



Update: Port of Baltimore
and
Maryland Port Administration
January 24, 2017

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Transportation's Port
Administration





Port of Baltimore Overview

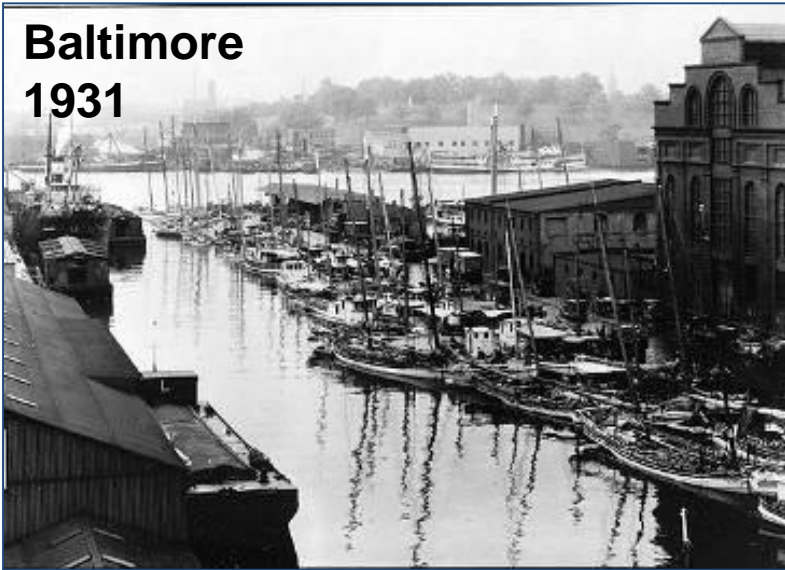
1. Historical perspective
2. Port today
3. Public & Private Terminals
4. BRTB's Role

Freight = Economy in motion
Freight does not vote.



Waterborne transportation has always been an efficient and practical way to move goods, both international and domestic.

**Baltimore
1931**





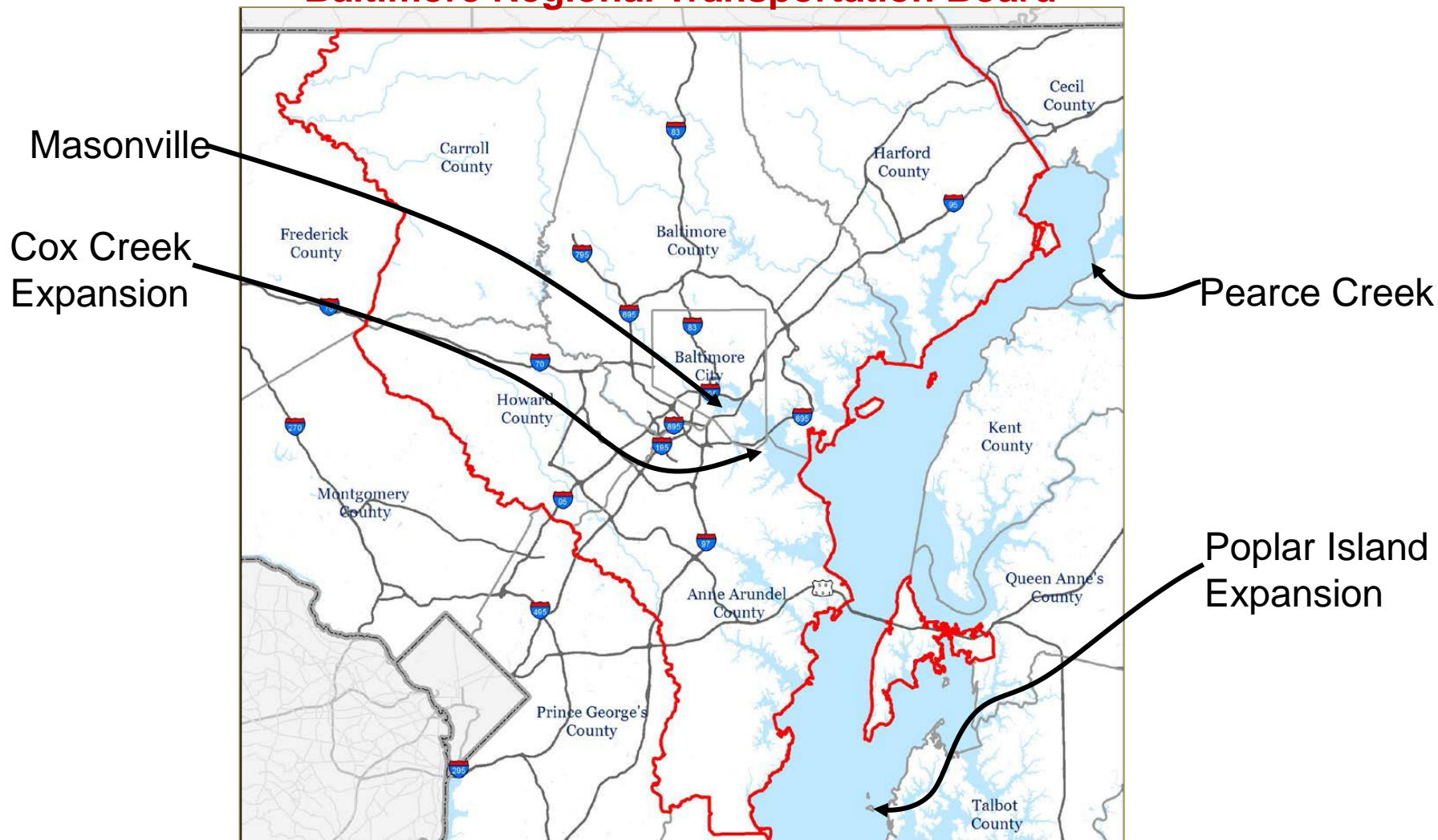
The City of Baltimore has always had a great maritime history, due to its inland location.





New sites for Dredged Material Placement are constantly needed.

Baltimore Regional Transportation Board





In the past 2,000 years, there have been only three paradigm shifts in ship design and maritime cargo movement:

1.

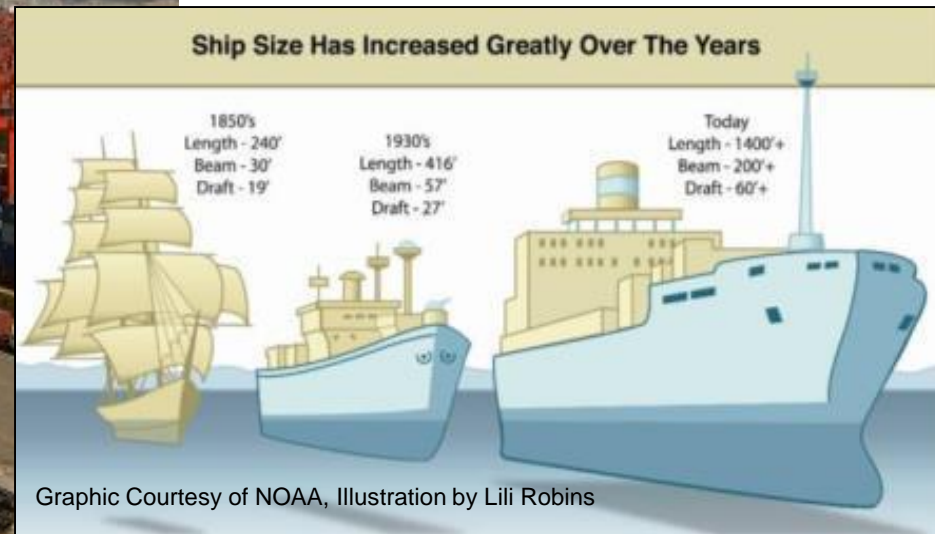
2.

3.



In the past 2,000 years, there have been three paradigm shifts in ship design and cargo movement.

1. Mechanical Propulsion - early 1800s
2. Steel shipbuilding - late 1800s
3. Containerized cargo – 1956



Before containerization...14 guys on one small pallet.

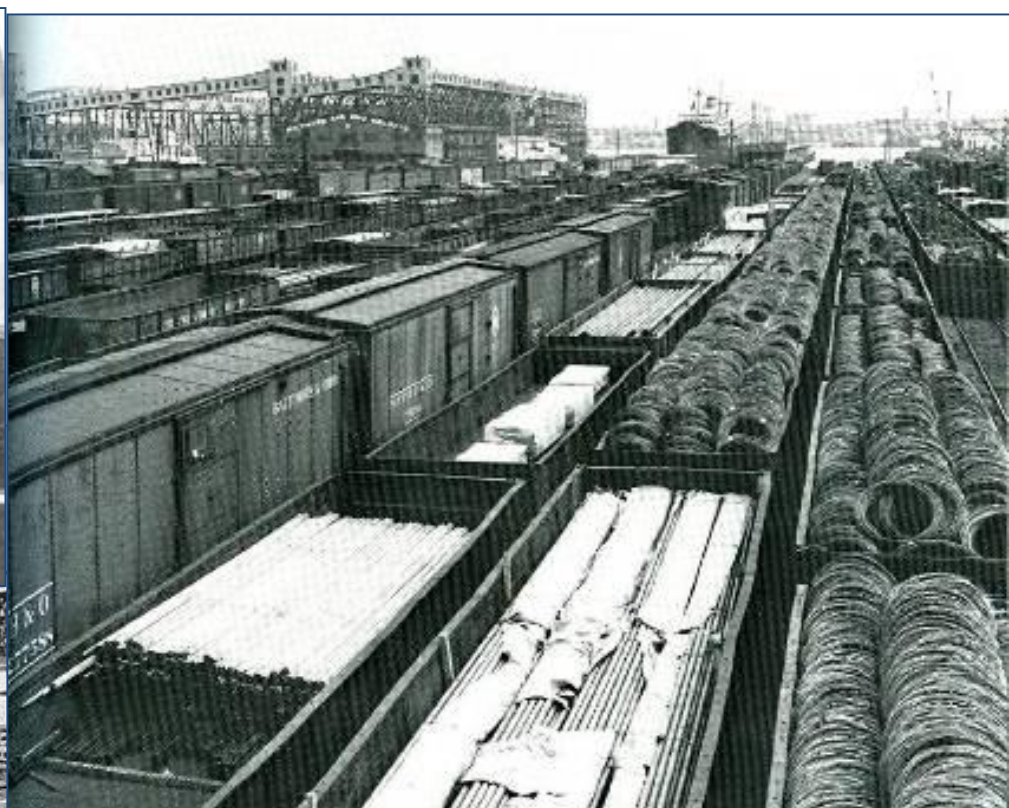


Before containerization...you did not need a gym membership.





Railroads led the way for terminal development. However, they lost the incentive after WWII when trucking became viable option for transportation.





Maryland Port Administration was established in 1957 because of neglected port facilities.

Purpose: “To increase the flow of waterborne commerce through the State of Maryland in a manner that provides benefit to the citizens of the State.”





The Port of Baltimore is a complex mix of Private and Public terminals....handling diverse bulk & general cargoes.



Forest Products



Sugar



Salt &

Fertilizers



Autos



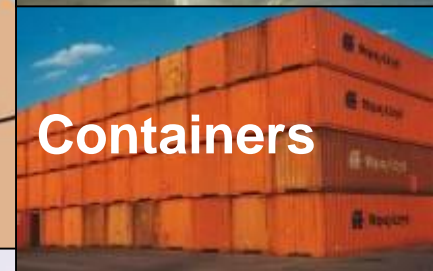
Coal



Containers



Forest Products



Containers



**Farming Mining
Construction**

Liquid Bulk



Dry Bulk



Types of Vessels

General Cargo



General Cargo & Other Vessels



Container



Auto Carrier



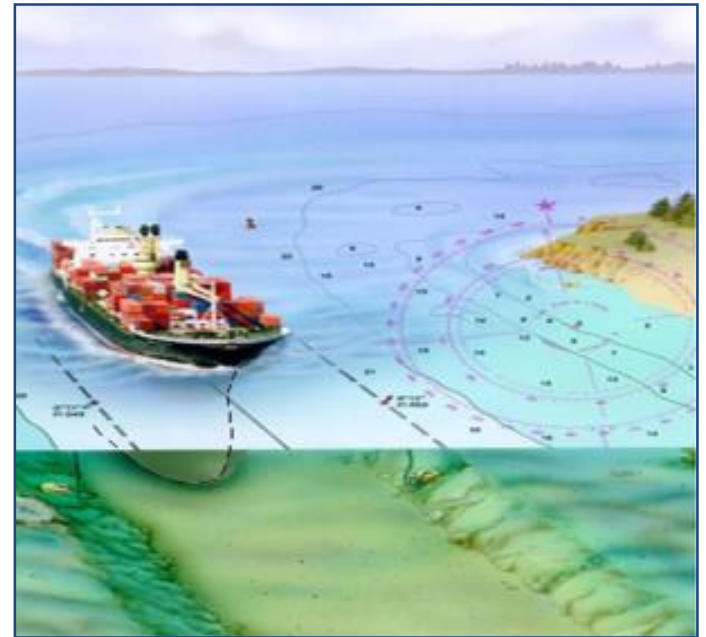
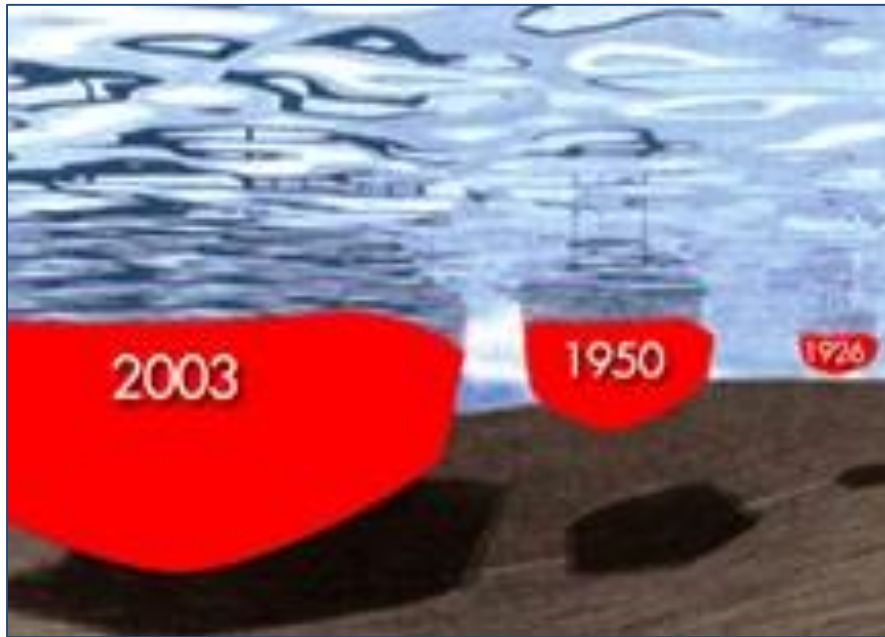
Combination



Cruise, Research, Military, etc.



Larger ships facilitated globalization and increased international trade. Deeper channels and larger terminals are needed.

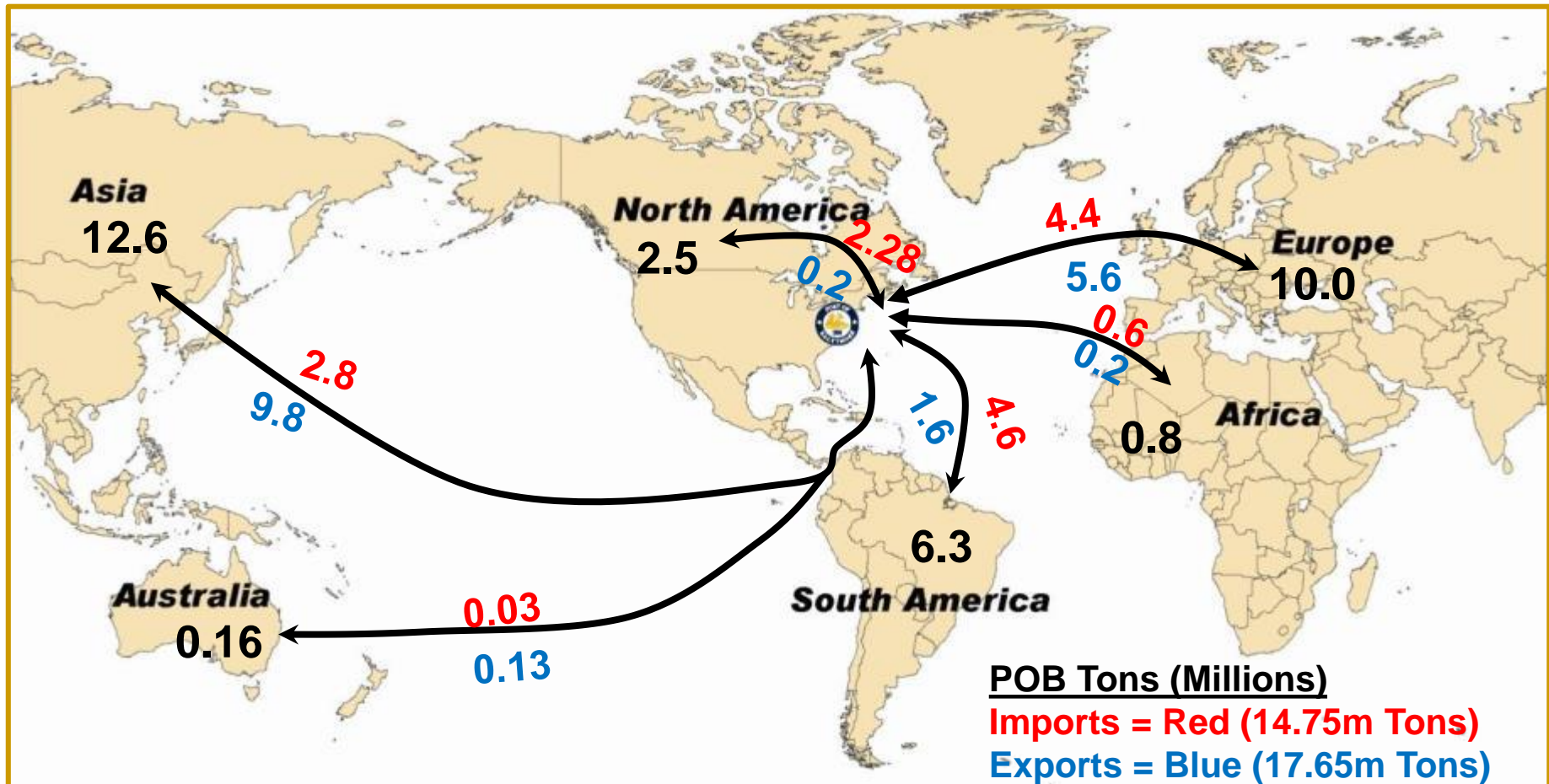


A World War II T-2 tanker (503 feet) compared to a modern 1,000-foot VLCC containership.
Drawing courtesy of *A Half Century of Marine Technology*, by Steven Spear, published by the Society of Naval Architects and Marine Engineers.



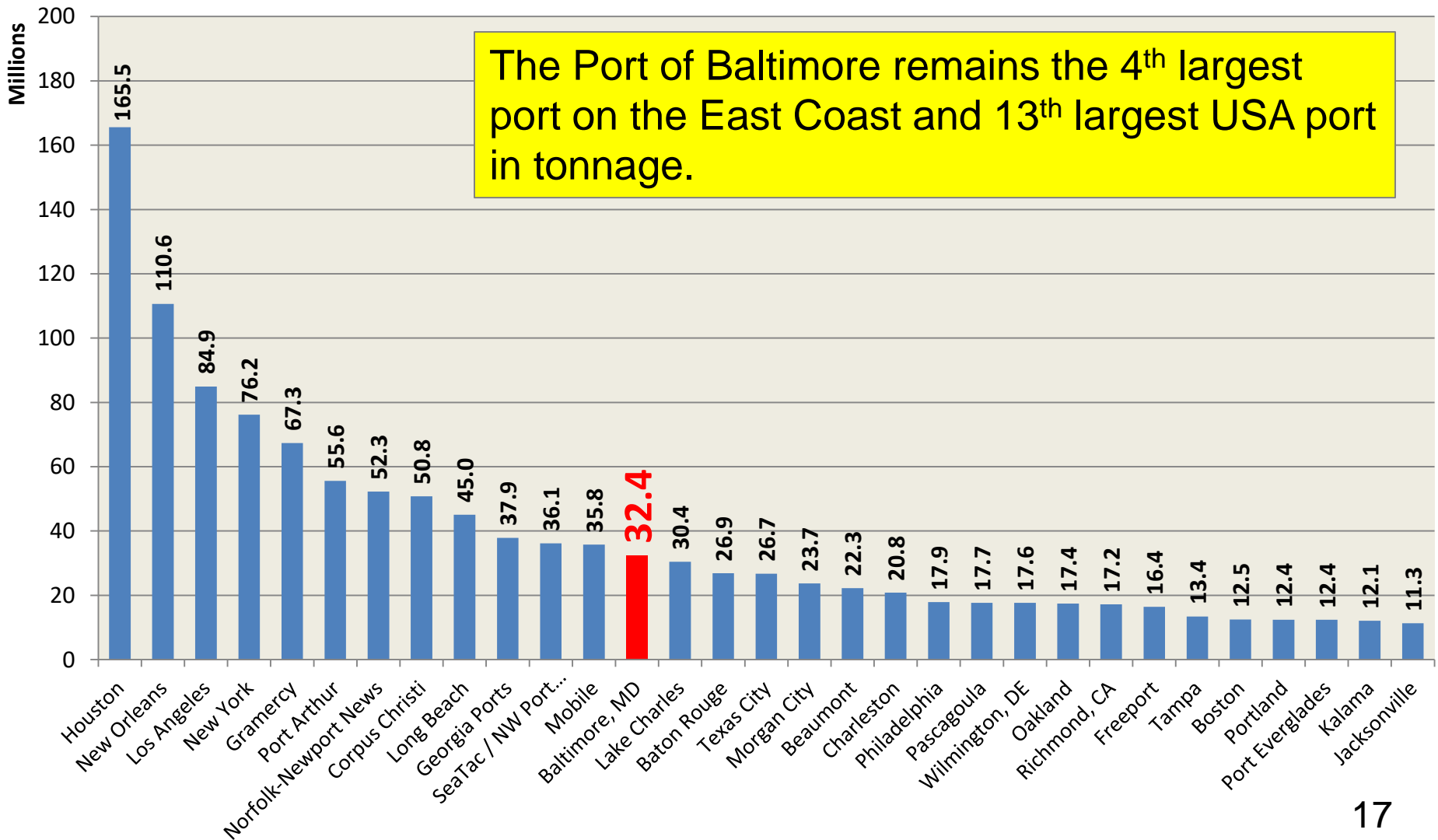
The Port has global reach, connecting many Mid-Atlantic suppliers and markets worldwide.

POB's International Cargo in 2015 was 32.4 Million Tons.





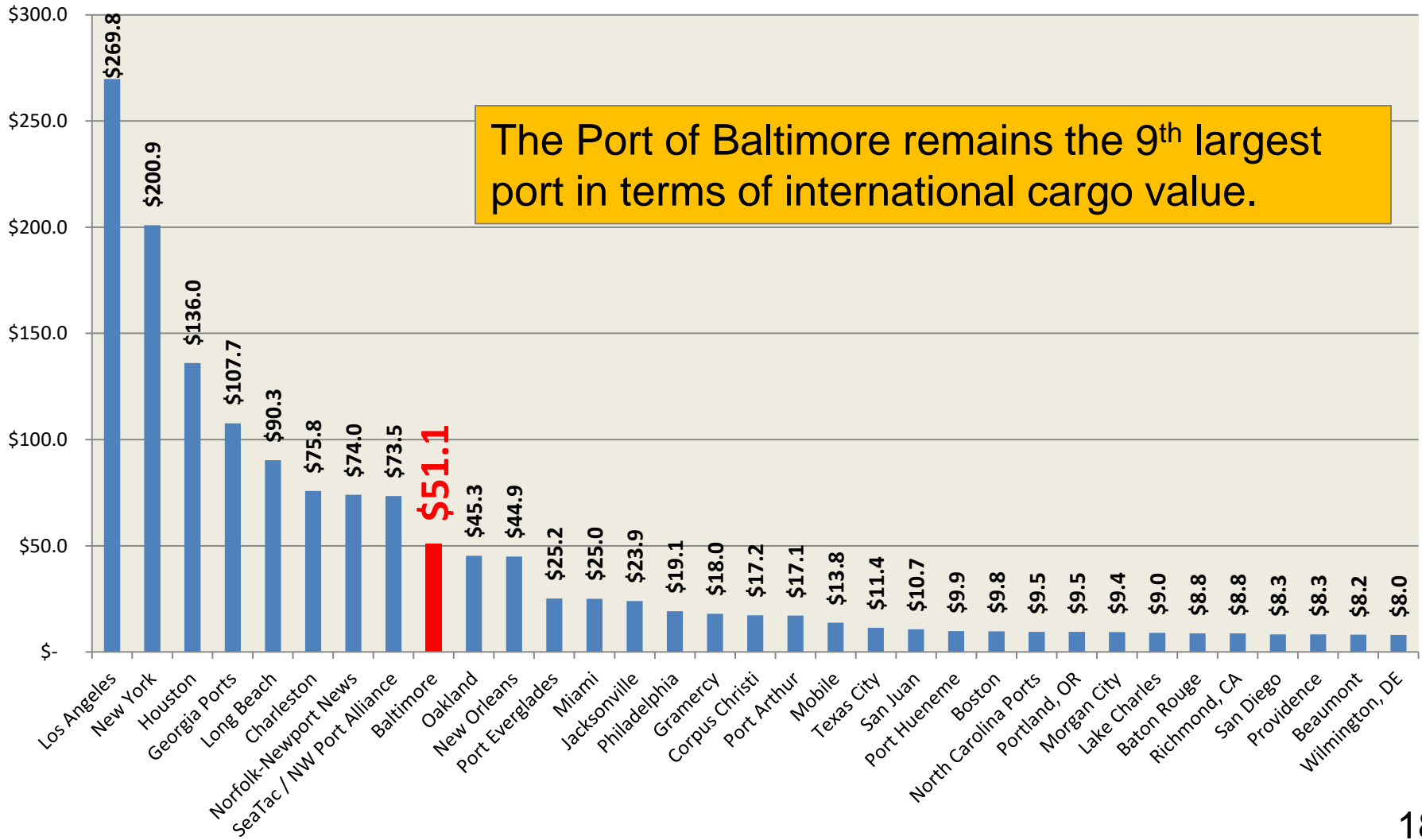
2015 POB Ranking (**tons**) vs. Top U.S.A. Ports





2015 POB Ranking (**value**) vs. Top U.S.A Ports

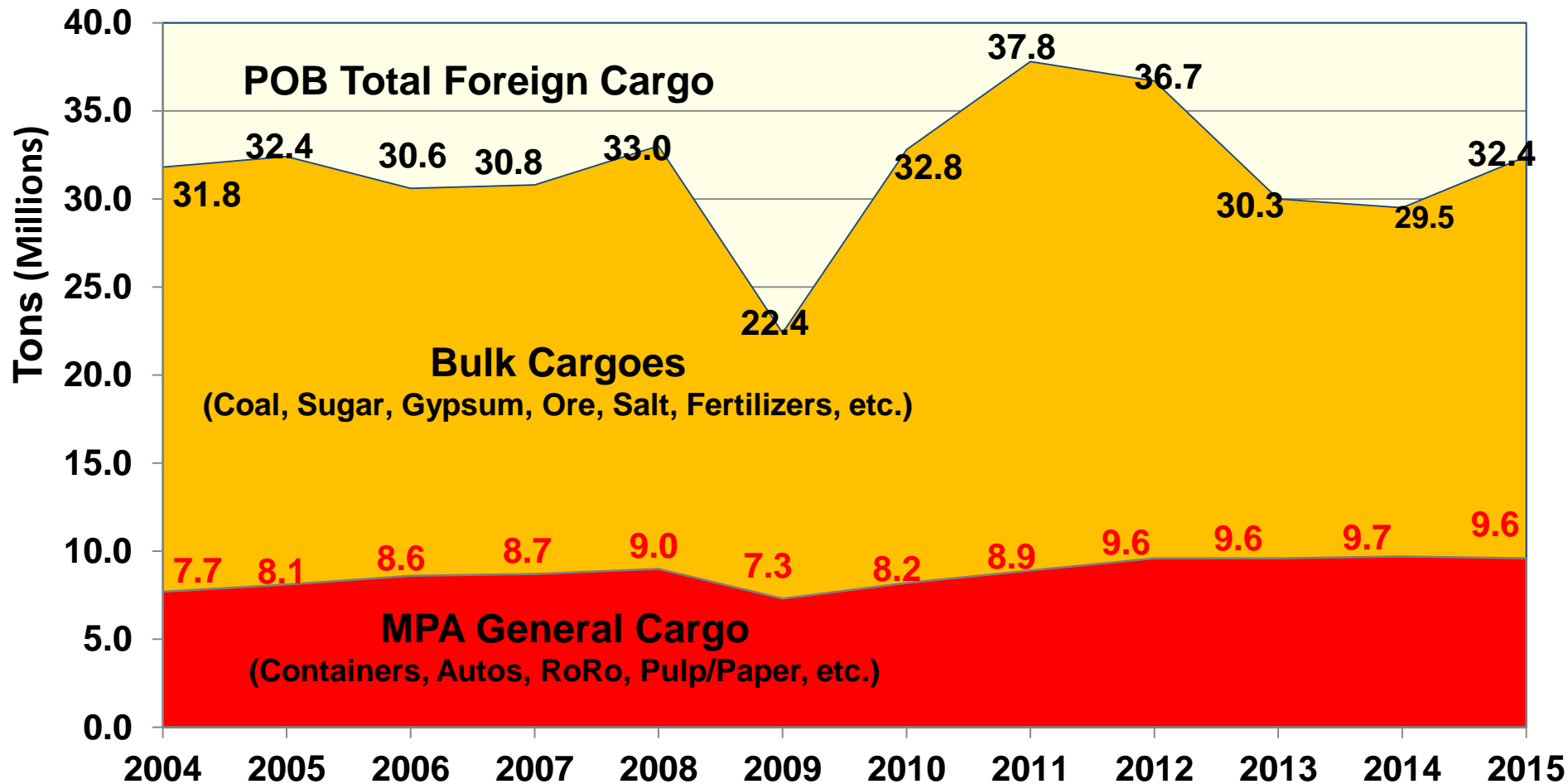
Billions





The Port of Baltimore's foreign tonnage has recovered from the economic recession.

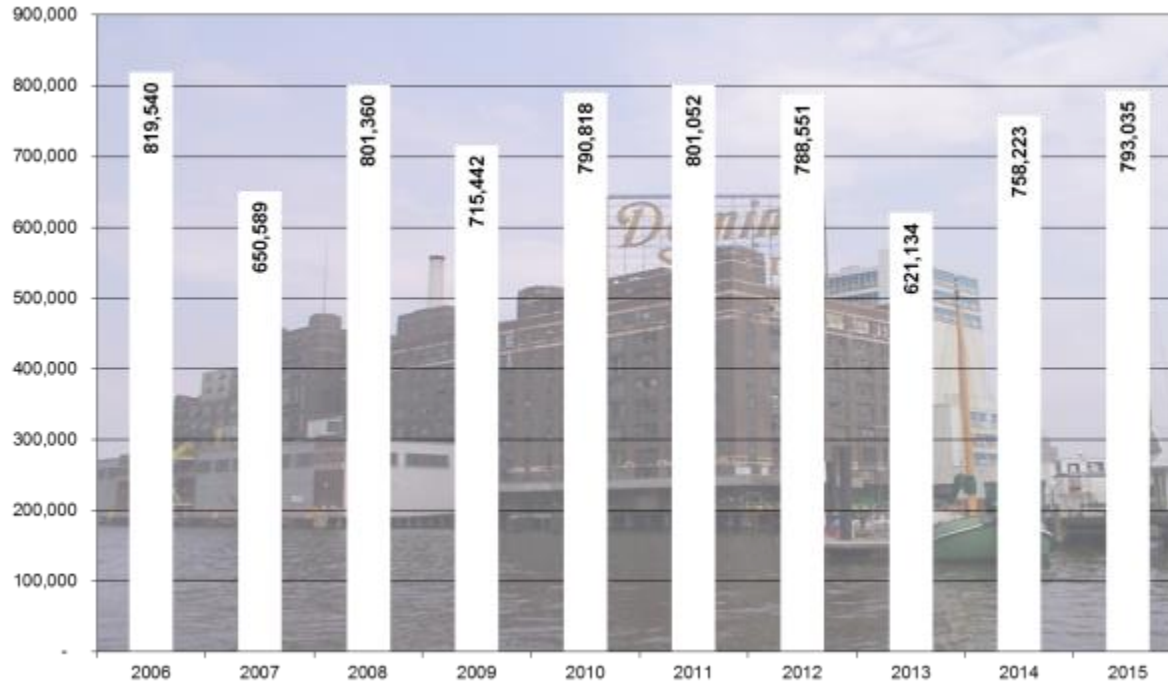
Port of Baltimore Foreign Cargo & MPA General Cargo, 2004 – 2015





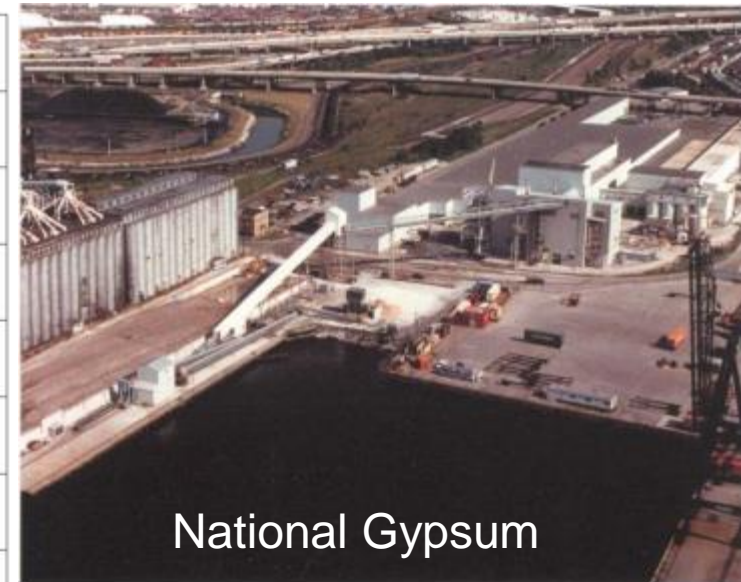
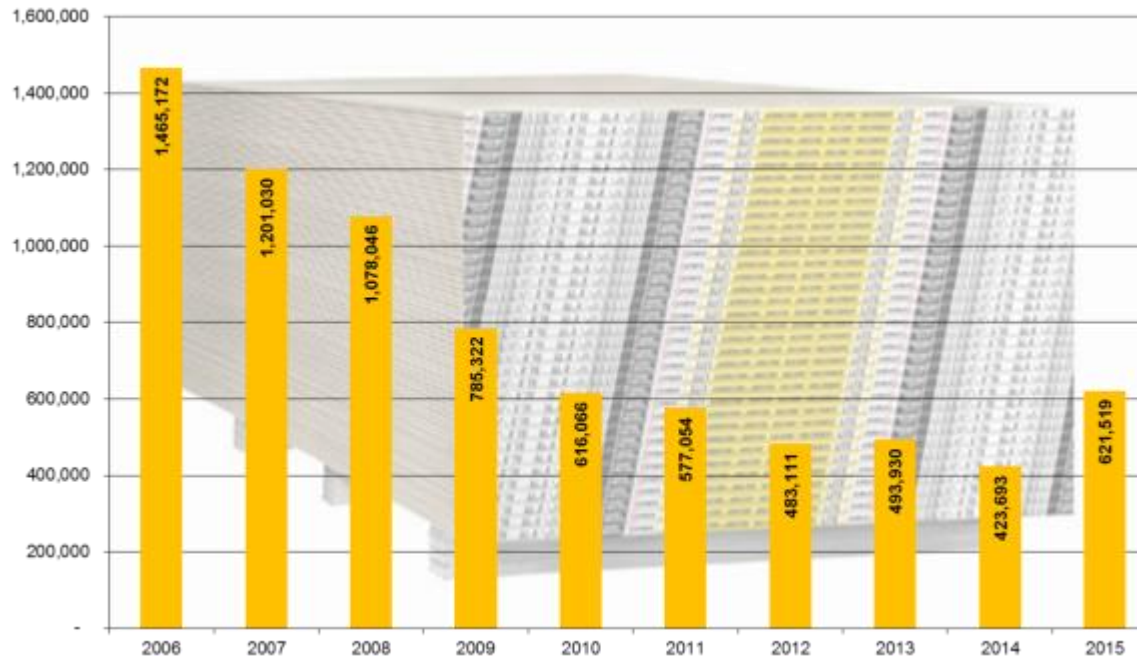
Private Terminals Bulk Commodities:

International Sugar imports have been steady.





Gypsum imports have been declining since the housing boom peaked in 2006.



National Gypsum

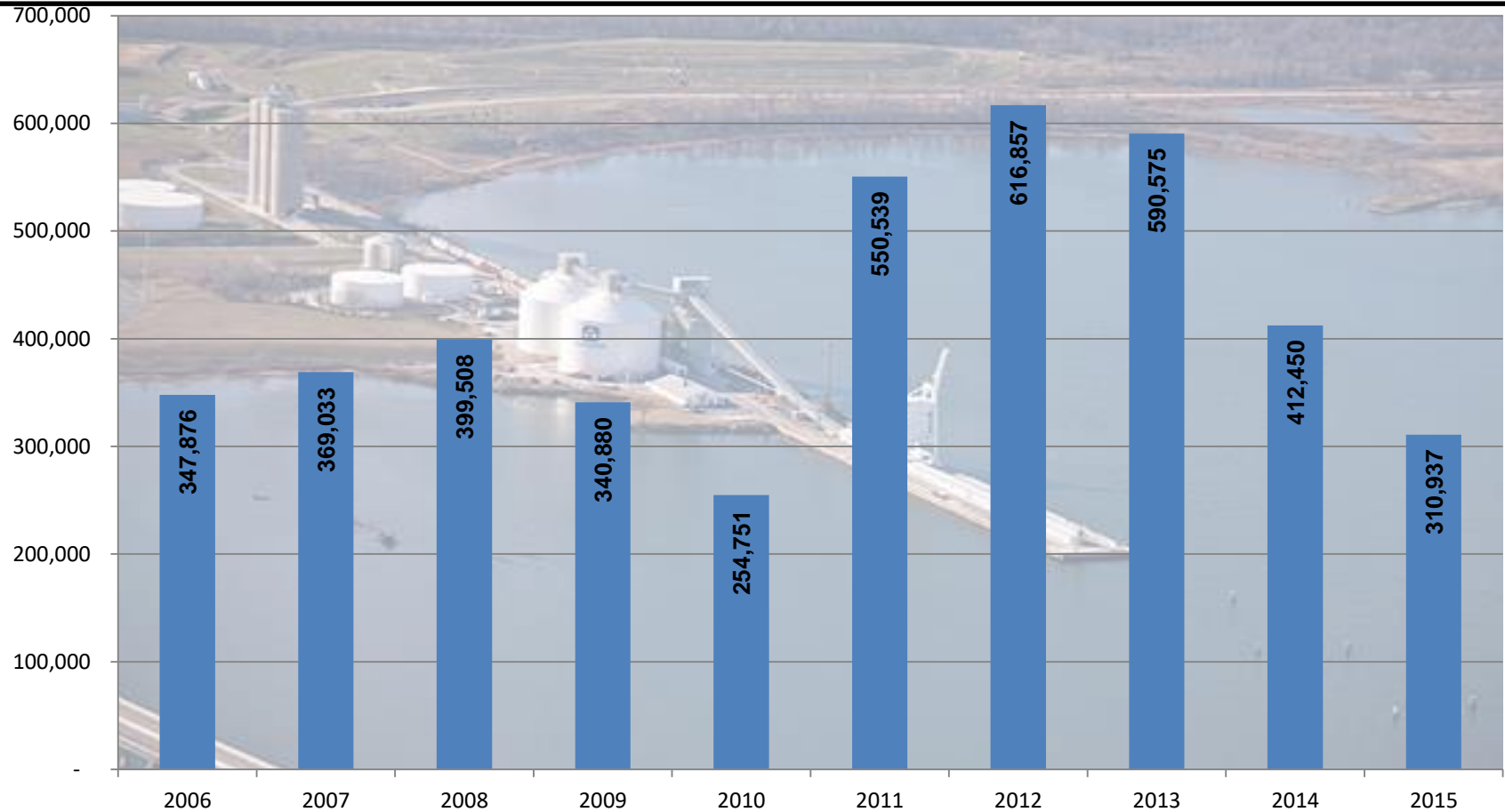


US Gypsum





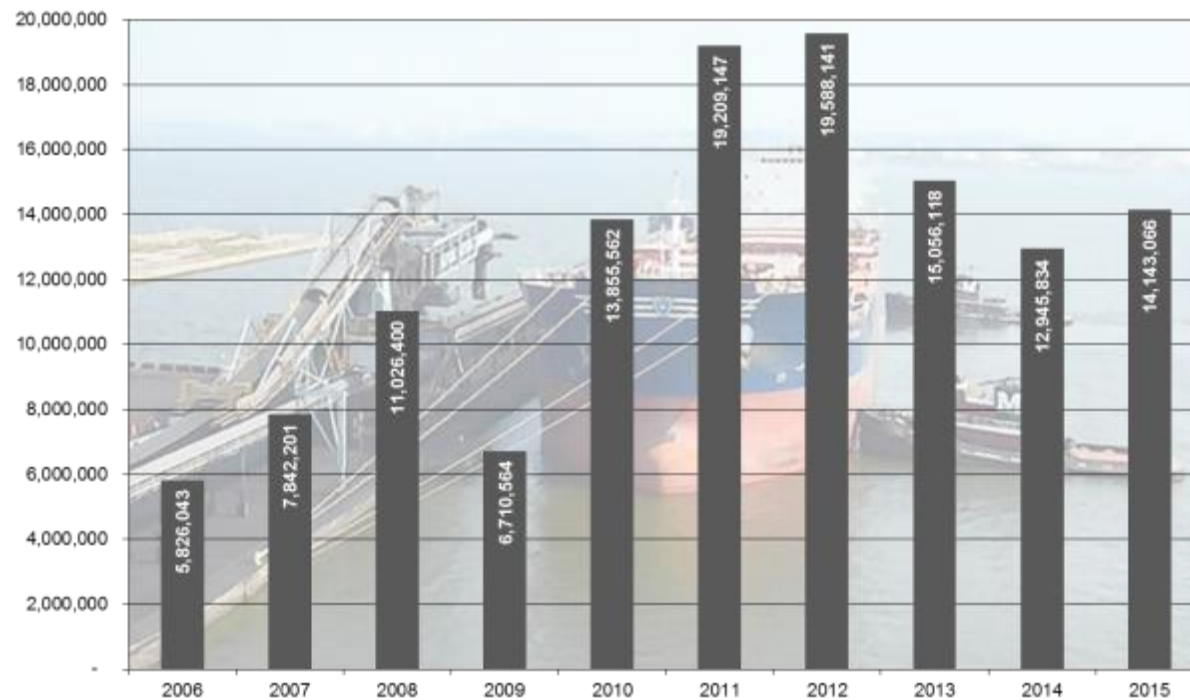
Alumina Imports (tons)



Alumina imports dropped with the permanent closure of Alcoa's Massena East plant (formerly Reynolds Metals) in March 2014. The Massena West plant continues to operate.



Baltimore's export Coal set new records in 2010, 2011 and 2012; however, Australia is meeting China's demand recently.

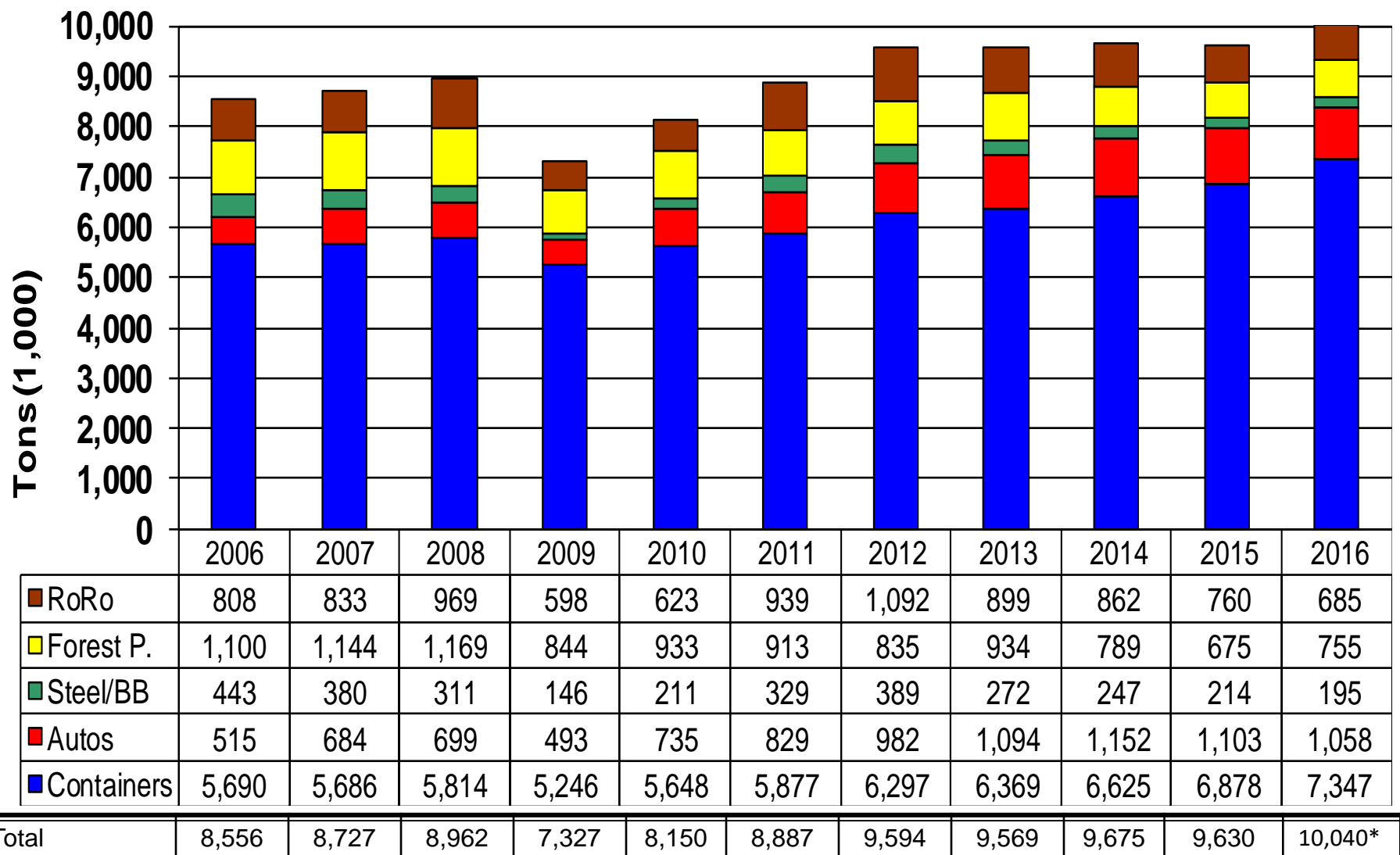


Types of MPA Cargo





MPA had steady cargo growth before and after the Recession. Preliminary data show 2016 will set another MPA record.

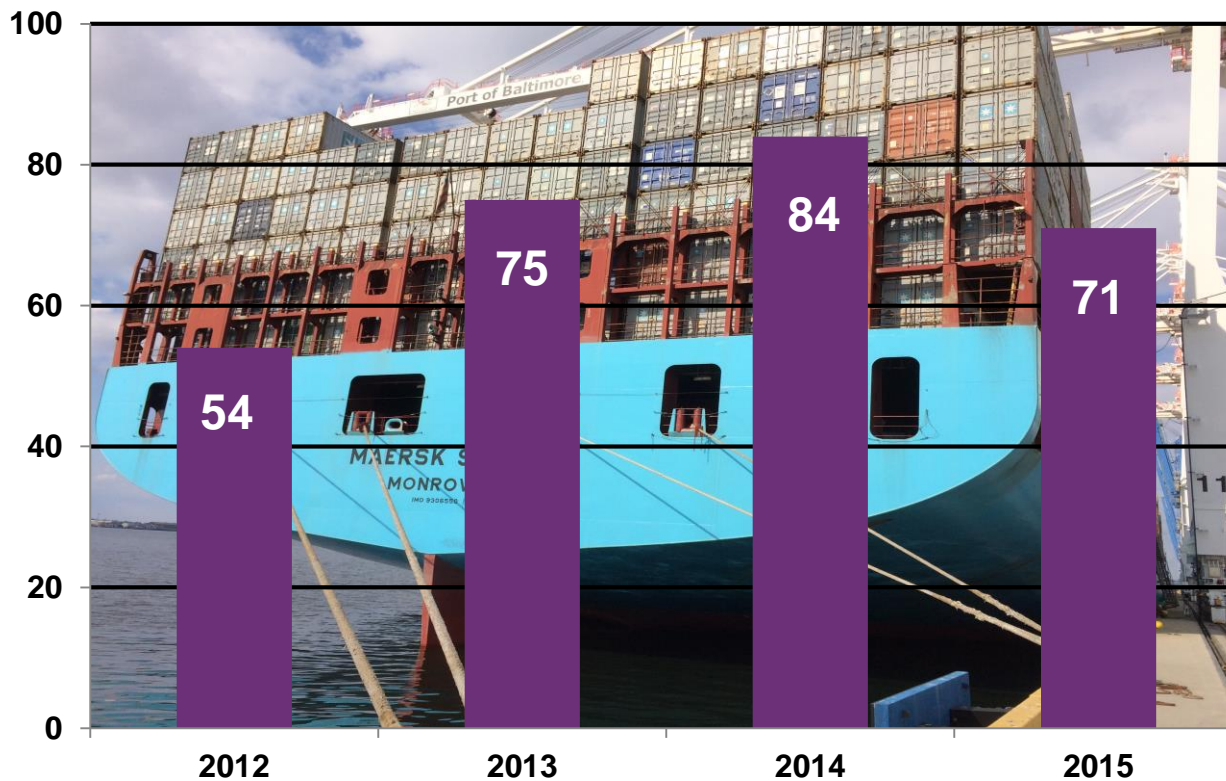


*Preliminary data



JOC Berth Productivity Rankings: Again, Baltimore was ranked first in the nation in container vessel productivity.

Number of Vessel Containers Handled per Berth-Hour



National Rankings	2012	2013	2014	2015
	N/A	#3	#1	#1

Automotive Manufacturers Exporting through the Port of Baltimore

In 2016, auto manufacturers exported over 90,000 cars and trucks through Baltimore:

- Ford
- Fiat Chrysler (FCA)
- GM
- Honda
- Toyota
- Mercedes-Benz

In addition, another 55,000 previously owned vehicles (used) vehicles were exported in 2016.



Construction and Agricultural Manufacturers - POB Exporters

The Port of Baltimore is the largest Port in the Nation for the export of construction and agricultural machinery:

- Deere
- Caterpillar
- Case New Holland
- AGCO, Mack, Volvo
- Komatsu, JLG, Oshkosh
- Vermeer, Manitowoc, Terex



Examples of Bulk Cargo flowing through the Port of Baltimore:

Exports:

- **Coal** - POB is 2nd largest port in the Nation
- **Soybeans** - railed from Midwest and trans-loaded into Containers for export.

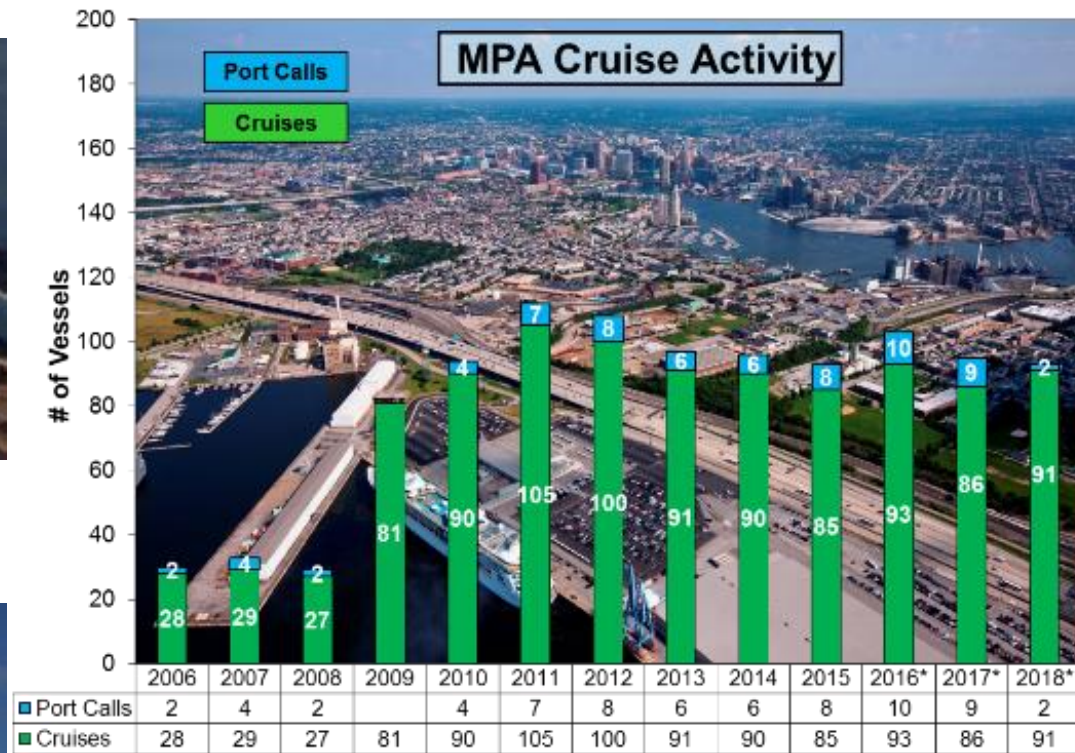
Imports:

- **Alumina** is imported through the POB and railed to Alcoa's Messina, NY plant
- **Iron Ore** is imported through POB during winter months and railed out to Ohio
- **Sugar** - Dominos refines raw sugar for the mid-Atlantic region (#1 in Nation).
- **Salt** - The POB is 2nd largest importer of salt used for de-icing roadways





The Port's Cruise business increased with the new terminal adjacent to I-95, and will stabilize at nearly 100 Cruises per year.



* Preliminary data (Calendar Year)

- Drive-to-market - Vessels at full capacity
- Terminal improvements are ongoing.
- Exciting destinations offered to: Bermuda, Bahamas, Caribbean, Canadian Maritime



Good News: **TransForm Baltimore** (new Zoning effort) was adopted.

- Maritime Industrial (MI) Zoning replaced MIZOD.
- MI is now a “permanent” base zone, and
- PUDs not permitted in I-1, I-2 and MI under new Zoning Code.



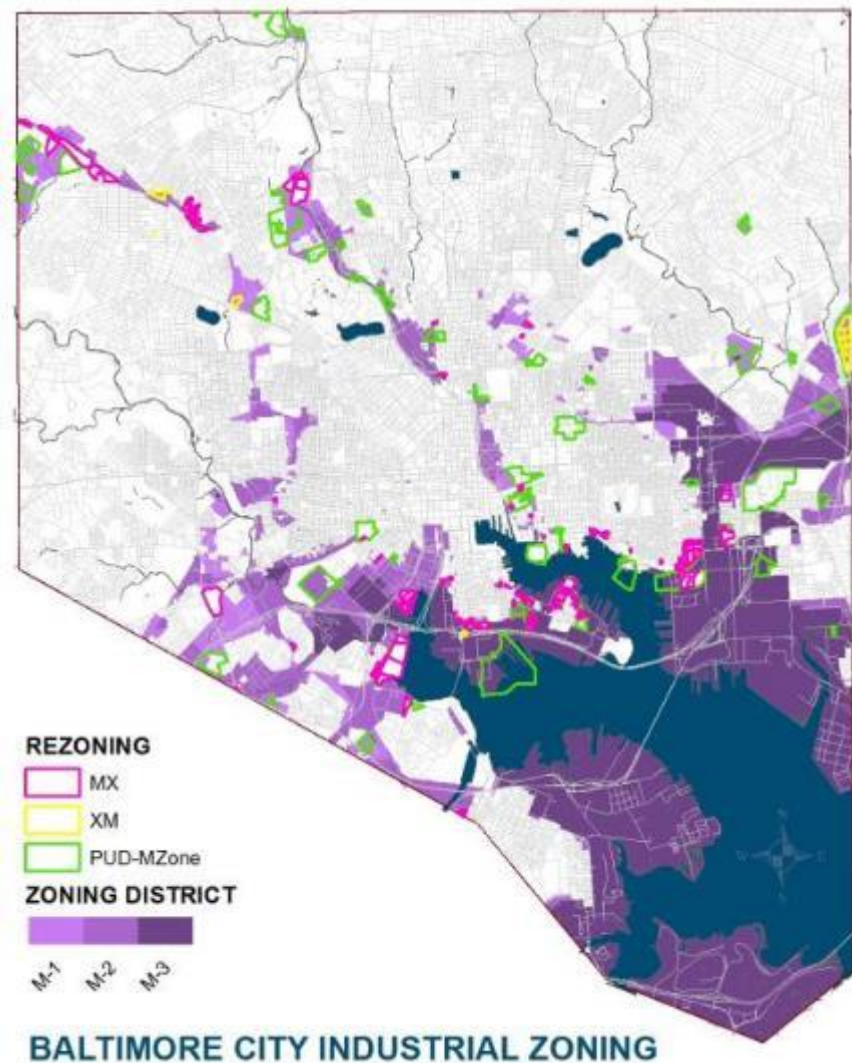
**TRANSFORM
BALTIMORE**

REVIEW • REWRITE • REPLACE





Baltimore's Industrial zoned land will be better protected.



- 337 acres of industrial land lost between 2005-2015, due to rezoning and 59 PUDs on industrial land.

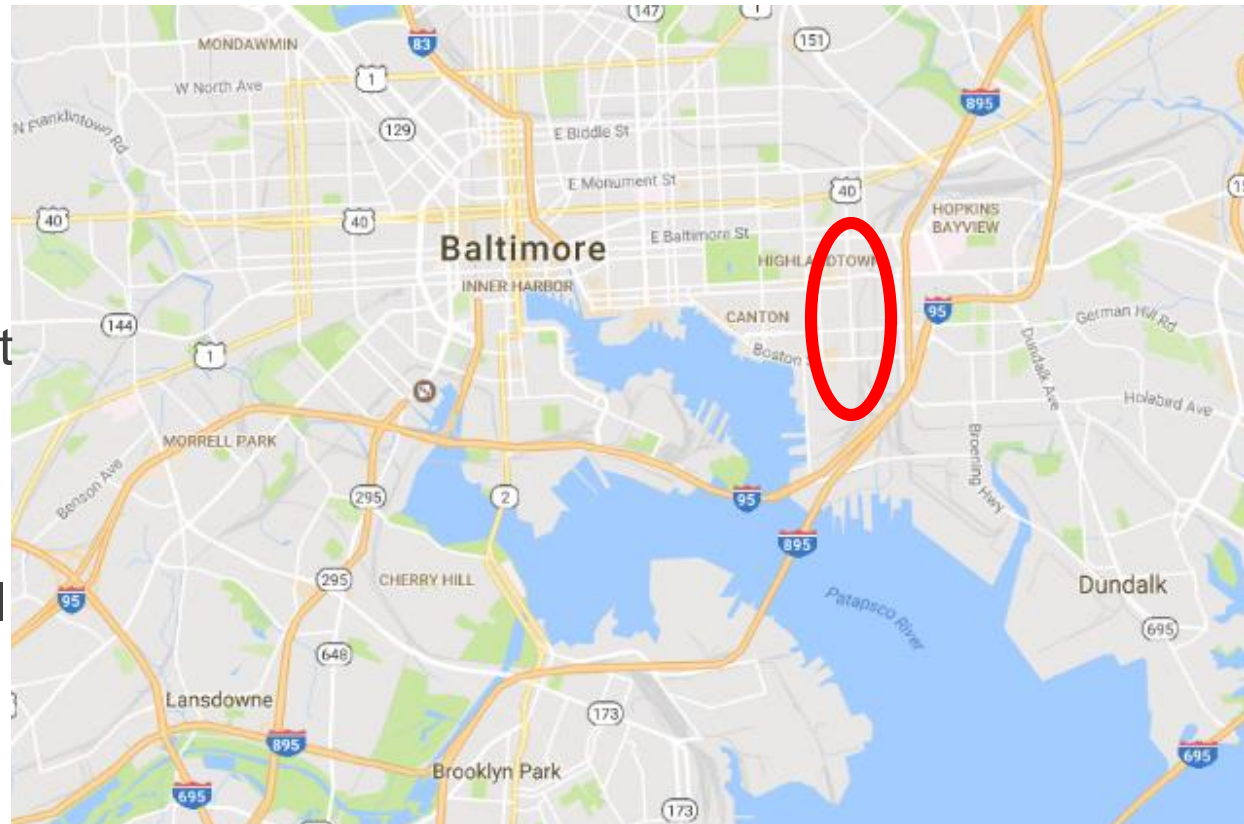
M-1 = 1,657 -4.9%
M-2 = 3,012 -5.5%
+ M-3 = 8,717 -1.8%
Total : 13,386 acres Industrial

- TransForm will prohibit PUDs on Industrial and Port areas.



Concerns: Freight routes are not protected. ...Haven Street Freight Corridor...

- Just before the Bill was adopted; map amendments were introduced to rezone more of the Haven Street corridor to C-2 zoning.
- Will allow High-Density Mixed-Use w/Residential development...in the freight corridor.





Example of past PUD's adjacent to freight corridors generating conflicts

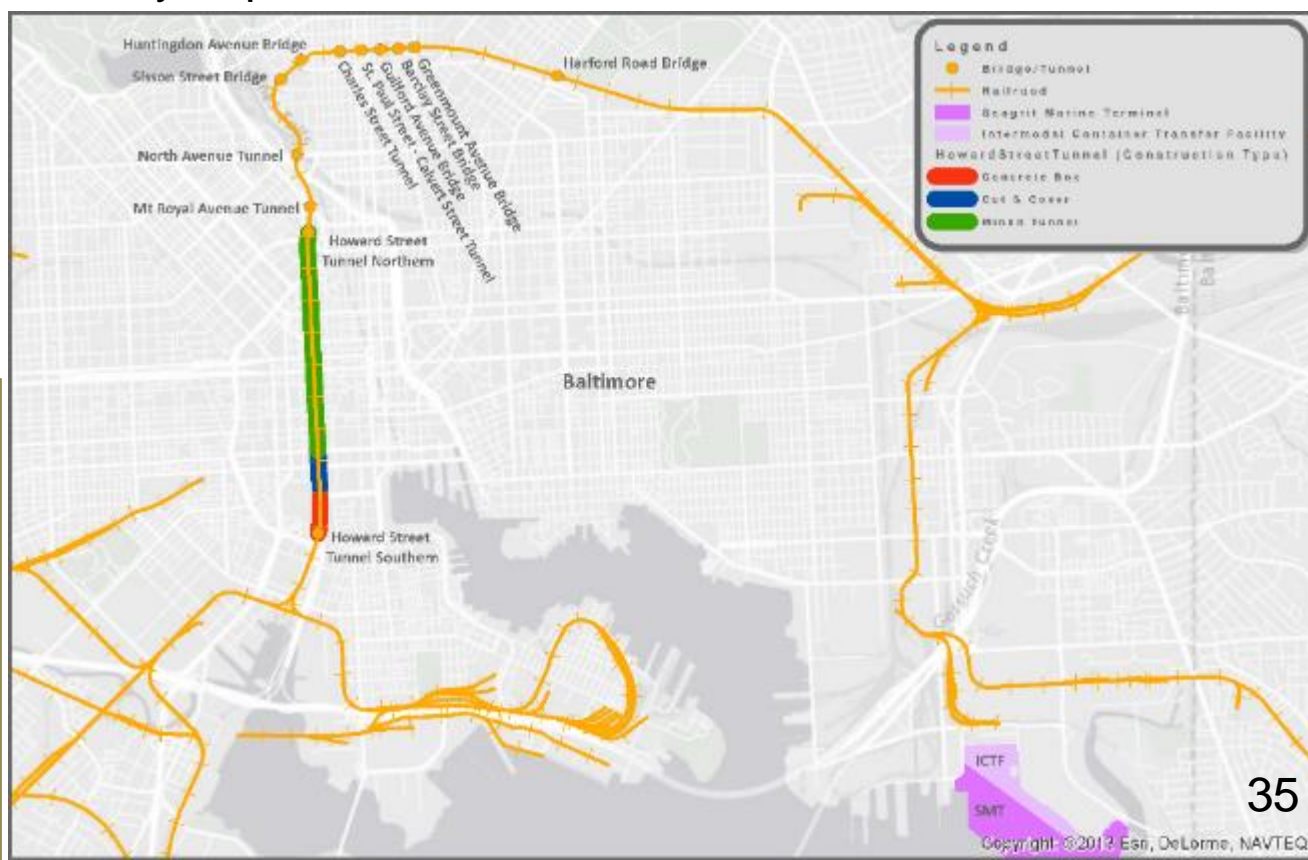
- Residential development along Freight Corridors - especially between two freight rail lines the truck route leading to the Port's terminals will invite conflicts.
- Potentially damaging to Port businesses
- Let's limit future conflicts.





MDOT and CSX requesting FASTLANE grant (\$155M) to improve Howard Street Tunnel

- 120-year old Howard St. Tunnel is freight bottleneck - double stack containers.
- Total \$445M for Tunnel & 9 overpasses. Three City bridges to be raised; we will need City assistance with permits and maintenance of traffic (MOT).
- Excellent cooperation; very hopeful





Summary: Port of Baltimore remains healthy, and is a nationally significant port. (2015 Data)

- Ranks #1 in Autos and Light Trucks.
- Ranks #1 in Roll-on Roll-off Heavy Equipment.
- Ranks #1 in imported: Sugar, Aluminum and Gypsum.
- Ranks #2 in exported Coal.
- Ranks #2 in imported Salt.
- Ranks #9 in the U.S. in the value of foreign cargo.
- Ranks #13 in the U.S. in foreign cargo tonnage.

The Port generates over 33,900 jobs in the region:

- 13,650 direct, 15,890 induced, 4,380 indirect jobs,
- \$2.9 billion in wages and salaries annually, and
- \$310 million in state and local tax revenues annually.
- Average income for a Port direct job is \$61,877; this is 16% better than the average Maryland salary.



Port's Bottom line:

1. With over 300 years of longevity, the Port's cargo and cruise forecasts are positive, but not without challenges.
2. The Port links Maryland and the Mid-Atlantic region to the global marketplace.
3. The Port is an economic engine with a long record of sustaining jobs in Maryland for a large variety of skill levels.



Questions?

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