Schmidt said electricians would spend the next several days making electrical connections and testing voltage. Then, it will be time for technicians and crane operators to go through 40 hours of training provided by the behemoths' manufacturer, Shanghai, China-based ZPMC.

Just one person is responsible for driving 1,550 metric tons of crane, Schmidt said, and the training shouldn't be terribly challenging. He likened it to learning how to drive a new car.

"The principles are the same," Schmidt said.

Once training is completed, the cranes will be ready for day-to-day use. Larger ships from Asia won't sail east until the Panama Canal is reopened following widening — a project that may not be finished until 2015 — but the greater load-bearing capacity of the ZPMG cranes can be put to use immediately. The cranes can move 65 tons at once, compared to the 50 tons handled by the terminals' older cranes.

Some large ships may also start arriving in Baltimore from the Suez Canal, said Richard Scher, the port's spokesman. Only Baltimore and Norfolk, Va., have both a 50-foot channel and a 50-foot berth, necessary amenities for the Super-Post Panamax vessels.

"These cranes will be able to handle the largest ship out there now," Scher said. "There are no bigger ships."

For now, the speed and strength of the cranes will be a boon to the port, Schmidt said. The new cranes have a 140-foot working height, a 30-foot improvement over older cranes that will help longshoremen to work more efficiently. The cranes also have smart landing gear, which can sense an impending impact and automatically slow the speed of the crane as it nears cargo.

The large ships should start drifting into Baltimore a few years after the Panama Canal reopens, Scher said. Meanwhile, the port has plenty of room to grow.

"Seagirt is really half-filled to what it can be," Scher said. The terminal has capacity for about 1 million containers, but moved about half that many in 2011.

That's where Schmidt, the 23-year veteran, comes in. He's spent three years — since 2009 — securing the Chinese cranes, waiting for them to arrive, and preparing them for operation. Once that task is complete in the next month, he says there won't be a sigh of relief.

"I can go back and figure out what I can do with the rest of the site," Schmidt said.

In 2009, the Maryland Port Administration came to a 50-year agreement in a public-private partnership with Ports America Chesapeake, allowing the firm to run day-to-day operations at the port. Ports America spent \$110 million to build the 50-foot berth and buy the supersized cranes.