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# Port of Philadelphia Reports Stunning 16 Percent Jump in Cargo in 2014

Marking Fifth Consecutive Year of Double-Digit Cargo Growth Along City's Delaware River Waterfront

*January 29, 2015* – Final cargo figures for 2014, compiled by the Philadelphia Regional Port Authority (PRPA), reveal that 5,950,319 metric tons of cargo were handed at the Port of Philadelphia's maritime facilities in 2014, a stunning 16.66 percent increase compared to the 5,100,385 tons of cargo handled in 2013. Further, 2014's total cargo tonnage marked the fifth consecutive year of double-digit cargo growth at the Port of Philadelphia.

"In the wake of the national economic downturn of a few years ago, we became more aggressive than ever in improving and marketing the Port," said PRPA Chairman Charles G. Kopp. "As a result, we're now experiencing our fifth consecutive year of major cargo increases at our facilities."

In addition to dramatic tonnage increases, 2014 also marked a particularly large increase in container counts at the Port, with 449,122 TEU's moving through the Port of Philadelphia in 2014, compared to the already healthy 367,499 TEU's handled in 2013. This marked a 22.21 percent increase. Counted as tonnage, 2,916,148 metric tons of containerized cargo moved through the Port in 2014, a 19.36 percent increase over the year before. All told, containers have shown consistent growth in the past several years at the Port of Philadelphia. Containers are handled at PRPA's Packer Avenue Marine Terminal, the Port's largest and busiest facility.

Breakbulk cargoes (cargoes not shipped in containers, with the exception of vehicles and liquid bulk) experienced a healthy gain of 14.44 percent in 2014 when compared to 2013. In all, 1,382,861 metric tons of breakbulk cargoes were handled in 2014, compared to 2013's 1,208,350 tons. Highlights include steel, which was up 49.53 percent, with 394,717 tons handled; and forest products, which were up 28.2 percent, with 614,843 tons handled.

Though down slightly in breakbulk numbers, it's important to note that fruit (225,294 breakbulk tons handled) and cocoa beans (97,688 tons via breakbulk) are increasingly being handled as containerized cargoes, meaning that these cargoes aren't genuinely down at all, only that a portion of them are shifting to containers.

Automobiles, which began arriving in 2010 and were a big factor in the resumption of the Port's prosperity after the national economic downturn, continued to show strong performance in 2014. Counted as individual units, 150,637 automobiles (principally new Hyundai and Kia vehicles) moved through the Port of Philadelphia in 2014, compared to the 129,239 automobiles handled at the Port in 2013, a 16.56 percent increase. Counted as tonnage, 213,646 tons of vehicles were handled in 2014, an 18.12 percent spike. Automobiles arrive at the Packer Avenue Marine Terminal and are processed at the adjacent Philadelphia Automobile Processing Facility.

Liquid bulk cargoes continued to show steady growth as well in 2014, with 1,437,664 tons of liquid bulk products moving through the Port last year compared to the 1,267,915 tons handled in 2013, a 13.39 percent increase. These cargoes are handled via a tank farm located adjacent from the Tioga Marine Terminal, where liquid bulk vessels arrive.

The five consecutive years of double-digit cargo growth at the Port of Philadelphia is detailed as follows: 3,628,312 metric tons handled in 2010, a 14 percent increase over the previous year; 4,001,759 tons handled in 2011, a 10 percent increase; 4,431,214 tons handled in 2012, an 11 percent increase; 5,100,385 tons handled in 2013, a 15 percent increase; and 5,970,480 tons handled in 2014, a more than 16 percent increase.

The cargo increases of 2014 and recent years are occurring amid an unprecedented period of expansion and investment. As of right now, a \$350 million project to deepen the Delaware River's main channel from 40 to 45 feet is close to 70 percent complete, with the latest rounds of bids to deepen the remaining areas or "reaches" of the river now being evaluated for an anticipated spring 2015 resumption of the project. The deepening project, funded by the federal government with local matching funds provided by PRPA (an agency of the Commonwealth of Pennsylvania) is on track for completion in 2017, about the time a deeper and wider Panama Canal will begin serving the world's ocean carriers.

Further, the PRPA Board of Directors is now evaluating 16 private-sector respondents for its Southport Project, the first major expansion of the Port of Philadelphia in several generations. The three major parcels encompassing Southport are being offered by PRPA for a variety of potential maritime and energy uses, and the healthy level of responses to the Port's October 2014 request for expressions of interest bodes well for this ambitious project to boost in a major way the level of economic activity at the Port of Philadelphia.

Additional information about the Port's cargoes, as well as updates on the deepening project and Southport, can be found at PRPA's website, [www.philaPort.com](http://www.philaPort.com).

Attached photograph: Wood pulp cargoes, manufactured by Fibria Celulose of Brazil, being handled at the Port of Philadelphia's Tioga Marine Terminal. A cargo that began arriving at the Port in 2014, Fibria's wood pulp cargoes- used in the manufacture of paper towels, facial tissues, and other household paper products- are a big reason that the Port's forest products cargoes jumped 28 percent in 2014.

##

# PRPA Announces Availability of State-Sponsored Intermodal Incentive Program to Encourage Container Activity at the Port of Philadelphia

## Port Also Reports Big Gains in Initial 2015 Cargo Activity

*February 25, 2015* – The Philadelphia Regional Port Authority (PRPA) is pleased to announce that the Pennsylvania Department of Transportation (PennDOT) is now inviting shipping lines to participate in its new Intermodal Cargo Growth Incentive Program, which aims to increase cargo activity at the Port of Philadelphia. The program will offer a per-container financial incentive to current ocean carriers utilizing the Port. The program, recently announced by Pennsylvania Governor Tom Wolf, is effective immediately.

The program offers a \$25 per-container financial incentive to current ocean carriers utilizing the Port of Philadelphia, for any new containers moved beyond a carrier's previously-reported container levels. It is hoped that carriers will be encouraged to try the Port of Philadelphia as a result of the incentive. The program was established through PennDOT's Multimodal Transportation Fund, following consultation between PennDOT, PRPA officials, and other Philadelphia-area maritime businesses. Similar intermodal incentive programs have been effective in the past at the Port of Philadelphia, and PRPA is pleased about its new funding relationship with PennDOT.

"This new intermodal incentive program is an effective tool to grow our container business, and a fair one, as it rewards both our current customers as well as new carriers who have been considering using the Port of Philadelphia," said PRPA Executive Director James T. McDermott, Jr. "It's a solid investment on the part of the Commonwealth of Pennsylvania, as increased container business brings so many economic benefits to our region."

By encouraging companies to move more cargo through the Port of Philadelphia, PennDOT expects that this new program will attract at least 200,000 new annual container moves to the Port over the course of five years.

In his own announcement about the program, Governor Wolf said: "Pennsylvania has a robust transportation system and our ports are a vital part of the movement of goods. The Port of Philadelphia is an important asset for the Commonwealth's entire economy. These incentives will help increase activity at the Port, which will drive commerce across Pennsylvania and could create more than 1,400 good-paying jobs."

It is widely known that ocean carriers control discretionary cargo, report PRPA officials. These cargoes, destined from or to places like Chicago, are a target of this program. More steamship line services also create more export opportunities for Pennsylvania manufacturers.

The Pennsylvania Department of Transportation (PennDOT) Multimodal Transportation Fund, established by Commonwealth Act 89, includes dedicated budget categories for aviation, rail freight, ports, and other transportation-related projects.

Rules and further details on the program are available from PRPA's Marketing Department and from PennDOT at [www.dot.state.pa.us](http://www.dot.state.pa.us).

The PRPA Marketing Department can be contacted at (215) 426-2600 or via e-mail at [marketing@philaport.com](mailto:marketing@philaport.com).

PRPA has high hopes that PennDOT's cargo incentive program will deliver big results at the Port of Philadelphia, especially in light of the fact that initial cargo figures for 2015, as well as statistics for the prior year, demonstrate that cargo growth is already healthy at the Port. Final cargo statistics for 2014 revealed a 16 percent increase in cargo and the fifth consecutive year of double-digit cargo growth at the Port compared to 2013, and the following figures, comparing January 2015's cargo performance to January 2014's performance, indicate that the trend of growth is continuing.

With 481,251 metric tons of cargo handled at PRPA facilities in January 2015, compared to the 418,434 tons of cargo handled in January 2014, there was a notable 15.01 percent increase in tonnage between the two periods. This was due to increases in all cargo sectors, especially in liquid bulk, ro/ro, and containerized cargoes.

132,919 tons of liquid bulk cargoes moved through the Port of Philadelphia in January 2015 compared to the 94,759 tons handled in January 2014, a 40.27 percent increase.

On the ro/ro front, 20,349 metric tons of automobiles (13,937 individual units) moved through the Port in January 2015 compared to the 18,768 tons (13,224 individual units) that moved the Port in January 2014, an 8.42 percent tonnage increase.

When counted as individual units- 32,270 TEUs handled in January 2015 versus the 31,918 TEUs handled in January 2014- container counts were up 1.10 percent. When counted as tonnage, however, containerized cargo was up a more dramatic 11.27 percent, with 220,300 metric tons of containerized cargo handled in January 2015 compared to the 197,978 tons handled during the same period last year.

In the breakbulk sector, with 107,683 tons metric tons handled in January 2015 compared to the 106,929 tons handled during the same period last year, breakbulk cargoes overall held steady when comparing the two periods, experiencing about a 1 percent increase. Several individual breakbulk cargoes, however, showed strong growth when comparing January 2015 with January 2014.

Strong performers among the Port's breakbulk cargoes included forest products, which were up 17.33 percent (35,622 tons handled in January 2015 versus the 30,360 tons handled in January 2014) and project cargoes, up 110.37 percent (3,389 tons handled in January 2015 versus the 1,611 tons handled in January 2014). Cocoa beans also increased dramatically, with 21,873 tons arriving at the Port of Philadelphia in January 2015 compared to the 3,928 tons arriving in January 2014.

"We're very proud of the 15 percent increase in cargo we experienced at the start of this year compared to the start of last year," said Mr. McDermott. "While it is still very early in the year, these initial cargo figures demonstrate that a very productive 2015 is on the horizon at the Port of Philadelphia. Our agency works every day with our terminal operators, with the Commonwealth of Pennsylvania, and with all sectors of the maritime community to make this the most efficient, productive port it can be, and these initial numbers show we're on the right track."

##

## Tioga Marine Terminal Sees Very Busy Two Weeks

*March 10, 2015* – The marine terminals of the Philadelphia Regional Port Authority are no stranger to bustling activity, as vessels from around the world are regular fixtures on the Delaware River waterfront, but Philadelphia Regional Port Authority (PRPA) officials were particularly gratified by the level of activity at its Tioga Marine Terminal during the two weeks beginning on Monday, March 2.

Delaware River Stevedores, Inc. (DRS), operators of Tioga Terminal, report that during the course of the 10-to-12-day period beginning March 2, several vessels will be offloading cargo at the facility, with three vessels handling cargo at one time during March 8-10.

Cargoes arriving during the two work weeks will include project cargo on the Rickmers Tokyo; wood pulp cargoes from the Brazilian company, Fibria, arriving on the M/V Brassiana; and steel plates and project cargo arriving on the BBC Hudson. Rickmers Line has provided regular services at the Tioga Marine Terminal for the past several years, and Fibria Celulose has been delivering its wood pulp cargoes to Tioga since last summer. Other vessel activity is also scheduled during the course of the two weeks.

“We enjoy seeing this level of activity, and are well equipped to handle it,” said DRS’s terminal manager Pat Kryszczak, one of the regular “troops on the ground” at Tioga. “With our new wood pulp account, days with multiple vessels are a more regular occurrence.”

##

## Major US Meat Exporter Switches from West Coast to Port Philadelphia

*March 25, 2015* – One of the largest meat companies in the world has switched significant export volumes from US West Coast ports to Port Philadelphia. Exports of high quality meat, sourced from throughout the USA, are now moving through the Port Philadelphia due to West Coast port congestion.

U.S. cargoes to Korea, Japan and China are now moved from through the Port of Philadelphia. Already a major import hub for this company, the Port does not suffer from the congestion of larger US ports.

Port of Philadelphia is the #1 meat import port in the USA and is increasingly the port of choice for US meat exports.

##

# PRPA Salutes the Finalist of the Governor's ImPAct Awards

Port Authority to Sponsor Awards Luncheon in Hershey, PA on May 21

*April 29, 2015* – The Philadelphia Regional Port Authority (PRPA) is proud to sponsor the Governor's ImPAct Awards for the second year in a row. These prestigious awards honor Pennsylvania companies in the categories of Community Impact, Entrepreneur Impact, Export Impact, Jobs that Pay, and Small Business Impact.

The PRPA congratulates the nominees and the Partnerships for Regional Economic Performance (PREP) organizations that work with them. The Authority wants to help these companies (especially the manufacturers) to go global via Pennsylvania's International Seaport.

The Export ImPAct Awards, in particular, are "given to a company that has significantly increased its export sales and the number of new foreign markets it sells to since 2011."

The nominees are businesses of all sizes throughout the Commonwealth.

The Governor's ImPAct Awards are organized by the Team Pennsylvania Foundation, the PA Department of Community and Economic Development, and Journal Multimedia.

The awards luncheon took place on May 21, 2015 in Hershey, PA.

For more information on the Governor's Impact Awards, click [here](#).

For information on the PREP Network, click [here](#).

##

# Port of Philadelphia's First-Quarter Cargo Figures Indicate Continued Growth

## All Major Cargo Categories Show Increases Compared to Same Period Last Year

*April 29, 2015* – Following on the heels of an excellent 2014, where the facilities of the Philadelphia Regional Port Authority experienced their fifth consecutive year of double-digit growth, recently-compiled cargo figures for the first-quarter of this year indicate that an equally or even more impressive 2015 is a very strong likelihood for the Port of Philadelphia.

Further, in addition to overall cargo increases in broad categories such as containers, breakbulk, liquid bulk, etc., for the first time in recent history every major cargo category that the statistical process counts, which includes containers, steel, forest products, cocoa beans, project cargo, ro/ro, liquid bulk, and other/miscellaneous cargoes, all showed increases, with no exceptions.

“Our latest cargo figures are gratifying to see,” said PRPA Chairman Jerry Sweeney, who was appointed Chairman of the PRPA Board by Pennsylvania Governor Tom Wolf earlier this year. “Not only do they once again show healthy gains when comparing the same periods of this year and last year, but they also show, for the first time in a long while, that all cargo sectors showed growth, not just some or even most. This is truly a testament to our terminal operators, the logistics industry that surrounds them, our dedicated labor force, and our staff at PRPA, all of whom work together to make this port as efficient and successful as it can be.”

Containers showed healthy gains in the first quarter when counted either as TEU's or tonnage. 100,203 TEU's were handled during the first quarter of 2015 compared to the 97,922 TEU's handled during the same period of 2014, a 2.33 percent gain. Counted as tonnage, 684,360 metric tons of containerized cargo was moved during January-March 2015 compared to the 646,621 metric tons moved during that same period of 2014, resulting in a 5.84 percent gain.

The across-the-board increases in all breakbulk cargo categories are as follows: steel was up 1.22 percent, with 105,398 metric tons handled; fruit was up 16.68 percent, with 66,390 tons handled; forest products were up 34.98 percent, with 162,879 tons handled; cocoa beans were up 18.98 percent, with 45,859 tons handled; project cargo was up 21.69 percent, with 11,380 tons handled, and other/miscellaneous cargoes were up 975.65 percent, with 2,076 metric tons handled.

In the ro/ro category, which is primarily made up of the Port's automobile cargoes (principally Hyundai and Kia automobiles that arrive in South Philadelphia for ultimate distribution to dealerships throughout the U.S.), cargoes were up when counted either as individual units or tonnage. 36,683 automobiles were moved during the first quarter of this year, a 2.31 percent increase over the same period last year. Counted as tonnage, 54,923 metric tons of automobiles were moved, a 10.58 percent increase.

In the liquid bulk category, the 338,748 metric tons of liquid bulk cargoes handled during the first quarter represented a 1.54 percent increase compared to the same period last year.

These current cargo increases, which continue a trend of growth that began over five years ago, are occurring during an exciting time for the Port of Philadelphia, as the Port's 45-foot Main Channel Deepening project nears completion, and the PRPA Board of Directors is overseeing the advancement of the Port's Southport Project, which will result in one or more major new maritime operations in South Philadelphia, the first entirely new operations added to the Port in more than a generation.

##

## Cuban Officials Visit PRPA to Discuss Potential Trade Opportunities

*May 19, 2015* – Top U.S. Based Cuban governments officials discuss potential trade opportunities with the Port, as Cuba and the United States begin the process to normalize relations between the countries.



**Pictured:** Pam Martin, Molimar Export Consultant (left) Yanet Sable, First Secretary of the Cuban Interests Section in Washington, D.C. (middle) and Juan Lamiqueiro Leon, Deputy Chief of the Section (mid-right) — along with PRPA’s Sean Mahoney (far-left) and Robert Blackburn (far-right)

##

## Port Welcomes Dynamic “Future Sensations” Exhibit to City



May 22, 2015 – The Philadelphia Regional Port Authority is pleased to play a role in the display of a never-before-seen exhibit commemorating the 350th anniversary of an international company with decades-long ties to the Philadelphia region.

Saint-Gobain is one of the world’s largest building materials companies, with global headquarters in France, North American headquarters in Valley Forge and operations all over the world. With five distinct ephemeral pavilions, The “Future Sensations” traveling exhibit will, according to the company, “take visitors on a sensory journey of

science, storytelling and art that celebrates the last three and a half centuries and offers glimpses into future innovations that will transform the world.” Philadelphia will be the only U.S. stop for the exhibit, which has already been seen in Shanghai, China, Sao Paulo, Brazil, and will visit Paris, France following the Philadelphia exhibition.

Each of the five pavilions weighs between 20 and 50 metric tons. They range in height from 13 to 32 feet. A total of 26 products from the Saint-Gobain family of companies are used in their construction. Officials in Pennsylvania, including International Supply Chain Manager Elisabeth Fornes, were instrumental in arranging for the Port of Philadelphia to be the U.S. port of entry for the containers carrying the exhibit. Officials from Saint-Gobain, the Philadelphia Regional Port Authority (PRPA), terminal operator Holt Logistics, and global logistics firm BDP International, were on hand at PRPA’s Packer Avenue Marine Terminal, the Port’s largest and busiest facility, on Friday, May 15 to officially welcome the 25 containers transporting the exhibit. The containers arrived on the Hamburg Süd vessel “Monte Tamaro” several days before.

“We were very pleased to partner with our terminal operator and BDP to welcome Saint-Gobain’s exciting exhibit to Philadelphia,” said PRPA Director of Marketing Sean Mahoney. “We work together all the time to move cargo and attract business, but it was a special treat to have the unique experience of working together to advance the city’s cultural life, as well.”

The exhibit containers left the Packer Avenue Marine Terminal on Monday, May 18, and made the short journey to The Oval, in the heart of Philadelphia’s busy center city. The exhibit will be displayed there, where the public may view it free of charge from Saturday, May 30 to Saturday, June 6.

**Pictured:** (L -R) Arnold Bornstein, BDP International; Eric Holt, Holt Logistics; Andrew McLoone, BDP International; Elisabeth Fornes, Saint-Gobain; Joseph Fox, Philadelphia Regional Port Authority; and Todd Brown, Nick Diemedio, and Mike McCaffery, Holt Logistics.

##

# SeaLand Begins Service at the Port of Philadelphia

SAE Service Gives Philadelphia New Connections to Columbia, Guatemala, Honduras & Panama



*June 10, 2015* – The 564-foot Maersk Wakamayama docked at Philadelphia Regional Port Authority's Packer Avenue Marine Terminal (PAMT) Wednesday morning for the first call by SeaLand's South Atlantic Express Service (SAE).

The new service gives the Port new connections to Columbia, Guatemala, Honduras & Panama. SeaLand's SAE Service is the 1st of two new services arriving at the Port of Philadelphia this month. Another weekly service – provided jointly by SeaLand and APL – is set to call the port's Packer Avenue Marine Terminal starting late June.

The vessel-sharing agreement between APL and SeaLand is subject to regulatory approval. "Business at the Packer Avenue terminal continues to grow, and the addition of two weekly service calls from SeaLand/APL will increase efficiency, shorten overall transit times and provide greater opportunities to expand business in both perishable and non-perishable commerce between North and South America," said David N. Whene, president of Greenwich Terminals, operator of the terminal.\*

##

## US CBP Center for Agriculture and Prepared Products Director Visits PRPA



*June 11, 2015* – PRPA hosted Greg McCann of US Customs and Border Protection (USCBP) and several colleagues, Wednesday, June 10, 2015. Mr. McCann came to Port Philadelphia to learn more about the Greater Philadelphia port complex, which is the national leader in perishable foods, and to discuss the Center for Agriculture and Prepared Products. Operating virtually, this national network of USCBP experts will focus on agriculture imports and share their expertise and best practice with ports throughout the USA.

It is one of USCBP's Centers of Excellence and Expertise, which will allow customs to focus on industry segments (e.g., pharmaceutical products, base metals, automobiles). Using modern technology and communications, these Centers will allow greater uniformity and support higher standards among all US Ports.

**Pictured:** (L-R) Edward T. Moriarty, USCBP-Philadelphia Asst. Area Port Director, Tactical Operations; Greg McCann, USCBP Director of Agriculture & Prepared Products Center; Dominic O'Brien, PRPA Sr. Marketing Representative; Susan Thomas, USCBP-Baltimore Field Office Asst. Director Trade Operations; Hal Fingerman, USCBP-Philadelphia Dir. of Agriculture Operations

##

# Philadelphia Welcomes U.S. Senator Patrick Toomey and U.S. Secretary of Commerce Penny Pritzker

Senator Toomey and Secretary Pritzker Visit Packer Avenue Marine Terminal to Discuss Trade and Jobs with Port Officials



*July 2, 2015* – Officials of the Philadelphia Regional Port Authority (PRPA) and Greenwich Terminals, LLC, operators of PRPA's Packer Avenue Marine Terminal, today were pleased to welcome to the Port U.S. Senator Patrick Toomey (R-PA) and U.S. Secretary of Commerce Penny Pritzker, along with members of their respective staffs.

Senator Toomey and Secretary Pritzker arrived at the Packer Avenue Marine Terminal to participate in a roundtable discussion followed by a bus tour of the terminal. As well as PRPA and Greenwich Terminal officials, representatives of several private

companies involved in importing and exporting attended the roundtable discussion, as well as representatives of city government and heads of area business-development groups including the Greater Philadelphia Chamber of Commerce. The primary topics covered during the one-hour roundtable were job development, international commerce, and how federal trade policies and international trade agreements could assist businesses.

Senator Toomey discussed how trade tends to be an issue where both sides of the aisle can work together, and talked about how Congress and the administration have been working on several initiatives to help US businesses increase their trade abroad. Secretary Pritzker detailed the many ways the U.S. Commerce Department works to facilitate trade and the development of good trade policy. A particular topic discussed by the attendees was the Trans-Pacific Partnership, or TPP, which hopes to significantly expand U.S. economic links with Asia, the fastest-growing sector of the world economy.

Representing PRPA at the meeting were PRPA Board Member and private business owner Michael K. Pearson, Director of Marketing Sean Mahoney, and Director of Governmental & Public Affairs Don Brennan. Mr. Pearson discussed trade issues from the perspective of an area business expanding its scope into that arena; Mr. Mahoney brought up the importance of effective trade pacts on port business; and Mr. Brennan updated the assembled group on the Delaware River Channel Deepening Project, currently deepening the region's main shipping channel to 45 feet.

Greenwich Terminal LLC's Leo Holt acted as the meeting's chair, with colleagues Tom Holt, Jr. and Tom Holt III also participating. Tom Holt III reminded the group that increased international trade improves quality of life not only in this country but for the citizens of the many developing countries with which our country trades. A discussion of the Port's cocoa bean cargoes also underscored this point. Representing that particular business were Ari Weiner of Dependable Distribution Services, which operates PRPA's Pier 84 cocoa bean facility and Mike Lang of Blommer Chocolate.

**Pictured:** Senator Toomey and Secretary Pritzker at Packer Avenue Marine Terminal. PRPA Board Member Michael K. Pearson second from left.

##

## Port Philadelphia's Packer Avenue Terminal Welcomes New APL/SeaLand Service

North-South ACX/NAE service starts at Port Philadelphia via SeaLand/APL



*July 6, 2015* – The Antares J arrived at Port Philadelphia's Packer Avenue Marine Terminal (PAMT) on Tuesday, June 30, marking the maiden call of the new North-South ACX/NAE service. The new service, operated by SeaLand and APL, connects Philadelphia to Cartagena, Columbia, Manzanillo & Panama.

The NAE/ACX service is the 2nd SeaLand service to start at Port Philadelphia in the month of June. On June 10th, SeaLand added Port Philadelphia to their existing South Atlantic Express (SAE) route, giving the Port connections to Columbia, Guatemala, Honduras & Panama.

"Business at the Packer Avenue terminal continues to grow, and the addition of two weekly service calls from SeaLand/APL will increase efficiency, shorten overall transit times and provide greater opportunities to expand business in both perishable and non-perishable commerce between North and South America," said David N. Whene, president of Greenwich Terminals, operator of the terminal.

##

## Philadelphia Regional Port Authority Reports Significant Progress at Southport

*August 6, 2015* – The Philadelphia Regional Port Authority (PRPA) is pleased to report significant progress at the Southport Marine Terminal Complex, the first major expansion of the Port of Philadelphia in over 50 years. A Request for Qualifications (RFQ), the next step in selecting one or more private-sector partners to develop the three parcels that comprise Southport, will be issued in September.

The Southport Marine Terminal Complex is a 194-acre site at the eastern tip of the former Philadelphia Navy Yard in South Philadelphia. It is perfectly situated for maritime development with easy access to rail and major roadways.



“Our board is very excited to be moving forward with Southport’s next phase and very much appreciates the leadership of the administration of Pennsylvania Governor Tom Wolf and the support we have received from the port community,” said Gerard H. Sweeney, PRPA chairman. “The Commonwealth of Pennsylvania understands that investment in its transportation infrastructure, especially its port assets, is a critical component to grow global trade and create family-sustaining trades in our region. The Southport Marine Terminal Complex will be a substantial contributor to the regional economy.”

The RFQ process will be overseen by the PRPA Board of Directors and a team of experienced market advisors. Team members include Ernst & Young (financial issues); Hatch Mott MacDonald (technical issues); Martin Associates (port and economic impacts); Mayer Brown (legal issues); and Elliott Greenleaf (legal issues). PRPA, its board of directors and the market advisors will work together to launch the next phase: a transparent procurement process to identify the development plan or plans best suited for Southport.

Three waterfront sites collectively comprise the Southport complex: the Southport Marine Terminal site (119 acres); Southport West (75 acres); and Pier 124 North Berth, a 1,132-foot finger pier. With the Commonwealth’s support, PRPA has already completed substantial pre-development work at the sites, especially in the area of improving access, in anticipation of private development.

A Request for Expressions of Interest (REI) was issued late last year and garnered a high level of response from maritime industry, manufacturing, and energy companies. This next phase, a Request for Qualifications (RFQ) is slated for September, and will widen the process, encouraging the continued participation of past respondents while inviting additional private sector interests to present their visions for the Southport property. Submissions of qualifications are targeted for November 2015. Requests for proposals will be sent to short-listed proposals by the end of December 2015 with an anticipated due date for the proposals by June of 2016.

PRPA hopes to have Southport project under development by 2017. While committed to comprehensive due-diligence, the PRPA Board is nevertheless planning for a quick evaluation and selection process following September’s RFQ announcement.

**Pictured:** An aerial view of the three parcels comprising Southport

##

## Philadelphia Regional Port Authority Hosts Informational Briefing on Southport Project



*August 6, 2015* – In anticipation of the release of a Request for Qualifications (RFQ) on September 23, Philadelphia Regional Port Authority (PRPA) Chairman Jerry Sweeney and officials of PRPA held an informational briefing on its Southport Project at a meeting space on the Delaware River waterfront earlier today. In the audience were about 100 members of the Philadelphia maritime community and other stakeholders interested in what the Southport project will bring to the city and region.

The PRPA Board of Directors will be overseeing the RFQ process, and shortly thereafter a Request for Proposals (RFP) process that together, port officials hope, will ultimately identify private sector partners to assist PRPA and the Commonwealth of Pennsylvania in developing the three parcels that comprise Southport.

Today's briefing, conducted by PRPA Executive Director James T. McDermott, Jr. and PRPA's market advisors Ernst & Young and Hatch Mott Macdonald, covered current plans and timelines, and allowed audience members to share their views on the ambitious Southport Project, the first major expansion of the Port of Philadelphia in years.

Audience members at the briefing included current PRPA terminal operators, representatives of port labor, many businesses that regularly work at the Port, potential respondents to the Port's RFQ and RFP processes, and others. A lively question-and-answer session demonstrated that there is a high level of interest about Southport and its potential to significantly grow the Port and its economic impact.

Three waterfront sites collectively comprise the Southport complex: the Southport Marine Terminal site (119 acres); Southport West (75 acres) and the Pier 124 North Berth, a 1,132-foot finger pier. The Southport RFQ and RFP processes have been crafted to encourage a full range of maritime commerce cargo opportunities. With the Commonwealth's support, PRPA has already completed substantial pre-construction and permitting work at the sites, in anticipation of private development.

Additional information on Southport is currently available on PRPA's web site, on the Southport Terminal Updates page. Further information will be released and posted as the RFQ and RFP processes continue.

**Pictured:** Audience members listen to a briefing on the Southport Project on Thursday, September 17.

##

## PRPA Releases for Qualifications (RFQ) Document for Southport Marine Terminal Project



*September 24, 2015* – The Philadelphia Regional Port Authority (PRPA) has released a Request for Qualifications (RFQ) document inviting interested parties in the private sector to take a preliminary step to become a partner with PRPA in the development of Southport, a project to establish one or more new maritime businesses along the Delaware River. The RFQ is now available on the Southport Marine Terminal Updates page.

The PRPA Board of Directors will be overseeing the RFQ process, and shortly thereafter a Request for Proposals (RFP) process that together port officials

hope, will ultimately identify private sector partners to assist PRPA and the Commonwealth of Pennsylvania in developing the three parcels that comprise Southport.

Three waterfront sites collectively comprise the Southport complex: the Southport Marine Terminal site (119 acres); Southport West (75 acres) and the Pier 124 North Berth, a 1,132-foot finger pier. The Southport RFQ and RFP processes have been crafted to encourage a full range of maritime commerce cargo opportunities. With the Commonwealth's support, PRPA has already completed substantial pre-construction and permitting work at the sites, in anticipation of private development.

As well as the RFQ document, additional information on the Southport project is currently available on PRPA's web site. Further information will be released and posted as the RFQ and RFP processes continue.

For more information:

The PRPA has established a webpage dedicated to the Southport Marine Terminal Project. The page has been established to be an interactive tool to provide all interested parties with real-time updates and relevant documents necessary for the project as it progresses.

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## James T. McDermott Jr. Executive Director of the Philadelphia Regional Port Authority since 1994, Announces Impending Retirement



*September 28, 2015* – James T. McDermott, Jr., Executive Director of the Philadelphia Regional Port Authority (PRPA), announced on Wednesday, September 23 that he will retire from the Authority next year. When he retires on April 15, 2016, he will have served at PRPA for 25 years, almost 21 years of that as its Executive Director.

Mr. McDermott joined PRPA as its Chief Counsel in 1991, following working as an Assistant District Attorney for the City of Philadelphia since 1980. He was appointed Executive Director on May 13, 1994, with his new role initially envisioned as a temporary one while a national

search for a port director was undertaken. In short order, however, the PRPA Board, the Governor's office, and the Pennsylvania legislature decided to keep Mr. McDermott at the Port's helm.

In the letter he wrote to Pennsylvania Governor Tom Wolf to announce his retirement, Mr. McDermott stated that, "I have enjoyed my time at the Port Authority and I am very proud of the collective work we were able to accomplish on behalf of the Port, the City, and the Commonwealth of Pennsylvania."

That work included getting PRPA on its feet during the earliest days of its creation (when the state-sponsored PRPA replaced the city-run Philadelphia Port Corporation in 1990); presiding over the complex Delaware River Channel Deepening Project; and- currently- advancing PRPA's Southport Project, the first major expansion of the Port of Philadelphia in decades.

These were only some of the highlights of his tenure. During his past two-plus decades at the Port, Mr. McDermott served under six governors, and was able to work with all of them, as well as their respective legislatures, to advance innumerable capital projects and initiatives to grow the Port and its cargoes. On-dock warehouse space, the complement of container cranes, highway and rail access to the Port, and the amount of liner services and trade lanes serving the Port, were all greatly enhanced under Mr. McDermott's watch. A new food distribution center, the Philadelphia Wholesale Produce Market, was also funded and constructed under Mr. McDermott, and currently holds the record for the largest indoor refrigerated space in the United States.

Mr. McDermott also provided a steady hand during the national economic downturn of 2008, stressing the importance of continued investment and aggressive marketing during a time when Philadelphia and many other major US ports were taking big hits to their cargo levels. The Port of Philadelphia came out of that period better than most ports, and in fact is now stronger than ever. 2014 was the sixth consecutive year of double-digit cargo growth at the Port of Philadelphia.

During his tenure, Mr. McDermott traveled the world and met countless steamship line executives, heads of state, international manufacturers and growers, and so many others in his efforts to promote the Port of Philadelphia and its use by the world shipping community. A highlight was meeting Fidel Castro in 2004 and participating in the establishment of limited but very concrete commercial ties between Pennsylvania and Cuba, well in advance of the current US initiative to reach out to that nation.

Mr. McDermott has received numerous awards and accolades from the industry he came to love so much, including the Friend of Chile Award from the Chilean and American Chamber of Commerce; Man

of the Year by both the Philadelphia Maritime Society and the Traffic Club of Philadelphia; and the Scout Mariner Award by the Cradle of Liberty Council of the Boy Scouts of America.

Upon leaving in April 2016 (which will give Governor Wolf and the board of PRPA time to identify a successor), Mr. McDermott plans to enjoy his retirement along with his wife Susan, another longtime public servant of the Commonwealth, their two daughters Kate and Reese, and their many family members and friends.

In the conclusion of his letter to Governor Wolf, Mr. McDermott said, "I want to thank you for the opportunity to serve your administration and, upon my retirement, I will have worked in the public sector since September 2, 1980 and enjoyed every minute of it."

##

# Port Philadelphia Cargo Figures Show Healthy Gains in Several Key Areas During First Half of 2015

An Overall 8.79% Increase Over 2 Periods



October 3, 2015 – With 3,104,140 metric tons of cargo handled at the facilities of the Philadelphia Regional Port Authority during the first six months of 2015 compared to the 2,853,362 tons handled during the first six months of 2014, total cargo tonnage at the Port of Philadelphia experienced a healthy 8.79 percent increase over the two periods.

In particular, breakbulk cargoes were up 28.44 percent, with 845,092 tons handled January-June 2015 compared to the 657,977 tons handled January-June 2014.

Other highlights include automobile cargoes, which were up 8.85 percent when counted as individual units (79,160 automobiles moved during January-June 2015) and 15.69 percent when counted as tonnage (116,812 tons moved).

Though down about 2 percent when counted as TEU's (a still healthy 214,267 TEU's handled), containerized cargoes were up 4 percent when counted as metric tonnage: All told, 1,470,821 metric tons of containerized cargoes were handled during the first half of 2015 compared to the 1,414,220 tons of containerized cargoes handled during the same period of 2014.

Contributing to the 28.44 percent in overall breakbulk cargoes were several individual breakbulk cargoes that showed big gains during the first half of this year.

Cocoa beans, with 81,485 tons handled, were up 12.01 percent

Fruit, with 134,921 tons handled, was up 13.51 percent

Steel, with 248,148 tons handled, was up 27.57 percent

Forest products, with 369,951 tons handled, were up 54.03 percent

Liquid bulk, with 671,415 tons handled during the first half of this year, was roughly equal to the same period last year.

“2014 was the fifth consecutive year of double-digit cargo growth at the Port of Philadelphia, and our initial numbers for 2015 point to more good news like that by the end of this year,” said PRPA Executive Director James T. McDermott, Jr. “With our 45-foot channel deepening project nearing completion and our Southport marine terminal project moving forward, these are exciting times for the Port, and the fact that our cargo numbers have been going up even before these projects are completed is particularly gratifying. PRPA, our terminal operators, and the administration of PA Governor Tom Wolf are working together in a terrific manner to keep this port moving in the right direction.”

Pictured: Forest Products, including rolls of high-quality paper from Europe, were up 54.03 percent at the Port of Philadelphia during the first half of 2015.

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From the Governor's Office:

## Governor Wolf Announces Strategic Plan for Port of Philadelphia

*November 4, 2015* – Governor Tom Wolf today announced his strategic plan for sustained management, maintenance, and development of the Port of Philadelphia. The governor emphasized his key priorities of investing in infrastructure, creating jobs, and keeping Pennsylvania economically competitive.

"Today is a new day at the Port of Philadelphia," Gov. Wolf said. "Our port has a strategic location on the East Coast, but its infrastructure is rapidly aging. I am committed to ensuring the commonwealth is a strong partner with the Philadelphia Regional Port Authority so that this vital resource remains competitive on a global scale."

The governor outlined his plan while standing on an undeveloped parcel of the Southport Marine Terminal Complex, located at the eastern tip of the Navy Yard. He was joined by Philadelphia Regional Port Authority (PRPA) Chairman Jerry Sweeney, Lieutenant Governor Mike Stack, Senator Larry Farnese, Representative Bill Keller, and dozens of marine stakeholders.

"This is a wonderful day for the Port of Philadelphia," Sweeney said. "Southport is the future of the Port of Philadelphia, and to have Governor Wolf personally visit the Port and endorse this critical project that will bring so many jobs and other economic benefits to our region is very exciting and a testament to the hard work by the thousands of men and women who work in this port every day."

"The ports are a valuable asset for the entire region and state of Pennsylvania," Lt. Gov. Stack said. "To make the most of their potential, we need a comprehensive plan for how we can best use them to expand our economy and increase jobs, and we must follow up with a cooperative effort to carry out that vision."

Governor Wolf said development of the Southport Terminal is one of his main goals for the Port of Philadelphia. The 196-acre riverfront property is owned by PRPA, located immediately west of the Packer Avenue Marine Terminal. It remains idle and undeveloped but is currently undergoing a Request for Qualifications (RFQ), with a Request for Proposals (RFP) process expected to begin in 2016. The goal is to enable the market-driven development of Southport Terminal in 2017, creating up to 3,700 new jobs.

"Investing in this additional tract of developable land will have a significant impact on our ability to attract new business to Pennsylvania, increase the amount of available family-sustaining jobs, and grow our competitiveness as a major port in the region," Sen. Farnese said.

"The people of the Commonwealth of Pennsylvania will certainly appreciate Governor Wolf's important investment in job growth in southeastern Pennsylvania, and I applaud his leadership in improving the lives of commonwealth residents," Rep. Keller said.

In addition to establishing a timeline for the development of the Southport site, Governor Wolf announced further steps his administration is taking to ensure long-term stability and growth at the Port of Philadelphia.

Governor Wolf has named seven new board members to the Philadelphia Port Authority, including Chairman Sweeney. He has launched a national search for a new executive director with a proven track record of successful port development.

- Chairman Gerard Sweeney, President & CEO of Brandywine Realty Trust
- Yassmin Gramian, Senior VP of HNTB
- Robert Clark, Associate at Ballard Spahr LLP
- Michael Pearson, President of Union Packaging

- John Dougherty, Business Manager of International Brotherhood of Electrical Workers Local 98
- Paul McNichol, Partner at McNichol, Bryrne & Matlawski, P.C.
- John Skoutelas, VP and General Counsel for the Eastern Group, Waste Management

2. Governor Wolf will create an advisory committee of stakeholders to provide input on the future of the port. It will include stakeholders from industry, labor, local and state government to drive a unified vision for the port.

3. Governor Wolf is leading the strategic development of the port. He has directed PennDOT to conduct a study to determine the best use/economic feasibility of the port:

Governor Wolf asked PennDOT to work with the PRPA Board to evaluate its current assets and develop a Port Strategic Business Plan that will maximize asset utilization and employment potential. This Plan is coordinated with and is complementary to the Southport Procurement.

- The Port Strategic Plan is being developed in a phased approach:
- Phase 1 is to assess existing conditions, and it is underway.
- Phase 2 is expected to begin sometime this winter and includes setting a vision and direction.
- Next spring and summer, phase 3 will begin. This will include developing capital investment strategies.
- The Assessment is meant to augment past Commonwealth investments in the port; capitalize on long-term market trends; and effectively react to short-term opportunities.

4. Governor Wolf has prioritized the development of the Southport Marine Terminal Complex and has already initiated request for proposals for development that will create jobs.

Governor Wolf solicited a Request for Qualifications (RFQ), which is well underway, and will widen the process, encouraging the continued participation of past respondents while inviting additional private sector interests to present their visions for the Southport property. Submissions of qualifications are targeted for November 2015.

Requests for proposals will be sent to short-listed proposals by the end of December 2015 with an anticipated due date for the proposals by June of 2016.

PRPA hopes to have Southport project under development by 2017. While committed to comprehensive due-diligence, the PRPA Board is nevertheless planning for a quick evaluation and selection process following September's RFQ announcement.

The number of potential new jobs that might be created from the development of the Southport Terminal depends on the type of development that occurs. The following estimate represents the number of potential new jobs should be Southport Marine Terminal Complex be developed as a 100% Energy Terminal (the lowest) or a 100% Non-energy Terminal (the highest): 590 – 3,720 new jobs

The commonwealth has a proven track record of investments at the Port of Philadelphia, including \$25 million per year on maintenance alone. Since 2010, Pennsylvania has delegated a total of over \$300 million to the Port.

The Port of Philadelphia is the fourth largest port in the U.S. for the handling of imported goods. It is strong in bulk cargoes, such as fruits, vegetables, cocoa beans, and aggregates. It has considerable refrigerated and freezer warehousing space as close as 90 feet from the dock, allowing for handling of temperature-sensitive cargoes.

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## Governor Wolf Appoints 14-Member Port of Philadelphia Advisory Committee



*December 11, 2015* – Pennsylvania Governor Tom Wolf has announced the appointment of a 14-member Port of Philadelphia Advisory Committee composed of representatives of business, labor, and government with emphasis on maritime commerce and regional transportation.

The Port Advisory Committee is being formed to provide an effective, transparent forum to ensure an ongoing, substantive dialogue between the

Philadelphia Regional Port Authority (PRPA) and its key stakeholders. As indicated in its title, the advisory committee will be advisory in nature and will meet with PRPA Board members and staff on a quarterly basis. Agenda items will include, among others, port strategic and real estate planning, macro maritime industry conditions, assessing port infrastructure requirements, and optimizing market opportunities.

The inaugural session is Tuesday, April 12, 2016, noon at PRPA.

Appointees include two Philadelphia terminal operators, three prominent labor leaders, an aide to Philadelphia Mayor Jim Kenney, and a high-ranking official of the Pennsylvania Department of Transportation (PennDOT).

They are:

- Leonidas (Leo) Addimando, co-founder and managing partner of the Alterra Property Group, who will represent Pennsylvania State Sen. Lawrence M. Farnese, Jr.
- Wadud Ahmad, partner at Ahmad Zaffarese, LLC.
- Denise Brinley, Special Assistant to the Secretary – Strategic Industry Initiatives, Pennsylvania Department of Community and Economic Development (DCED)
- Toby L. Fauver, PennDOT Deputy Secretary for Multimodal Transportation
- Chelsea Guzowski, Director of Special Projects, Pennsylvania Office of the Budget
- William Hamilton, president of the Pennsylvania Conference of Teamsters
- Rudy Husband, vice president, Norfolk Southern Corporation, Pennsylvania and New England
- Philadelphia Deputy Mayor Rich Lazer, who will represent Philadelphia Mayor Jim Kenney
- Kate McNamara, Vice President, real estate service for the Philadelphia Industrial Development Corporation (PIDC)
- Rodney Oglesby, vice president, government affairs for CSX Corporation
- Robert W. Palaima, president of Delaware River Stevedores, operator of PRPA's Tioga Marine Terminal in the Port Richmond section of Philadelphia
- James H. Paylor, Jr., vice president of the International Longshoremen's Union
- James Snell, business agent for Steamfitters Local Union 420, who served as president of the local from 2010 to 2013
- Harvey Weiner, president of Dependable Distribution Services, operator of PRPA's cocoa complex at Pier 84 in South Philadelphia

"The continuing success of the Port of Philadelphia as Pennsylvania's international seaport largely depends on strengthening the working relationships we have with business, labor and our locally elected officials," Gov. Wolf said. "I believe by establishing this advisory committee, we are formalizing these bonds, and tapping into a variety of valuable resources for the challenges ahead."

The Port of Philadelphia is among the largest ports in the U.S. for the handling of imported goods. It is strong in bulk cargoes, such as fruits, vegetables, cocoa beans, and aggregates. It has considerable refrigerated and freezer warehousing space as close as 90 feet from the dock, allowing for handling of temperature-sensitive cargoes.

Pennsylvania has a proven track record of investments at the Port of Philadelphia, including \$25 million per year on maintenance alone. Since 2010, the Commonwealth has delegated a total of over \$300 million to the Port.

“The Port of Philadelphia is positioning itself not only to maintain our competitive edge, but to be better prepared to pursue new business opportunities around the world,” said Gerard H. Sweeney, chairman of the Philadelphia Regional Port Authority’s Board of Directors.

The PRPA has enjoyed five consecutive years of double-digit cargo growth. Further, in October, they reported a nearly nine percent increase for the first six months of 2015 over the same period last year.

The Authority and market advisors are also reviewing responses to a Request for Qualifications for the proposed Southport Marine Terminal Complex, a 194-acre site composed of two parcels of land and the northern berth of an adjacent finger pier at the eastern tip of the Philadelphia Navy Yard in South Philadelphia.

The offering has generated interest from a variety of industries, including container lines, energy and auto imports.

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# New Shipping Service from Mexico Coming to Port of Philadelphia

New Sealand “Atlántico” service line will expand transportation opportunities between Gulf of Mexico and US East Coast

*December 22, 2015* – Holt Logistics Corp. and the Philadelphia Regional Port Authority today announced they have secured new shipping service to the Packer Avenue Marine Terminal in South Philadelphia that will link directly with burgeoning port operations on the Gulf of Mexico. SeaLand, the intra-Americas regional ocean carrier of the Maersk Group, will launch a new line in 2016, its “Atlántico” service, which will call the Mexican ports of Veracruz and Altamira before making a direct connection to the Packer Avenue Terminal in Philadelphia.

“This new service is the culmination of nearly two years of hard work and negotiations,” said Thomas J. Holt Jr. of Holt Logistics Corp. “Packer Avenue offers superior refrigerated cargo service, which will create efficiencies and provide greater scale to Mexico’s expanding perishable goods business. Additionally, this new service will have significant environmental benefits as the vast majority of this cargo currently moves thousands of miles via tractor trailer. On behalf of Holt Logistics Corp, we thank the many individuals who helped to develop this important trade line for our customers here and abroad.”

The SeaLand Atlántico service will begin weekly calls to Packer Avenue starting February 3 and continue with weekly calls between Mexico and Philadelphia. The Atlántico service offers an alternative transportation option for trade between the Gulf of Mexico and Eastern United States, which generally employs ground transportation on 95% of its volumes. This line will particularly benefit producers and exporters of perishable goods to the U.S. by providing economies of scale, security and reliability of an ocean service. Targeted commodities include goods such as avocados, lemons, tomatoes and commercial cargo.

“We’re very excited about this new weekly service with Mexico,” said Philadelphia Regional Port Authority (PRPA) Chairman Jerry Sweeney. “It’s another example of the kinds of things that happen at the Port when you have great public-private partnerships in place. The Commonwealth of Pennsylvania is proud to invest in its marine terminals and provide business support, which assists aggressive, savvy terminal operators like the Holts in bringing home a great piece of business like this one.”

The new SeaLand Atlántico service will have the following port rotation schedule: Veracruz – Altamira – Philadelphia.

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