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**PORT OF PHILADELPHIA'S PACKER AVENUE MARINE TERMINAL  
WELCOMES LARGEST CONTAINER VESSEL IT HAS EVER HANDLED**

**8000-PLUS TEU CAPACITY "MSC JUDITH"  
A MEMORABLE SIGHT ON PORT'S WORKING WATERFRONT**

**PHILADELPHIA, NOVEMBER 21, 2014**—The Philadelphia Regional Port Authority (PRPA) is pleased to report that the MSC JUDITH, the largest container vessel to ever call the Port of Philadelphia, experienced a successful visit to PRPA's Packer Avenue Marine Terminal on Sunday, November 17. The Packer Avenue Marine Terminal is operated by Holt Logistics Corporation, with labor provided by ILA Local 1291.

The 8089-TEU capacity MSC JUDITH was a particularly dramatic sight along Packer Avenue's marginal berth that day, as it discharged containers that held a variety of general cargoes. This was the first time that the MSC JUDITH, a vessel belonging to

regular port customer Mediterranean Shipping Company, visited the Port of Philadelphia. THE MSC JUDITH's visit here followed stops at several ports in northern Europe.

PRPA Senior Marketing Representative Dominic O'Brien visited the MSC JUDITH that day, along with representatives of Holt Logistics and other maritime industry personnel. All expressed goodwill to the vessel's officers and crew.

"I was very happy to hear that everyone involved in our operations- terminal operator Holt Logistics, our ILA labor force, and our PRPA marketing personnel- all worked together to bring about a smooth, efficient operation while the MSC Judith was in port," said PRPA Chairman Charles G. Kopp. "In the near future, more vessels of this size and beyond will be visiting the Port of Philadelphia due to our current deepening of the Delaware River's main channel to 45 feet, so it was gratifying to see that we already have the landside chops to handle these large vessels."

MSC JUDITH "by the numbers": LOA: 1065.6' / BEAM: 140.4' / DWT: 105,017.7 MT / MAX DRAFT: 47.6' / AIR DRAFT: 187' / CAPACITY: 8089 TEU

The Philadelphia Regional Port Authority (PRPA) is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of publicly-owned port facilities along the Delaware River in Philadelphia, as well as strategic planning throughout the port district. PRPA works with its terminal operators to modernize, expand, and improve its facilities, and to market those facilities to prospective port users. Port cargoes and the activities they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania.



Attached photograph: The MSC JUDITH at the Packer Avenue Marine Terminal on Sunday, November 16. Photograph by PRPA's Dominic O'Brien.



### PHILADELPHIA REGIONAL PORT AUTHORITY REPORTS HIGH LEVEL OF INTEREST IN DEVELOPING "SOUTHPORT" PARCELS ALONG DELAWARE RIVER

**PHILADELPHIA, NOVEMBER 18, 2014--** The Philadelphia Regional Port Authority (PRPA) is pleased to report that, as of the Friday, November 14 deadline for submissions, the quality and quantity of responses expressing interest in developing the Authority's three "Southport" waterfront parcels have met and exceeded the Authority's expectations.

The Request for Expressions of Interest (R.E.I.) was issued October 1 and invited members of the maritime-industrial community to submit development concepts for the three waterfront sites collectively known as the Southport complex: the Southport Marine Terminal (119 acres); the Southport West Terminal (75 acres); and the Pier 124 North Berth, a 1,132 foot long finger pier. PRPA

has already completed substantial pre-development work at the three facilities, especially in the area of improving access, in anticipation of a private operator or operators establishing operations at the sites.

“We were truly gratified at the level of responses to our request for expressions of interest,” said PRPA Chairman Charles G. Kopp, Esq. “We’ve been well aware of the potential for Southport for quite some time, and it’s now clear that we weren’t alone in that assessment. The breadth and quality of the proposals we received make us very optimistic about Southport’s future.”

16 respondents submitted proposals for one or more of the three Southport sites, with all three sites receiving multiple expressions of interest from the respondents. The 16 respondents were Atlantic Realty; Global Auto Processing Services (GAPS); Katoen Natie Group; Liberty Property Trust; MarkWest Energy Partners; OHL Infrastructure, Inc.; Philadelphia Energy Solutions; Walsh Construction; Anthony Bruttaniti, representing the Philadelphia Global Trade Center, LLC; Holt Logistics Corporation; Liberty Energy Trust; LNG America; Navigator Gas LLC; Penn City Investments & Affiliated Companies; T. Parker Host; and WesPac Midstream LLC.

PRPA will now begin the process of evaluating the responses, with the hope of ultimately recommending one or more of the above firms to the PRPA Board of Directors, which will make the final selection of a company or companies to develop and operate the Southport sites. Authority officials aim to move the process forward promptly and in an efficient manner.

“Unlike most other U.S. ports, which face major limitations when seeking additional land to grow, the Port of Philadelphia has hundreds of acres of prime space along the Delaware River to expand our operations,” said Chairman Kopp. “Our hope is that the current Southport initiative will bring about a partnership between PRPA and one or more private firms to fulfill our potential for expansion and economic growth. These quality responses bring us a major step closer to turning that potential into reality.”

PRPA will provide further updates on the evaluation process as appropriate.

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## **PHILADELPHIA REGIONAL PORT AUTHORITY ISSUES R.E.I. FOR SOUTHPORT TERMINAL COMPLEX DEVELOPMENT**

### **MULTIPLE PARCELS OF LAND AVAILABLE FOR MARITIME & GENERAL INDUSTRIAL USE**

**PHILADELPHIA, OCTOBER 1, 2014--** Officials of the Philadelphia Regional Port Authority (PRPA) today released a Request for Expressions of Interest (R.E.I.) for the development of its Southport Terminal Complex, located on the Delaware River in South Philadelphia.

The R.E.I. invites respondents to submit development concepts for the following sites in the Southport Complex: the Southport Marine Terminal (119 acres); the Southport West Terminal (75 acres); and Pier 124 North Berth, a 1,132-foot long finger pier adjacent to the 119-acre site.

As stated in the Introduction of the R.E.I., “By way of this Request for Expressions of Interest (“R.E.I.”), the Philadelphia Regional Port Authority (the “PRPA” or “Authority”), an independent agency of the Commonwealth of Pennsylvania, is seeking interested

parties to explore entering into one or more Public-Private Partnerships ("PPP") for the design, build, finance, operation and maintenance of the three available sites located at the Southport Marine Terminal Complex located in the City of Philadelphia, along the Delaware River, south of the Walt Whitman Bridge.

The three sites described above comprise the Southport sites, and respondents may submit expressions of interest for one, two, or all of the sites. Permitting, pre-construction, and site configuration work has already been undertaken by the Commonwealth of Pennsylvania at each of the sites, but PRPA encourages respondents to not feel constrained by previously-envisioned uses for the Southport sites. All development concepts consistent with PRPA's mission to enhance trade and commerce will be considered. The R.E.I. contains detailed information and guidelines on these parameters.

The R.E.I. describes in detail all aspects of the three sites comprising Southport, as well as the geographical area surrounding the complex. That area includes substantial highway, rail, and water access, including rail yards serviced by two Class-One railroads (Norfolk Southern and CSX) and a federal navigation channel currently being deepened to 45 feet. Further, a newly-built four lane road connects the Southport sites to Interstate highways I-76 and I-95.

"Southport's time has finally come, and we look forward to establishing a productive public-private partnership with one or more interested parties to develop and operate these top-notch sites," said PRPA Chairman Charles G. Kopp, Esq. "With industrial-zoned waterfront land at an absolute premium along the Eastern Seaboard of the United States, I know that this substantial acreage, with its many inherent qualities and fine location, will prove a great asset to the right company or companies."

As described in full in the R.E.I., the Southport sites are centrally located to efficiently serve one of the most densely populated consumer markets in the United States. The Port of Philadelphia and its neighboring ports from New Jersey to Maryland transported a combined 6 million TEU's of import and export merchandise in 2013, according to the American Association of Port Authorities. The Mid-Atlantic region's significant population, consumption, and production growth has attracted considerable investment in industrial-use warehousing and distribution centers, with a large share dedicated to the handling of international goods destined for local retail stores. The Lehigh Valley corridor and South Jersey are consistently ranked as one of the fastest growing industrial/distribution locations in North America.

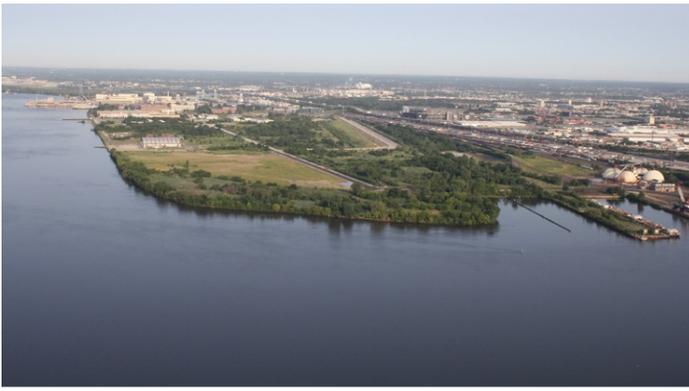
A short video presentation, which concisely summarizes the contents of the R.E.I., can be accessed via this link:

<https://vimeo.com/106387964>

After viewing the video, those interested in obtaining a copy of the official R.E.I., which contains substantial additional information about the three sites and the type of development PRPA is encouraging, can request a copy from PRPA's Robert Blackburn or Sean Mahoney, via their e-mail addresses: [rblackburn@philaport.com](mailto:rblackburn@philaport.com) or [smahoney@philaport.com](mailto:smahoney@philaport.com) . Copies of the R.E.I. can also be obtained from Director of Procurement Kate Bailey, reachable at [kbailey@philaport.com](mailto:kbailey@philaport.com).

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ATTACHED IMAGES: An aerial photograph of the Southport sites as they exist now, and a graphic showing possible uses of the sites.



**GOVERNOR CORBETT AND PORT OFFICIALS WELCOME  
FIBRIA CELULOSE OF BRAZIL TO THE PORT OF PHILADELPHIA**

**NEW BUSINESS WILL INITIALLY BRING 30,000 TONS  
OF NEW CARGO PER MONTH TO TIOGA MARINE TERMINAL,  
WITH SIGNIFICANT FUTURE GROWTH PROJECTED**

**PHILADELPHIA, PA, SEPTEMBER 10, 2014**—Pennsylvania Governor Tom Corbett visited the Philadelphia Regional Port Authority’s Tioga Marine Terminal today to officially welcome the cargoes of Fibria Celulose, a major Brazilian pulp and paper company, to the Port of Philadelphia. As various officials who were central to bringing Fibria to Philadelphia spoke from the dais, the Toki Arrow discharged Fibria’s cargoes in the background.

Speaking from the dais to commemorate the fruition of the process to bring Fibria’s cargoes to the Port of Philadelphia were Governor Corbett; Philadelphia Regional Port Authority (PRPA) Chairman Charles G. Kopp; Delaware River Stevedores (DRS) President Robert Palaima; International Longshoremen’s Association (ILA) President and PRPA Board Member Boise Butler III; Colin Bilton of Fibria; John Kemmerley of the Pilots Association for the Bay & River Delaware and key member of the region’s Maritime Advisory Committee; Paul Jackson, Honorary Consul of Brazil; and the Reverend Peter Stube of the Seamen’s Church Institute, who began the proceedings with introspection and prayer to mark the happy occasion for so many workers at the Port.



“We in government are proud to be part of the process that brought this great new business to the Port of Philadelphia,” said Governor Corbett to his colleagues on the dais and to the many maritime industry employees, representing both labor and management, in the audience. “But it is all of you who truly deserve the applause, for working together to make this day happen.”

Governor Corbett’s thoughts were echoed by the ILA’s Boise Butler and Fibria’s Colin Bilton, both of whom drew attention to the extraordinary level of cooperation among members of the Philadelphia maritime community to assure Fibria’s decision to move its cargoes through the Port of Philadelphia.

Fibria’s primary cargo at the Port will be processed wood pulp sourced from Eucalyptus trees, a product used to manufacture a full range of personal hygiene and household products, including paper towels and facial tissue. Specially modified forklifts, allowing for fast, damage-free transfer, will move the cargo from berthside to Tioga’s on-dock warehouse, once shipboard cranes discharge the cargo from the vessel.

Fibria selected the Port of Philadelphia in December 2013 after many meetings with Governor Corbett's office; the Philadelphia Regional Port Authority (PRPA); Delaware River Stevedores (DRS), the operator of PRPA's Tioga Marine Terminal; International Longshoremen's Association Local 1291; and other port interests involved in the region's logistics chain. Commonwealth of Pennsylvania and Port of Philadelphia officials first met with Fibria in April 2013, during Governor Corbett's "Jobs first" trade mission to South America. From the outset, Governor Corbett's administration expressed its willingness to make the necessary capital improvements to Tioga Terminal, as well as provide other economic incentives, to make Fibria's move here possible.

The arrival of Fibria's cargoes will bring a 52-weeks-per-year business to the Tioga Marine Terminal, PRPA's northernmost facility located in the city's Port Richmond section, and will comprise 18 to 20 ship calls per year and five to six days per week of activity at the terminal. Initial business is projected to amount to 30,000 metric tons per month, resulting in about 360,000 tons annually. Projections indicate that 500,000 tons per year can be attained in the near future.

455 direct and indirect jobs, 228 of these direct jobs, will be created here by this new business. Fibria's activity will also generate \$1.74 million in state and local taxes per year, as well as \$6.09 million in federal taxes.

Manufacturers of paper towels, tissues, and other household paper products will be among the many end users of Fibria's cargoes, which will travel via rail and truck to their final destinations once they arrive at Tioga Terminal. Current upgrades to the Port Richmond Track and Rail Corridor, in part justified by new business such as Fibria's, will facilitate the inland movement of Fibria's cargoes once they arrive here.

There will be another benefit of Fibria's new business here: due to the frequent arrival of vessels carrying Fibria's wood pulp, there will be regular opportunities for backhaul cargoes, which will permit Pennsylvania manufacturers to more easily export their products to Brazilian markets.

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## **PORT OF PHILADELPHIA RECOGNIZED BY MAJOR RAIL LOGISTICS ORGANIZATION FOR QUALITY OF SERVICE TO SHIPPERS**

**PHILADELPHIA, AUGUST 27, 2014--** The Philadelphia Regional Port Authority (PRPA) is pleased to report that the Railway Industrial Clearance Association (RICA) recently named the Port of Philadelphia as the recipient of its "2014 RICA Most Improved Port Award For Customer Satisfaction".

As stated on the plaque presented to PRPA officials, "This award is presented on behalf of the Railway Industrial Clearance Association to the Port of Philadelphia, Pennsylvania for providing the most improved service to dimensional shippers."

PRPA Chairman Charles G. Kopp, Esq. was gratified by the honor. "PRPA works on a continuous basis with our terminal operators to improve and enhance access to our marine terminals, especially in the area of rail access. On top of that, we're always mindful of the special needs of our over dimension and project cargoes, which frequently move via rail. Seeing the attention to detail by PRPA employees and those who work for our terminal operators, I am delighted but not surprised that an organization like the Rail Industrial Clearance Association noticed us."

The Railway Industrial Clearance Association was founded in 1969 and is dedicated to serving the heavy and dimensional transportation industry. Over 400 members strong, RICA represents all aspects of logistics related to the movement of

dimensional cargo via rail, including Class 1 railroads, shippers, regional and short line railroads, riggers, port authorities, expeditors, heavy haul motor carriers, barge and steamship lines, and consultants. The Port of Philadelphia is served by two Class 1 railroads, CSX and Norfolk Southern.

PRPA recently released cargo statistics for the first six months of 2014, which indicated that 2,853,362 metric tons of cargo, much of it project and over dimension cargo, moved through the facilities of the Port of Philadelphia during January to June 2014, a 13 percent gain compared to the first six months of 2013. In fact, the Port of Philadelphia is approaching its fifth consecutive year of double-digit cargo growth, port officials report.

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The 2014 RICA Customer Satisfaction Award, which was recently presented to PRPA



## CARGO STATISTICS FOR FIRST HALF OF 2014 POINT TOWARD FIFTH CONSECUTIVE YEAR OF SUSTAINED, DOUBLE-DIGIT GROWTH AT PORT OF PHILADELPHIA

**PHILADELPHIA, JULY 23, 2014--** With activity at the facilities of the Philadelphia Regional Port Authority (PRPA) recently passing the halfway point of 2014, cargo statistics compiled for period of January 1 to June 30 strongly suggest that this will be another year of major successes at the Port of Philadelphia, with the fifth year of double-digit cargo growth a likely probability by year's end.

Comparing the period of **January to June 2014** with **January to June 2013**, containers have increased more than 29 percent; breakbulk cargoes have increased almost 13 percent; Roll-On/Roll-Off cargoes have increased almost 5 percent; and liquid bulk cargoes have increased more than 4 percent. All told, total cargo tonnage at PRPA facilities is up over 13 percent when comparing January to June 2013 with January to June 2014.

The following figures illustrate many of the specific cargo gains at PRPA's maritime facilities:

Containers have been a stand-out so far this year, with 219,060 TEU's handled during January to June 2014 compared to the 168,820 TEU's handled during January to June 2013, a dramatic gain of over 29 percent. Counted as metric tonnage, 1,414,220 metric tons of containerized cargo was handled in January to June 2014 compared to the 1,184,147 tons handled during the same period of 2013, a 19 percent gain.

Among breakbulk cargoes (those commodities not shipped in containers), steel and forest products showed particular gains. 194,519 metric tons of steel were handled January to June 2014 compared to the 116,249 tons handled during the same period

of 2013, a 67 percent gain. 240,183 metric tons of forest products (including lumber, wood pulp, and rolls of high-quality paper) were handled January to June 2014 compared to the 209,823 tons handled during the same period of 2013, a 14 percent gain. Fruit (118,861 metric tons handled) and cocoa beans (72,747 tons handled) performed about the same during the two periods being compared.

The major Roll-On/Roll-Off cargo at the Port of Philadelphia continues to be automobiles, principally new Hyundai and Kia vehicles from South Korea. 100,967 metric tons of automobiles arrived at the Port of Philadelphia in January to June 2014, compared to the 96,240 tons handled during the first six months of 2013, an almost 5 percent gain. Counted as individual units, January to June 2014 saw 72,722 automobiles arrive here, compared to the 68,675 cars that arrived January to June 2013, and almost 6 percent gain.

680,198 metric tons of liquid bulk cargoes moved through the Port in January to June of this year, compared to the 655,448 tons moved during the same period last year, a close to 4 percent gain.

Looking at all cargoes in total, 2,853,362 metric tons of cargo moved through the facilities of the Port of Philadelphia in during January to June 2014, compared to the 2,519,967 metric tons that moved through those facilities during January to June 2013, a 13 percent gain.

"As I commented this past spring when preliminary cargo figures began rolling in, we're really entering a great period here at the Port of Philadelphia," said PRPA Chairman Charles G. Kopp, Esq. "Between our aggressive terminal operators, our expert labor force, PRPA's dedicated professional staff, the excitement created by the Delaware River Channel Deepening Project, and the excellent support we've received from Pennsylvania Governor Tom Corbett and his administration, the Port of Philadelphia has a formula in place for continued high performance, and I don't think that is going to change.

"And I must point out the entirely new cargoes we'll be handling at the Port, in particular wood pulp from Fibria Cellulose of Brazil. I really think that the sky is the limit for us."

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**WILLIAM B. McLAUGHLIN SERVED AS PORT'S  
GOVERNMENT AFFAIRS HEAD FROM 1986 TO 2011**

**PHILADELPHIA, JULY 11, 2014--** The employees of the Philadelphia Regional Port Authority had the opportunity to say hello to an old friend this week, as former Director of Governmental & Public Affairs William B. McLaughlin, III emerged from retirement to visit the Port's headquarters for a very special occasion: the dedication of an executive conference room in his honor.



"The McLaughlin Room", as it came to be known in the months prior to its official dedication on Tuesday, July 8, is located near the offices of the Executive Director and Senior Deputy Executive Director, and is frequently used by those individuals, as well as other port staff, for meetings and conference calls.

"To differentiate that room from our other conference rooms, I started calling it the McLaughlin Room soon after it was constructed, in deference to our old friend Bill McLaughlin, who retired in 2011 and is still missed," said PRPA Senior Deputy Executive Director Robert C. Blackburn. "Happily, the name caught on, so we decided to make it official."

Though Bill McLaughlin has kept in contact with his former colleagues since retiring, he had previously shied away from the limelight and declined any official recognition of his years of service, so it was a happy surprise when Bill agreed to take part in the dedication of his conference room on July 8.

"A conference room is an important tool for a port authority, as it's where challenges are addressed and new ideas are introduced," he said during his brief remarks prior to the ceremonial ribbon-cutting and dedication. "There was something about putting my name on a working conference room that moved me and got me out here today. I truly thank you all for this honor."

The 4:00 p.m. ceremony was presided over by PRPA Executive Director James T. McDermott, Jr., and witnessed by about twenty-five members of PRPA's administrative staff. PRPA Board Member and ILA 1291 President Boise Butler also attended, as did Bill's wife, Katherine Sokoloff.

After cutting a ribbon stretching across the conference room's doorway, Bill entered the room and was immediately delighted by the many framed photographs of him hang on its walls, each depicting Bill during the course of his duties: greeting dignitaries, presiding over meetings, and traveling to points around the world representing the Port he served so well. Shortly afterward, many of Bill's friends and former colleagues continued the celebration at a local restaurant.

William B. McLaughlin, III was born in Philadelphia on November 17, 1945, and grew up in neighboring Delaware County. He graduated Monsignor Bonner High School in Drexel Hill, Pennsylvania and received a Bachelor of Arts degree from St. Bernard College in Alabama in 1968. He taught in the public school systems of Camden, New Jersey and West Chester, Pennsylvania. In 1971, he was appointed Special Assistant to Pennsylvania Governor Milton J. Shapp and in 1974 was named to the position of Legislative Secretary to the Governor, the youngest person to ever hold that position. In 1978, he was appointed Senior Budget Analyst for the State Senate Appropriations Committee.

In 1981, he was named Deputy City Representative in the Administration of Philadelphia Mayor William J. Green, in which capacity he represented the City at various public and civic events. In 1986, he was appointed Director of Corporate Communications for the Philadelphia Port Corporation and in 1989, upon the Port Corporation becoming the state-sponsored Philadelphia Regional Port Authority, he became Director of Communications, Governmental and Public Affairs for that agency. With a departmental re-organization in 2000, Mr. McLaughlin was totally focused on his career specialties as the agency's Director of Governmental and Public Affairs.

Mr. McLaughlin is married to Katharine Sokoloff and lives in Philadelphia. A lifelong music enthusiast, Mr. McLaughlin served on the Board of Directors of The Philadelphia Singers for over 25 years. Currently, he is a Trustee of The Presser Foundation and is the former President and current Board Member of the Musical Fund Society, an endowed organization which provides grants to Philadelphia-area musicians and arts organizations.

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## YEAR-TO-DATE CARGO STATISTICS STRONGLY INDICATE THAT 2014 WILL MARK FIFTH CONSECUTIVE YEAR OF SUSTAINED, DOUBLE-DIGIT GROWTH AT THE PORT OF PHILADELPHIA

**PHILADELPHIA, JUNE 16, 2014--** As activity at the facilities of the Philadelphia Regional Port Authority (PRPA) approaches the halfway point of 2014, cargo statistics compiled thus far strongly suggest that 2014 will be another year of major successes at the Port of Philadelphia, with the fifth year of double-digit cargo growth a likely development by year's end.



Comparing the period of **January to May 2014** with **January to May 2013**, containers have increased almost 29 percent; breakbulk cargoes have increased almost 16 percent; Roll-On/Roll-Off cargoes have increased almost 7 percent; and liquid bulk cargoes have increased more than 5 percent. All told, total cargo tonnage at PRPA facilities is up over 13 percent when comparing January to May 2013 with January to May 2014.

The following figures illustrate many of the specific cargo gains at PRPA's maritime facilities:

Containers have been a stand-out so far this year, with 177,335 TEU's handled during January to May 2014 compared to the 137,734 TEU's handled during January to May 2013, a dramatic gain of almost 29 percent. Counted as metric tonnage, 1,152,862 metric tons of containerized cargo was handled in January to May 2014 compared to the 982,641 tons handled during the same period of 2013, a 17 percent gain.

Among breakbulk cargoes (those commodities not shipped in containers), steel and forest products showed particular gains. 176,717 metric tons of steel were handled January to May 2014 compared to the 100,460 tons handled during the same period of 2013, an almost 76 percent gain. 201,774 metric tons of forest products (including lumber, wood pulp, and rolls of high-quality paper) were handled January to May 2014 compared to the 177,356 tons handled during the same period of 2013, an almost 14 percent gain. Fruit (99,944 metric tons handled) and cocoa beans (69,578 tons handled) performed about the same during the two periods being compared.

The major Roll-On/Roll-Off cargo at the Port of Philadelphia continues to be automobiles, principally new Hyundais and Kias from South Korea. 84,192 metric tons of automobiles arrived at the Port of Philadelphia in January to May 2014, compared to the 78,908 tons handled during the first five months of 2013, an almost 7 percent gain. Counted as individual units, January to May 2014 saw 60,671 automobiles arrive here, compared to the 56,262 cars that arrived January to May 2013, and almost 8 percent gain.

558,349 metric tons of liquid bulk cargoes moved through the Port in January to May of this year, compared to the 529,985 tons moved during the same period last year, a 5.35 percent gain.

Looking at all cargoes in total, 2,371,099 metric tons of cargo moved through the facilities of the Port of Philadelphia in during January to May 2014, compared to the 2,088,250 metric tons that moved through those facilities during January to May 2013, a 13.54 percent gain.

"Between our aggressive terminal operators, our expert labor force, PRPA's dedicated professional staff, the excitement created by the Delaware River Channel Deepening Project, and the excellent support we've received from Pennsylvania Governor Tom Corbett and his administration, the Port of Philadelphia has a formula in place for continued high performance, and I don't think that is going to change," said PRPA Chairman Charles G. Kopp, Esq. "And we still have some entirely new cargoes on the horizon, including wood pulp from Fibria Cellulose, which will begin arriving here this summer. I really think that the sky is the limit for

us.”

PRPA will report complete cargo statistics for the first half of 2014 as soon as they become available. Based on these January to May figures, port officials are optimistic that those figures will continue the noteworthy and sustained growth the Port of Philadelphia has enjoyed since 2010.

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Attached photograph: Containers, like those seen here arriving at the Packer Avenue Marine Terminal, have been a standout cargo during the first five months of 2014. TEU's are up almost 29 percent when comparing January to May 2014 with the same period of 2013.



## INITIAL 2014 CARGO STATISTICS INDICATE CONTINUED STRONG GROWTH AT PORT OF PHILADELPHIA

**PHILADELPHIA, MARCH 31, 2014--** Following on the heels of a very successful 2013 at the Port of Philadelphia, a year that marked the fourth consecutive year of double-digit growth here, initial cargo figures strongly indicate that 2014 should deliver more of the same.

Despite record snow in the northeast and particularly in Philadelphia this past winter, the facilities of the Philadelphia Regional Port Authority operated in business-as-usual fashion, and in fact saw several big increases in cargo. Highlights include the following:

**Containerized cargo** continued its upward trend. 60,713 TEUs were handled in January and February 2014 compared to the 45,517 TEUs handled during the same period of 2013, a 33 percent gain. Counted as tonnage, this amounts to 384,115 tons of containerized cargo handled so far this year compared to the 318,117 tons moved that same period last year, a 21 percent gain.

**Breakbulk cargoes** (general cargo not shipped in containers) are so far up 17%, with 200,266 metric tons of cargo handled YTD 2014 compared to the 171,552 tons handled during the same period of 2013. This is largely due to a major increase in steel traffic: 73,115 tons handled YTD 2014 compared to the 17,489 tons moved during the same period last year.

**Automobiles** are also seeing big gains so far this year. 35,875 metric tons of automobiles (primarily Hyundai and Kia automobiles from South Korea) were handled in January and February 2014 compared to the 23,206 tons handled during the same period of 2013, a 55 percent gain. Counted as individual units, 25,718 cars had been moved by the end of February, compared to the 17,143 cars moved in January and February of 2013, a 50 percent gain.

With 232,963 metric tons of **liquid bulk cargoes** handled in January and February 2014 compared to the 215,434 tons handled during that same period of 2013, liquid bulk was up a solid 8 percent.

Looking at the Port of Philadelphia's **total cargo tonnage** in January and February, 853,219 metric tons of cargo were handled at PRPA's facilities Year-To-Date 2014 compared to the 728,309 tons handled during the same period of 2013, a 17 percent gain.



"Last year the Port of Philadelphia handled 5,100,385 tons of cargo, a big 15 percent gain over 2012's figures," said Charles G. Kopp, Esq., Chairman of the Board of the Philadelphia Regional Port Authority. "That also marked the fourth consecutive year of double-digit growth at the Port. And now, as we are well into 2014, it looks like this year will continue our trend of the current year building on the last. These great numbers from this past winter, in conjunction with terminals that are bustling with activity on a regular basis, indicate that this will be yet another terrific year at the Port of Philadelphia."

The Philadelphia Regional Port Authority is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of publicly owned port facilities along the Delaware River in Philadelphia, as well as strategic planning in the port district. PRPA works with its terminal operators to modernize, expand, and improve its facilities, and to market those facilities to prospective port users. Port cargoes and the activities they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania, as well as numerous other economic benefits.

Attached photograph: Container activity at the Philadelphia Regional Port Authority's Packer Avenue Marine Terminal on March 25, 2014. TEU numbers at the Port were up 33 percent in January and February 2014 compared to the same period of 2013.



## Maersk Line Reefer Art-Box Raises Awareness of Container Shipping

### Frozen mussels from New Zealand to Port of Philadelphia begins Art-Box's journey around the world to promote value of global container shipping

**Madison, New Jersey, March 25, 2014** – Maersk Line, the world's leading ocean transportation company and a unit of the Maersk Group, announces today the arrival of the Maersk Line Reefer Art-Box, a 40' high-cube, at the Port of Philadelphia marking the first voyage of the container designed to promote container shipping. The Art-Box's inaugural shipment contains frozen [OP Columbia's](#) Coromandel Greenshell mussels from New Zealand. The mussel shipment is destined for Mark Foods, New York.

Maersk Line and the Port of Auckland, New Zealand co-commissioned two famous, New Zealand street artists *Askew1* and *Trust Me* to each paint one side of the reefer container. 'Gigi' by *Askew1* covers one side of the container and a reworked version of *Trust Me's* 'Greetings from Aotearoa', appears on the other side.

After Philadelphia, the container will continue to travel around the world to gain attention for container shipping. Often considered the 'invisible industry', container shipping is actually the most low cost, energy efficient form of global transportation that functions as the world's economic engine. The refrigerated Art-Box will serve as a reminder, as it delivers food and other perishables to people throughout the world, that container shipping is essential for global economic growth and vitality.

"We are pleased to be part of this exciting project that illuminates container shipping's value as a driving force in connecting world markets and creating economic growth. The fact that the Art-Box is a refrigerated container further emphasizes the contribution state-of-the-art containerized technology makes to providing healthy, fresh food to markets throughout the world," said Bill Duggan, Vice President of Refrigerated Sales, Maersk Line

North America.

"The refrigerated trade is vital to the Port of Philadelphia," says Philadelphia Regional Port Authority's Director of Marketing, Sean Mahoney. "Beyond that, the importance of world trade and containerized shipping cannot be underestimated for the local



economy. We are excited that Maersk has chosen to make Philadelphia the ArtBox's first destination on its trip around the world."

Follow the Art-Box on Twitter: #ArtBoxNZ. People that see the traveling Art-Box are encouraged to photograph the painted container and share their images with Maersk Line and Ports of Auckland using the hashtag #ArtBoxNZ, #MaerskLine and #PortsofAuckland.



## PORT OF PHILADELPHIA'S 2013 CARGO STATISTICS SHOW 15 PERCENT INCREASE IN CARGOES HANDLED AND FOURTH CONSECUTIVE YEAR OF DOUBLE-DIGIT GROWTH

**PHILADELPHIA, FEBRUARY 27, 2014--** The Philadelphia Regional Port Authority (PRPA) is pleased to announce that its newly-released cargo statistics for 2013 again indicate not only a major increase in cargo tonnage compared to the previous year, but also the fourth consecutive year of double-digit cargo growth. Specifically, the maritime facilities of the Port of Philadelphia handled **5,100,385 metric tons** of containerized and breakbulk cargoes in 2013, a healthy gain of **over 15 percent** compared to the 4,431,214 tons handled in 2012.

"We had a very busy 2013, so we were somewhat expecting good news when final cargo figures were compiled," said PRPA Chairman Charles G. Kopp, Esq. "Still, you never know until you see the numbers, which in this case well exceeded our optimistic expectations. To exceed 5 million tons of total cargo, with double-digit cargo growth for the fourth year in a row, is a testament to all the hard-working men and women in this port, as well as the strong support we receive from our state government."

Virtually all cargoes at the Port of Philadelphia showed gains, often large ones, last year. The following are among the highlights.

### **CONTAINERS**

With **2,443,248 metric tons** of containerized cargoes handled in 2013 compared to the 2,003,909 tons handled in 2012, containerized cargoes were up a dramatic **22 percent**. Counted as TEU's, 367,499 TEU's were moved in 2013 compared to 2012's 273,190 units, a 34.52 percent gain. Containers are primarily handled at PRPA's Packer Avenue Marine Terminal, which is operated by Holt Logistics.

### **BREAKBULK CARGOES** (cargoes not shipped in containers)

With **480,264 metric tons of forest products** (principally rolls of high-quality paper) arriving at the Port of Philadelphia in 2013 compared to 376,980 tons handled in 2012, forest products were a sizable **27 percent**. Forest Products are handled at PRPA's Forest Products Distribution Center at Piers 78, 80 & 74, which is operated by Penn Warehousing and Distribution Company.

**Cocoa beans** showed a big **34 percent gain**, with **121,639 metric tons** of cocoa beans arriving at the Port in 2013 compared to the 90,529 tons arriving the year before. Cocoa beans are handled at PRPA's dedicated cocoa bean facility at Pier 84, operated by Dependable Distribution Services, Inc.

**Sugar**, which returned to the Port in 2012 after an absence of many years, continued its strong return with a **100 percent jump** in 2013 (**47,327 metric tons** handled in 2013 compared to 2012's 24,331 tons). Sugar arrives at PRPA's Tioga Marine



Terminal, operated by Delaware River Stevedores.

**Miscellaneous breakbulk cargoes** (one-time pieces of business, special shipments, etc.) created much activity in 2013, resulting in a **172.65 percent** spike in business (**2,552 tons handled** in 2013 compared to the 936 tons handled in 2012). This miscellaneous business encompassed a variety of cargoes spread out among all PRPA facilities.

**Fruit** (250,287 metric tons handled) and **project cargo** (42,317 tons handled) performed about the same in 2012 and 2013.

All told, **1,208,350 metric tons** of breakbulk cargoes were handled at PRPA facilities in 2013, a **20 percent** gain over the 1,007,292 tons handled in 2012.

## OTHER CARGOES

With **1,267,915 metric tons** of **liquid bulk cargoes** arriving at the Port of Philadelphia in 2013 compared to the 1,227,095 tons arriving in 2012, liquid bulk cargoes were up over 3 percent. Liquid bulk cargoes arrive at the southern end of the Tioga Marine Terminal and are moved via a pipeline bridge to the Kinder Morgan tank farm facility across the street.

With **180,872 metric tons of automobiles** (representing 129,239 individual vehicles) moving through the Port in 2013, automobile tonnage was down slightly 6.4 percent. This is largely due to the fact that this business (principally composed of Hyundai and Kia automobiles destined for US dealerships) began very dramatically in 2010 and kept building, making an eventual leveling off inevitable. PRPA's Automobile Processing Facility at Pier 98 Annex, operated by GLOVIS and Philly Ro-Ro, remains one of PRPA's busiest facilities.

"With a 15 percent jump in total cargoes, you might think we'd be somewhat satisfied," said Chairman Kopp. "But with so many exciting things on the horizon, including a deeper Delaware River and new cargoes that will begin arriving here in the months to come, I'm confident that next year's numbers will continue our trend of regular, sizable growth. We're particularly excited by Fibria Cellulose, which will begin delivering wood pulp to the Tioga Marine Terminal this summer. Thanks to the efforts of Pennsylvania Governor Tom Corbett and strong cooperation by labor and business in our port, Fibria will bring substantial new cargo activity here."

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Description of attached photograph: Sugar was one of the many cargoes that showed strong gains in 2014. Seen here is sugar from Colombia arriving at the Port of Philadelphia's Tioga Marine Terminal.