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# Governor Wolf Announces Next Step in Port of Philadelphia Development

Read: [Stack Issues Statement on Step Forward for Port of Philadelphia Strategic Plan](#)



January 20, 2016 – Governor Tom Wolf today announced the Philadelphia Regional Port Authority (PRPA) has developed a shortlist of potential developers for the Southport Marine Terminal Complex at the Port of Philadelphia. This achievement marks a major milestone in the governor’s strategic plan for sustained management, maintenance, and development of the Port of Philadelphia.

“This announcement represents a vital step in our plan to ensure a timely and responsible development of the Southport Marine Terminal,” Governor Wolf said. “My administration is committed to working with the Philadelphia Regional Port Authority to invest in our infrastructure, bring key jobs to the region, and keep Pennsylvania’s economy competitive on a global scale.” 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 currently remains idle and undeveloped, but the goal is to enable the market-driven development of Southport Terminal in 2017, creating up to 3,700 new jobs.

Last fall, as part of Governor Wolf’s strategic plan, PRPA launched a two-phased process to procure one or more developers to design, build, finance, operate and maintain commercial and industrial facilities at the three sites that comprise the Southport Marine Terminal Complex: the 119-acre Southport Marine Terminal (Site 1); the 75-acre Southport West Terminal (Site 2); and Pier 124 North Berth (Site 3).

The first phase of procurement began in September 2015 with the release of a Request for Qualifications (RFQ). Following an evaluation of the respondents’ conceptual development plans and technical and financial qualifications, PRPA’s Board of Directors unanimously voted to shortlist 4 teams to bid on Site 1 and 5 teams to bid on Site 2.

“Selecting these shortlists marks the latest exciting development in this project, and clearly illustrates the commitment of PRPA’s board, staff, and advisors to get this project done,” said PRPA chairman Jerry Sweeney. “Between this commitment, and the quality of the respondents and their innovative solutions, Southport is no longer a distant project on the horizon. It’s something that’s going to happen soon, to the great benefit of Philadelphia’s working waterfront and our regional economy.”

The shortlisted respondents for the Southport Marine Terminal (Site 1) are:

- CenterPoint Properties Trust
- Liberty Consortium
- Philadelphia Energy Solutions, LLC
- Southport Development Partners

The shortlisted respondents for the Southport West Terminal (Site 2) are:

- CenterPoint Properties Trust
- Liberty Property Trust
- Philadelphia Energy Solutions, LLC
- Southport Development Partners
- USD Group, LLC

The second phase of the procurement, the Request for Proposals (RFP) phase, will occur within the coming weeks. The next steps for the project include stakeholder and industry outreach meetings, preliminary meetings with the shortlisted respondents and release of the RFP, which will include proposal requirements and terms and conditions for project development. The submission of proposals is anticipated in summer 2016, with developer selection to follow thereafter, and construction is anticipated to begin in 2017. In addition to establishing a timeline for the development of the Southport site, Governor Wolf has previously 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.

Governor Wolf is creating 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.

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: 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 has sustained substantial growth over the past five years with container cargo leading the way. Also, the Port is strong in non-containerized cargoes, such as fruits, vegetables, cocoa beans, forest products 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.

##

## Stack Issues Statement on Step Forward for Port of Philadelphia Strategic Plan

*January 21, 2016* – Lt. Governor Mike Stack issued the following statement regarding Governor Tom Wolf’s announcement today that the Philadelphia Regional Port Authority now has a shortlist of developers for the Southport Marine Terminal Complex at the Port of Philadelphia.

“There was more positive momentum for Port of Philadelphia today as Gov. Wolf announced that the Philadelphia Regional Port Authority (PRPA) now has a shortlist of potential developers for the Southport Marine Terminal Complex. Gov. Wolf and I see this as a big step forward for our strategic plan for the port, to create jobs and expand the Pennsylvania economy. “

Last fall, Stack joined the governor in Philadelphia as he announced the plan for the port, with Southport development being a key piece.

For additional information on the Governor’s announcement today, see this news release:  
<https://www.governor.pa.gov/governor-wolf-announces-next-step-in-port-of-philadelphia-development/>

##

# Port of Philadelphia's 2015 Cargo Figures Indicate Continued Growth

Major Port Milestone: For the First Time, More Than 6 Million Tons of Cargo Handled in a Single Year



*April 8, 2016* – With the recent compilation of complete cargo-handling figures for 2015, the Philadelphia Regional Port Authority (PRPA) is pleased to report that, for the sixth consecutive year, cargo has grown at the Port of Philadelphia and, for the first time in its history, total cargo tonnage has surpassed 6 million tons.

With 6,092,787 metric tons of cargo handled at the facilities of the Port of Philadelphia in 2015 compared to the 5,951,240 tons handled in 2014, total cargo tonnage at the Port increased

by 2.38 percent. Further, when collectively examining cargo figures over the past six years, overall tonnage handled has increased by 68 percent.

“I’m very proud of this Authority and the private terminal operators that work in conjunction with it,” said PRPA Chairman Gerard H. Sweeney. “Our effective public/private partnership, championed by Pennsylvania Governor Tom Wolf from the earliest days of his administration, has once again resulted in another year of cargo growth. I’m also especially proud that, for the first time, this Port handled more than 6 million tons of cargo in a single calendar year. Truly, great things have been happening here.”

## Highlights last year included the following:

- Breakbulk cargoes were the particular standouts in 2015, with overall breakbulk tonnage up 15.64 percent.
- Steel, with 423,321 tons handled in 2015 compared to the 395,200 tons handled in 2014, was up 7.12 percent.
- Fruit, with 268,319 tons handled in 2015 compared to the 225,294 tons handled the year before, was up 19.10 percent.
- Cocoa beans, with 103,121 tons arriving at the Port in 2015 compared to 2014’s 97,688 tons, experienced a 5.56 percent gain. This gain, in conjunction with terminal operator Dependable Distribution Services (DDS) consolidating its regional cocoa cargoes at PRPA’s Pier 84 facility, which DDS operates, has resulted in the Port of Philadelphia now being ranked as the number one cocoa bean-handling port in the nation, according to The Journal of Commerce’s PIERS data service. When considering all cocoa products, the Port of Philadelphia ranks second in the nation.
- Forest Products which include high-quality coated paper from Scandinavia used to print magazines and catalogs, and wood pulp from South America used in the manufacture of

household items like facial tissues and paper towels, were up a healthy 26.58 percent, with 778,271 tons handled in 2015 compared to the 614,844 tons handled in 2014.

- Roll-On/Roll-Off (Ro/Ro) cargoes also had healthy gains in 2015. Ro/Ro cargoes primarily consist of new Hyundai and Kia automobiles that regularly arrive at South Philadelphia's Packer Avenue Marine Terminal from South Korea. Counted as individual units, automobiles were up 3.39 percent, with 155,745 automobiles arriving at the Port in 2015 compared to the 150,637 that arrived in 2014. Counted as tonnage, the increase jumped to 8.18 percent, with 231,016 tons of automobiles moving through the Port in 2015 compared to the 213,546 tons that were handled in 2014.
- Containers, with 427,630 TEU's handled in 2015, and liquid bulk cargoes, with 1,331,772 tons moved last year, both performed at about 2014 levels. When counted as tonnage instead of TEU's, container tonnage was actually up about one-half percent, with 2,930,050 tons handled in 2015 vs. the 2,916,448 tons moved in 2014.

All tonnage figures related here are in metric tons. Cargo gains in 2015 occurred during a particular busy and dynamic era for the Port of Philadelphia, with the Delaware River 45-foot Channel-Deepening project nearing completion and the Southport Marine Terminal Project now in its RFP phase, which could ultimately result in up to three new business operations at the Port by 2017.

##

# Philadelphia Regional Port Authority Hosts First Meeting of Governor Wolf's Port of Philadelphia Advisory Committee

14-Member Team Will Regularly Meet to Advise PRPA Board on Current Issues



*April 13, 2016* – The Philadelphia Regional Port Authority (PRPA) Board of Directors hosted the inaugural meeting of the Port of Philadelphia Advisory Committee at PRPA's headquarters on Tuesday, April 12. The Committee, established by PA Governor Tom Wolf in December 2015, will regularly advise the Board and staff of PRPA on relevant port issues.

Comprised of business, labor, and government officials selected by Governor Wolf, the Port of Philadelphia Advisory Committee was formed to

provide an effective, transparent forum to ensure an ongoing, substantive dialogue between PRPA and its stakeholders. As indicated by its title, the committee will be advisory in nature and will meet with PRPA Board Members and staff on a quarterly basis. Agenda items will include, among other topics, port strategic and real estate planning, macro maritime industry conditions, port infrastructure requirements, and the optimization of market opportunities.

11 of the 14 appointees to the committee attended the initial meeting, which included an overview of the Port, a report on the Port's 2015 cargo statistics, updates on the 45-foot channel-deepening and Southport projects, a PRPA financial report, an update on PRPA's search for a new CEO, the ongoing study of the Port by the PA Dept. of Transportation (PennDOT), and, finally, an overview of PRPA's Procurement and Diversity programs.

Mr. Sweeney was pleased with the results of the first meeting. "This meeting was focused on providing background information on the Port's facilities and current business initiatives, he said. "We accomplished that objective and were delighted at the level of engagement by committee members. Our board and staff are excited about establishing a productive dialogue with the committee, to further accelerate execution of the Port's initiatives."

## **The members of Governor Wolf's Port of Philadelphia Advisory Committee are:**

- Leonidas (Leo) Addimando of the Alterra Group, representing State Senator Lawrence M. Farnese, Jr.– whose district includes large portions of the Port;
- Wadud Ahmad of 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, Pennsylvania Conference of Teamsters;
- Rudy Husband, vice president, Norfolk Southern Corporation – Pennsylvania and New England;
- Deputy Mayor of Philadelphia Rich Lazer, representing Philadelphia Mayor Jim Kenney;
- Kate McNamara, vice president, real estate service, Philadelphia Industrial Development Corporation (PIDC);

- Rodney Oglesby, vice president of government affairs, CSX Corporation;
- Robert W. Palaima, president, Delaware River Stevedores – operator of PRPA's Tioga Marine Terminal;
- James H. Paylor, Jr., vice president, International Longshoremen's Union;
- James Snell, business agent, Steamfitters Local Union 420;
- and Harvey Weiner, president, Dependable Distribution Services – operator of PRPA's cocoa complex at Pier 84.

Upon announcing his committee appointments in December 2015, Governor Wolf said, "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. I believe by establishing this advisory committee, we are formalizing these bonds, and tapping into a variety of valuable resources for the challenges ahead."

PRPA will report on future meetings of the Port of Philadelphia Advisory committee as they occur.

**In photo from L to R:** James H. Paylor, Jr., vice president of the International Longshoremen's Union; Jennifer M. Tanner, PCED, industrial development manager for CSX Corporation – representing Rodney Oglesby; Leonidas Addimando, co-founder and managing partner of the Alterra Property Group, who represented Pennsylvania State Sen. Lawrence M. Farnese, Jr.; James Snell, business agent for Steamfitters Local Union 420; Philadelphia Deputy Mayor Rich Lazer, who represented Philadelphia Mayor Jim Kenney; Denise Brinley, Special Assistant to the Secretary – Strategic Industry Initiatives, Pennsylvania Department of Community and Economic Development; PRPA Board Chairman Gerard H. Sweeney, president and chief executive officer of Brandywine Realty Trust; Harvey Weiner, president of Dependable Distribution Services; Wadud Ahmad, partner of Ahmad Zaffarese, LLC; Chelsea Guzowski, Director of Special Projects, Pennsylvania Office of the Budget; Kate McNamara, vice president, real estate service, Philadelphia Industrial Development Corporation; and Robert W. Palaima, president of Delaware River Stevedores.

**Not in photo:** Toby L. Fauver, PennDOT Deputy Secretary for Multimodal Transportation; Rudy Husband, vice president, Norfolk Southern Corporation, Pennsylvania and New England; and William Hamilton, president of the Pennsylvania Conference of Teamsters. (Photo by Don Brennan.)

##

# Canada Gulf service revised from June Revisions to mean New Routes to and from Mexico

MSC's Canada Gulf Bridge service adds direct route from Mexico to Philadelphia

*June 22, 2016* – MSC is delighted to be revealing details of its revised Canada Gulf Bridge service.

The changes, which come into effect from Sunday 19th June, will now feature a Southbound transit from Houston, to the two Mexico ports of Altamira and Veracruz.

The Northbound service will then leave Veracruz, destined for Philadelphia and Montreal.

Providing direct routes to and from Mexico allows MSC to acknowledge the significant change taking place in the manufacturing sector in this part of the globe.

It is estimated that by 2017, as many as one in four American cars will have been built in Mexico.

For transit times information and full details please download the guide.

For further information, please contact your local office.

MSC-Canada-Gulf-Bridge-NB-(June-2016)

via MSC

##

## PRPA Conducts Three-Day Mexican Inbound Trade Mission to Grow Trade and Promote Innovative New Shipping Service



*June 24, 2016* – The Philadelphia Regional Port Authority (PRPA) is pleased to announce that it is already enjoying positive developments and generating useful leads as a result of its recent three-day trade mission to help grow trade between Pennsylvania, the U.S. Northeast, Canada and Mexico, via the new SeaLand Atlantico Service, which calls at the Port's Packer Avenue Marine Terminal.

**Pictured (L to R):** Tom Mutz, Penn Warehousing; Tim Brown, Horizon Stevedoring; Dionisio Cos, Friopuerto Veracruz; Manuel Cabrera-Kabana, FrioPuerto S.L.; David Apsehoff, AGRO Merchants

Group; Sean Mahoney, Philadelphia Regional Port Authority; Maria Cisneros, Suro International Importers; David Ponce, Amazon Produce Network; Neal Rider, AGRO Merchants Group

The trade mission, conducted Tuesday, June 14 through Thursday, June 16, was organized by the PRPA Marketing Department and held at Philadelphia's Society Hill Sheraton Hotel. It brought Mexican produce growers and meat packers together with buyers from throughout the United States. In addition, officials of PRPA, Holt Logistics LLC (operators of PRPA's Packer Avenue Marine Terminal), SeaLand, USDA, US Customs, and the Mexican Consulate gave presentations. Private transportation service providers, the trade group Ship Philadelphia First, and other relevant parties also attended.



**Pictured:** One-on-One Business Meetings held on Day 3 of the Trade Mission (6-16-16)

Surpassing expectations, the number attending the event was 134, and included 40 representatives from Mexico.

“While a large aim of our trade mission was to promote the new SeaLand Service and its ability to serve the needs of shippers moving cargo, particularly perishables, from Mexico to the U.S.

Northeast, we wanted to start by simply bringing growers and buyers together, because that is a useful thing for everybody,” said PRPA Director of Marketing Sean Mahoney. “Already we have received numerous comments from attendees on how valuable they found the trade mission, and how much business they conducted during the one-on-one meetings that were a key component of the event.”

With a structure in place to advance traditional business operations between Mexican growers and regional buyers in Pennsylvania and through the U.S. Northeast, the trade mission then undertook a key secondary mission: changing minds about how cargo can move between Mexico and the U.S. Northeast, and how a new shipping service at the Port of Philadelphia could be the main tool in making shippers think in new ways.

Specifically, the Port's weekly SeaLand Atlantico service, which commenced earlier this year following its announcement by Pennsylvania Governor Tom Wolf in February, stands out among the Port of Philadelphia's many other shipping services in that it targets cargoes that have traditionally moved via truck between Mexico and the U.S. Northeast, in particular perishable cargoes. Thus far, the service has

shown promise in the form of growing cargo volumes, but port and business officials here wanted to better publicize the new service to the regional shipping community. Hence, the three-day Mexican Inbound Trade Mission was developed so that a portion of the event could be given over to introducing the service to its many attendees.

SeaLand's Atlantico service connects the Mexican ports of Veracruz and Altamira with the Port of Philadelphia, moving cargoes such as avocados, limes and meat, as well as a variety of other commercial cargoes. The all-water transit to the Port of Philadelphia eliminates the traditional truck transport of these cargoes, bringing about many benefits, including the following:

- Improved supply chain integrity, as cargo no longer has to be transloaded at the US/Mexico border in Texas prior to moving to inland US locations
- Increased cargo payload on an all-water service versus an all-motor or motor/rail combination
- Elimination of cargo damage to perishables and other retail cargoes due to road vibrations
- Significantly reduced CO2 emissions result by moving cargo via all-water rather than truck
- Reduced highway congestion, as fewer trucks will be moving these cargoes
- Great connectivity: The Port of Philadelphia's superior highway and rail connections will speed Mexican cargoes to their final destinations once they arrive at the Port

In addition to presentations and one-on-one business meetings (a particularly successful part of the trade mission) there were also dinners, general networking events, and tours of Port facilities and private warehouses, including the many businesses of the Philadelphia Wholesale Produce Market.

Among those giving high marks to the three-day event were notable Mexican broker and freight forwarder Fernando M. Barrenechea, and Consulate of Mexico in Philadelphia Carlos Giralt Cabrales. In particular, Mr. Barrenechea noted that he regularly attends major produce conferences around the world and found PRPA's event more valuable.

"I'm very proud of what our team here at PRPA put together," said Mr. Mahoney. "We conducted a very solid event to facilitate and promote Pennsylvania/Mexico trade in general, which also functioned as a strong tool to introduce and promote our new SeaLand Atlantico service, which we hope will soon be a major component of that trade. Here at the Port we talk a lot about the public/private partnership formula and its many benefits, and we think the Port's new SeaLand service is a great example of that. This new service can do so much to grow trade, create jobs, and even improve the environment."

##

## First vessel to carry Kia automobiles from new factory in Mexico coming to Port of Philadelphia

Expected volume from expanded KIA imports will total approximately 35,000 vehicles annually



*June 24, 2016* – On Saturday, July 2nd, the first GLOVIS America shipping vessel to carry automobiles from the new KIA manufacturing plant in Monterey Mexico will dock at the Port of Philadelphia to unload new KIA vehicles destined for local dealerships. Approximately 1,000 new KIA automobiles will be off-loaded at the Packer Avenue Marine Terminal (PAMT) in South Philadelphia.

“Today’s announcement reinforces our commitment to Philadelphia and further demonstrates the value of productive relationships with our partners in Korea and Mexico,” said Thomas J. Holt, Jr., of Holt Logistics Corp. “We are very excited about expanding imported automobile services on the Philadelphia waterfront. Auto imports into Packer Avenue have increased steadily over the past six years. On behalf of Holt Logistics Corp, we thank GLOVIS and look forward to fostering this relationship with them and our partners at the Philadelphia Regional Port Authority for years to come.”

The GLOVIS Sirius voy 003 will be the first vessel to load vehicles manufactured at a new KIA facility in Monterey, Mexico. The manufacturing plant began production of compact sedans in mid-May of 2016, and expects to produce around 100,000 vehicles by the end of the year. Holt Logistics projects that approximately 35,000 of these vehicles will come directly into the Port of Philadelphia annually. This new business is expected to create up to 100 additional jobs for the Packer Avenue facility.

##

## Philadelphia Regional Port Authority Board of Directors Selects New Chief Executive Officer for Port Agency



*July 20, 2016* – The Philadelphia Regional Port Authority Board of Directors is pleased to announce that it has selected global transportation executive Jeff Theobald as PRPA’s new Chief Executive Officer. Mr. Theobald, most recently the President and CEO for Ports America Outer Harbor Terminal, LLC, replaces James T. McDermott, Jr., who retired from PRPA in April. Mr. Theobald is expected to assume his new duties in August.

“After a comprehensive national search, conducted by Boyden Global Executive Search and led by Tim McNamara, head of the firm’s global transportation practice, we are delighted to welcome Jeff as our Chief Executive Officer,” said Gerard H. Sweeney, Chairman of PRPA. “Jeff Theobald is a seasoned maritime industry executive with a proven track record. He has extensive expertise in terminal operations, international supply chains, strategic planning, contract negotiations, and financial control and will prove invaluable in overseeing port growth plans. He has excellent strategic vision and is joining at the right time, as so many projects and initiatives at the Port of Philadelphia are coming to fruition.”

As president and CEO for Ports America Outer Harbor, Mr. Theobald was responsible for a 200-acre container terminal facility in the San Francisco area, which included oversight of 50 management staff and over 200 union employees. He was responsible for all management functions, including operations, finance, planning, cost improvement, labor, customer relations, health, safety, environment, and contract negotiations. He designed strategic plans for both the commercial account and capital investment sides of the business.

Prior to his time at Ports America, Mr. Theobald held several senior level maritime industry positions over the course of his career, most notably as a senior executive for ocean carrier APL, LTD, where he started in port terminal management and ultimately rose to the rank of Senior Vice President of Global Operations, Networks and Terminals. During the course of his career at APL, Mr. Theobald held senior positions in North America as well as several Asian locations. As Senior Vice President, Mr. Theobald was integral to all aspects of APL’s worldwide operations, including negotiations with port authorities, terminal operators, railroads, and labor; port investments; establishment of worldwide shipping routes; oversight of all operational functions; and direct management of over 150 employees.

Between his time at APL and Ports America, Mr. Theobald also spent time as a successful maritime and Transportation consultant, advising clients such as McKinsey Consulting, Port of Seattle, and the global terminal operator DP World.

Pennsylvania Governor Tom Wolf was also pleased with the selection of Mr. Theobald by PRPA’s Board. “My administration is extremely committed to the success of the Port of Philadelphia, one of the major economic engines of both the Philadelphia area and Pennsylvania as a whole,” Governor Wolf said. “This is a critical time for the Port, with bold initiatives like our Southport Development Project and the Delaware River Channel-Deepening Project either nearing completion or hitting their stride, and in Jeff Theobald we will have a strong, experienced guiding hand to assist our board in assuring that these and other projects are successfully completed and, more importantly, deliver maximum benefits to the people of Pennsylvania.”

Mr. Theobald echoed the enthusiasm of Governor Wolf and Chairman Sweeney. “I am delighted that the PRPA Board asked me to join the team at this very exciting time for the Port of Philadelphia, said Mr. Theobald. “I look forward to doing everything I can to assure that the Port meets the challenges of the future and fulfills its great potential.”

PRPA will provide further updates as Mr. Theobald assumes his duties at PRPA later this summer.

##

## First “Neo-Panamax” Shipping Vessel Calls Port of Philadelphia

The MSC Sofia Celeste, an 8,800 TEU ship, is first in a new class of vessels to begin service between the West Coast of South America, East Coast of North America and Northwest Europe



*August 4, 2016* – On Wednesday, August 3, the first of a new class of “Neo-Panamax” shipping vessels called the Port of Philadelphia to begin a new phase of transport along the Delaware River. The MSC Sofia Celeste, an 8,800 TEU (Twenty-foot Equivalent Unit) vessel operated by the Mediterranean Shipping Company, docked at the Packer Avenue Marine Terminal in South Philadelphia for the first time, making it the largest ship to ever call the Port of Philadelphia.

“This new service comes as a direct result of the opening of the Panama Canal Expansion,” said David Whene, President of Greenwich Terminals LLC, operator of the Packer Avenue Marine Terminal. “Coupled with the near completion of the Delaware River Deepening Project, the Port of Philadelphia is poised to capitalize on this new service line as the only direct US east coast port of call between the west coast of South America and Europe.”

The MSC Sofia Celeste was completed in 2014 and has an on-board capacity of 8,819 TEU’s, of which 1,462 can be used with refrigerated container plugs for transporting perishable cargo. The ship is the first to trade on MSC’s newly redesigned South America West Coast-USA-Northwest Continent service line, which makes stops in Chile, Peru, Ecuador and the Bahamas, before calling Philadelphia and then heading to Rotterdam. Holt Logistics projects this new weekly service will not only produce more imports from South America through Philadelphia, but also increase volumes from the Midwest destined for export to Northwest Europe.

“With many major improvement projects on the horizon and now this record-size vessel calling the Port, so much is occurring to help us assure that the Port of Philadelphia fulfills its vast potential,” said Philadelphia Regional Port Authority (PRPA) Chairman Gerard Sweeney. “We commend our partners at Holt Logistics and the ILA for their expert handling of the Sofia Celeste, which, in addition to its record-size cargo, also inaugurates a reinvigorated Northern European service at the Port.”

For more photos of the MSC Sofia Celeste, visit the Port of Philadelphia on [Facebook](#).

The Philadelphia Regional Port Authority (PRPA) is pleased to present this news release, which was jointly produced by PRPA and Holt Logistics/Greenwich Terminals, LLC. operators of PRPA’s Packer Avenue Marine Terminal.

\*Photo Courtesy of Philadelphia Regional Port Authority\*

##

# Port of Philadelphia Recognized as “Main Port of Destination” for Fruit Departing Brazil

## IX Workshop of the National Mango Board in Petrolina

via Petrolina news blog: “IX Workshop of the National Mango Board Announces Good News for the São Francisco Valley”(Translated)

August 17, 2016 – “The United States imports 24,000 tons of mangoes annually from the São Francisco Valley.

Our goal is to increase consumption and double the value of the mango in the next 10 years.”

This was one of the best announcements on Tuesday, August 2, 2016, during the IX Workshop of the National Mango Board – NMB in the São Francisco Valley, sponsored by Valexport and the National Mango Board – the organization responsible for the program marketing the United States Department of Agriculture. Manuel Michel, Executive Director of the National Mango Board, announced the good news to an audience primarily by producers, associations, cooperatives and mango exporters in the region. With simultaneous translation (Portuguese / Spanish), Michel also spoke of plans, programs and strategic initiatives that have been developed to promote knowledge and consumption of mango in the American market.



**Pictured:** Mr. Carlos Cappellano, Marketing Representative (Brazil) – PRPA, accepting the “Main Port of Destination” award on behalf of the Port of Philadelphia / Philadelphia Regional Port Authority with Mr. Tassio Lustoza S. Gomez, Valexport.



**Pictured:** Mr. Tassio Lustoza S. Gomes, Valexport; Mr. Silvio Romero L. Medeiros, Agrobras Agricola Tropical do Brasil – President & Owner; Mrs. Ana Paula Costa G. Lustoza, Valexport; Mr. Carlos G. Cappellano, Marketing Representative (Brazil) – PRPA; and Mr. Frederico Resende Cabral da Costa, Ibacem Agricola Comercio & Exportacao – President & Owner.

##

## New route brings cargo to Philly via bigger Panama Canal and 'Panamax' ships

With the recently expanded Panama Canal, the Port of Philadelphia is getting the largest cargo ships to ever sail up the Delaware River



August 29, 2016; Linda Llyod, Philly.com – Photo courtesy of the Panama Canal Authority

With the long-awaited \$5.4 billion Panama Canal expansion completed and allowing bigger ships to carry more cargo through the waterway, some of those larger vessels are now coming to the Port of Philadelphia.

Mediterranean Shipping Co. began a new freight route Aug. 3, hauling fruit and “dry” cargoes such as tires, wood products, wine, sugar, and cocoa beans from Chile and Peru through the canal’s new traffic lane, with a stop in Freeport, Bahamas, and then in Philadelphia.

The Philadelphia Regional Port Authority, which owns 15 piers and terminals on the Delaware River, puts the economic impact of MSC’s new route at \$21.8 million in annual personal income and \$5.7 million in state, local, and federal taxes.

Packer Avenue Marine Terminal in South Philadelphia is the only port of call on the East Coast for the MSC route.

After unloading at Packer, the weekly ships – MSC Sophia Celeste, MSC Agrigento, MSC Brunella, and MSC Algeciras – will take exports from the Philadelphia region and the Midwest on to Rotterdam, Netherlands, and Antwerp, Belgium, as well as points in Germany, England, and Portugal before returning to South America.

The “new Panamax” ships, so-named because they fit through the larger set of Panama Canal locks, can bring to Philadelphia nearly twice as many cargo containers – 8,800 to 9,400 20-foot containers – as the original 1914 canal allowed. (Containers are the giant sealed metal boxes put on and off ships, trucks, and rail without the contents being unloaded at each point of transfer.)

Until the canal expansion opened June 26, only ships carrying up to 5,000 containers could traverse the 48-mile waterway that connects the Pacific and Atlantic Oceans and is a key conduit for international maritime trade.

In the past, MSC averaged 500 to 700 containers a week coming off in Philadelphia, with about the same going back to the west coast of South America, said Eric Holt of Holt Logistics, whose family runs Packer Avenue Marine Terminal. “Now our hope is that they are going to double that.

“These are the biggest cargo ships to ever come up the Delaware River,” Holt said.

The new route will mean direct employment for 103 workers and spin-off benefits for a total of 297, including suppliers and port-related businesses.

Many of the imports arriving via the route – apples, kiwis, limes, lemons, clementines, navel oranges, avocados, and mangoes – will remain locally.

To start, 125 to 175 containers will travel weekly by CSX Rail to the Midwest, said Paolo Magnani, USA executive vice president for MSC.

CSX has a rail line adjacent to the Packer Avenue terminal on Columbus Boulevard.

With Philadelphia the only “direct” East Coast port call, Mediterranean Shipping is making Philadelphia a rail “intermodal hub,” Holt said.

Demand by shippers to export products from Pennsylvania and neighboring states justified the Philadelphia sailing call, Magnani said, noting that the container shipping line will be “able to service the entire Midwest via the Philadelphia gateway.”

Total new volume for the port will be 25,000 containers a year. Exports from Philadelphia will include paper products, clay, resins, and metals.

The new Panamax ships have more “reefer,” or refrigerated cargo capability, and the Philadelphia port and Packer Avenue Terminal have the refrigerated warehouses and labor expertise to handle perishable cargoes, Magnani said.

Transit time from Philadelphia to Rotterdam is nine days, 10 days to Antwerp – faster than the average 13 days on other cargo lines across the North Atlantic, said Sean Mahoney, the Philadelphia port authority marketing director.

“We had over the years lost our European service eastbound – exports going from Philadelphia to Europe,” Mahoney said. “So now we have it back. The transit times are better than on other ships, so that’s really attractive for a lot of shippers.

“We have one Mexico avocado shipper interested in bringing Mexican avocados up on the SeaLand service [a direct ocean route from the Gulf of Mexico to Philadelphia] and then transferring to MSC to go to Rotterdam because the speed is faster,” Mahoney said.

“We’re branding it ‘the Philadelphia Express.’ It’s exciting for us.”

With a more active rail hub and quicker trips to Europe, the port is eyeing other new markets.

“The Midwest is a spot where we want to build our volumes, going after not just the cargo in our back yard,” Mahoney said. “We want to go after the cargo in the Midwest as well.”

Since 2010, the state of Pennsylvania and the U.S. Army Corps of Engineers have spent \$300 million to deepen the Delaware River’s main navigation channel from 40 to 45 feet to prepare for bigger ships. Deepening the river’s 103-mile shipping channel is set to be completed at the end of 2017.

“If we didn’t have the deepening work that’s already been done, and the completion of the work next year, I’m not so sure we would be receiving these vessels,” Mahoney said.

#### **BY THE NUMBERS**

- 103: Jobs generated or supported in the Philadelphia region.
- 297: People impacted, including suppliers and businesses that benefit from increased labor income.
- \$21.8M: Annual employment income, including wages, benefits, and proprietor income.
- \$5.7M: Revenue in local, state, and federal taxes

##

# The Reason We're Getting Resin

## The Port and the Private Sector Partner to Bring a New Cargo to Philadelphia



*September 23, 2016* – A popular manufacturing component is now making its way to U.S. factories faster and more economically than ever thanks to the Port of Philadelphia, an exciting new ocean service, and the Port's private sector partners. Who would have thought that resin pellets from Mexico would be causing so many smiles along the logistics chain in our region?

"This is such a great cargo for us, and we're proud to have it," said William J. Parker, Jr., President of William Parker Associates, Inc. and its warehousing subsidiary Associates Warehousing, Inc., together a major warehousing and trucking operation located in a busy 10-acre complex in Philadelphia's Port Richmond

neighborhood, immediately off Interstate 95. "The resin comes off vessels at the Packer Avenue Marine Terminal, is trucked to our Port Richmond facility, and we process it for delivery via truck fleet to the final customers. The biggest customer right now is in Ohio."

The resin, which arrives in individual cardboard shipping boxes, are transported to the Port of Philadelphia inside metal shipping containers. Manufactured by Polimeros S.A., a Mexican company that developed the specialized product, the resin is used in the manufacturing of everything from children's toys to plastic office furniture.

Philadelphia Regional Port Authority Marketing Representative Joe Fox is excited about the confluence of events that has brought this new cargo to Philadelphia, a cargo that benefits all participants along the logistics chain.



"The SeaLand Atlantico service is the brainchild of Philadelphia shippers, our terminal operator at Packer Avenue Marine Terminal, our port staff, and, of course, SeaLand itself," said Mr. Fox. "The idea was, in part, to establish a service that might be attractive to those who traditionally move their Mexican cargoes to the U.S. via truck. We all had a thought: moving those cargoes onto a vessel that would deliver them to the Port of Philadelphia would eliminate the congestion and red tape trucks deal with at the U.S. and Mexican border, as well as the long trucking haul to the northern U.S., where many of these Mexican cargoes are destined."

The Atlantico Service began last spring and has been making inroads with various Mexican cargoes, including cargoes that have been moving via vessel already and some that have indeed made the leap from truck to vessel transport. Polimeros' resin cargoes are an example of the latter.

Bob McCaig is a Sales & Marketing professional at the Parker Associates operations, and is gratified that the company was able to land the resin business and become a crucial part of the logistics chain for the cargo's movement to the final customer. "We regularly interact with PRPA, Holt Logistics (Greenwich Terminals operators at PRPA's Packer Avenue Marine Terminal), and the Port's carrier services including SeaLand. We knew that Polimeros needed a partner here in the U.S. once its cargoes arrived in Philadelphia, we put together a strong pitch, and they ended up trying us out."

So far, Parker Associates, Inc. has handled about 75 containers of the resin, which regularly arrive at one of their four warehouses in Port Richmond. The cargo usually arrives in increments of about 4 to 6 containers at a time. The resin pellets are from different color dyes, and processed depending on the needs of the final manufactured product.

“We pick up all kinds of port business, because that’s what we do, move cargo,” said Mr. McCaig. “But what’s really noteworthy about this new Polimeros business is that it developed from scratch. Everyone in the port community worked together to attract a totally new cargo to the Port of Philadelphia, which resulted in a totally new cargo for us here at Parker Associates as well.”

“We were very aggressive in showing Polimeros that we were the perfect landside partner for them, and they decided to give us a trial period,” continued Mr. McCaig. “That gave Polimeros a chance to see how we operate, and to sample first-hand all our value-added services. They saw our inventory control and oversight methods, how we carefully broke out and organized the contents of their containers, neatly stored them in our warehouse, then loaded them into our trucks for final delivery. We put our best foot forward during that trial period and showed them the efficiency of our operation here at William Parker. And as I said, they are still here and seem to be very pleased with us.”

PRPA’s Mr. Fox, a big part of the team that helped bring the resin to Philadelphia, is enthusiastic about what can be done when key players in the Port work together. “It’s great when we get out there and talk about the Port of Philadelphia and its facilities and services, but so many of those attributes come from the private sector, so it’s critical to get them all at the table. And that’s what we did here. Every part of the logistics chain that would be needed to get this resin from the manufacturer in Mexico to the final customers in the United States was, quite literally, at the table in question, and we were able to put a deal together that delivered for Polimeros, and delivered jobs and economic impact to the Port and the private sector.”

“We’re a family business that’s been around since 1939, so we’ve seen a lot of new shippers over the years,” said William Parker of his centralized Port of Philadelphia warehousing and drayage operation. “But something like this never gets old. Polimeros has given a great boost to our drayage and warehousing operation, and it’s terrific to see all the new activity here as our guys unload containers, move product in our warehouse, and load our trucks. And, of course, the Port is seeing new activity on the docks, too, which I’m sure they’re happy about.”

Mr. Fox summed up the formula that helped attract Polimeros’ products and their attendant economic impact to the Port of Philadelphia and the surrounding region. “Things can get complicated when you’re going after a new cargo, but ultimately it comes down to providing, first, a welcoming attitude and, second, flexibility. We all tried to do that with Polimeros, and the people at Parker Associates, especially, did those things. We work hard to bring the right private sector partners into the mix when we try to attract cargoes here, and have helped many companies in the port district in that regard. For this endeavor, we’re proud that William Parker Associates is our private sector partner, and we hope they demonstrate to all the other private businesses that serve the Port that there are cargo opportunities out there for companies that really want them. Their example will be a great help as we all work to attract more cargo onto SeaLand’s Atlantico service, and to our other great carrier services.

##

## The Port of Philadelphia anticipates first shipment of Brazilian beef into U.S.

After a 17-year negotiation process, Brazilian beef has been granted access into the U.S. market.



*October 11, 2016* – The Port of Philadelphia will receive the first container of imported fresh beef into the United States from the Port of Itapoá (Brazil) this Thursday, October, 13, 2016. The imported beef, a product provided by JBS, a global leader in beef processing.

The shipment (specifically, front cuts), will arrive on Hamburg Süd's ship Monte Aconcagua. With the agreement signed between the two countries, 3,000 tons of meat will be loaded monthly and imported via the Port of Itapoá to the United States.

##

## Port of Philadelphia welcomes first shipment of Brazilian beef to U.S.



*October 15, 2016* – Officials of the Philadelphia Regional Port Authority (PRPA) and other port industry leaders today welcomed an historic shipment: the first container of fresh beef from Brazil to enter the United States.

### [SEE MORE PHOTOS](#)

The Hamburg Sud vessel Monte Aconcagua discharged the cargo at PRPA's Packer Avenue Marine Terminal on October 14, 2016. Packer Avenue Marine Terminal is operated by Greenwich Terminals, LLC.

Following close to two decades of negotiations between the USDA and U.S. meat importers, the USDA's Food Safety and Inspection Service—it recently determined that fresh Brazilian beef, either chilled or frozen, now meets its standards for quality and safety and can now be imported into the United States. The initial shipment that arrived at the Port of Philadelphia today consisted of frozen Brazilian beef (specifically front cuts).

This initial beef shipment is a product of JBS, a global leader in beef processing and one of a handful of private firms approved by the USDA for the sale and handling of the product. Initial projections point to about 3,000 tons of Brazilian meat per month arriving at the Port of Philadelphia in the coming months. The cargo will be loaded out at Brazil's Port of Itapoá and will be transported to the Port of Philadelphia on Hamburg Sud vessels. Hamburg Sud has been a longtime ocean carrier at the Port of Philadelphia, servicing several worldwide trade lanes.

"Hamburg Sud has been serving Philadelphia since 1957 and the selection of Hamburg Sud and the Port of Philadelphia by JBS to handle the first shipment of frozen Brazilian beef to the United States is a testament to the leadership role both parties play in the refrigerated cargo supply chain," said Juergen Pump, Senior Vice President of Hamburg Sud North America, Inc. "We are very pleased to have been nominated to be the ocean carrier of choice and are looking forward to doing our part in providing high-quality transportation services for the meat industry and to the Port of Philadelphia."

U.S. manufacturers will utilize Brazilian beef for a variety of end uses, including toppings for frozen pizza and other food products containing beef. Brazilian beef, which is generally leaner than U.S. beef, will also be combined with its fattier U.S. counterpart to produce a leaner ground beef product for U.S. consumers to purchase at their supermarkets' meat counters.

Greenwich Terminals, LLC is PRPA's private sector partner and operates the Authority's Packer Avenue Marine Terminal, where future beef shipments will arrive. "After years of work to get Brazil's meat products into the U.S., we are extremely proud to be a part of the logistics chain serving this cargo," said David Whene, President of Greenwich Terminals, LLC. "We are proud that Greenwich Terminals, along with the Holt family, have a worldwide reputation for efficiency and innovation in the area of refrigerated shipping and cold chain logistics, and to be trusted by JBS for these first shipments of Brazilian beef into our U.S. markets is something we don't take lightly. We're going to do excellent work for them."

PRPA officials are optimistic about this latest business development, which will build on other recent cargo successes. "I'm pleased that we, as a port community, were able to work effectively with Greenwich Terminals, trade interests like the Meat Importers Council of America, and others to help bring this cargo to the Port," said Jeff Theobald, Chief Executive officer of PRPA. "It's proof positive that Philadelphia is a

leader in the handling of refrigerated cargoes, and this is certainly a significant cargo that we will need to handle efficiently as we work to grow the Port's cargo volumes to new levels."

Mullica Hill Cold Storage is another private-sector partner integrally involved with this new cargo. "As a USDA FSIS import inspection station and a global third party logistics provider, we are very excited to see Brazil's equivalency determination and entrance of raw beef imports to the United States," said Daniel Sorbello, Director, North American Protein Imports, at Mullica Hill Cold Storage in Mullica Hill, New Jersey. "We are honored and fortunate to be able to assist the facilitation of this initial JBS shipment to the Port of Philadelphia, via Hamburg Sud, but even more encouraged to see the initiation of a new trade lane that will further enhance a diversified portfolio of quality protein products being supplied to the U.S. consumer. Mullica Hill Cold Storage and the global Agro Merchants Group congratulate JBS, Hamburg Sud and the Philadelphia Regional Port Authority on this maiden voyage and all the inherent symbolism that follows this arrival between Brazil and the United States."

Strong working relationships with meat import interests will also encourage exports of U.S. beef abroad, as the movement of refrigerated vessels in both directions encourages cargo movement in both directions as well. With U.S. beef imports totaling \$6.2 billion (1.1 million tons in product weight) in 2015 and exports totaling \$5.2 billion (716,000 tons), the gap between imports and exports is expected to narrow in 2016 as higher U.S. beef supplies support increased exports and decreased imports.

##

# Governor Wolf Announces \$300 Million Investment for Port of Philadelphia to Double Container Capacity, Create Jobs



*November 22, 2016* – Governor Tom Wolf today announced a comprehensive Capital Investment Program at the Port of Philadelphia that will result in more than \$300 million in investment in the Port’s infrastructure, warehousing, and equipment. This initiative, which will start next year and continue through 2020, will double container capacity, position the Port for future growth, create thousands of jobs, improve efficiency, and increase tax revenues.

“This capital investment program will give the Port of Philadelphia the tools it needs to improve its competitive position and create thousands of family-sustaining, middle class jobs while increasing state revenues,” said Governor Wolf. “With its major economic impacts throughout the state, my administration understands the value of Pennsylvania’s port asset in Philadelphia.”

The program, ranking among the largest investments by a state on the East Coast, will boost three of the busiest sectors of the Port of Philadelphia, including the Packer Avenue Marine Terminal, the Port’s automobile-handling operation, and the Tioga Marine Terminal.

“I thank Governor Wolf for this significant investment, and I look forward to working with him and the PRPA to see that this financial support leads to thousands of family sustaining jobs for Philadelphians,” said Philadelphia Mayor James F. Kenney. “This is a tremendous opportunity for our city.”

These improvements will result in doubling container capacity at the Port, provide increased breakbulk (non-containerized) cargo capacity, and bring a substantial increase in automobile-handling capacity. A total direct job increase of 70 percent is projected from the current level of 3,124 to a projected 5,378 direct jobs. Total employment at the Port will also increase, from 10,341 to 17,020, and state and local tax revenues generated will increase from the current \$69.6 million to \$108.4 million annually.

About \$200 million of the Capital Investment Program will be invested in the Packer Avenue Marine Terminal, the Port of Philadelphia’s largest maritime facility. These improvements will include four new electric post-Panamax container cranes, the relocation of warehouses to facilitate container growth and the construction of new ones, and a deeper 45-foot depth at the terminal’s marginal berths, to match the new 45-foot depth of the Delaware River’s main channel. Electrification throughout the terminal will also be modernized to support electrification of existing diesel cranes and cold ironing capabilities at the terminal (the ability to power without the need for the vessels to burn fuel while docked).

As the latest example of the successful public/private partnerships at the Port, Astro Holdings, Inc., the Tenant of the Packer Avenue Marine Terminal, will also purchase one of the Post-Panamax container

cranes for the terminal, as well as dedicating significant privately-owned port acreage, in the form of the Holt-owned 40-acre “Publicker” site located next to the Packer Avenue facility, for container growth through Packer Avenue Marine Terminal.

Officials of the Philadelphia Regional Port Authority (PRPA) expect that these improvements will result in no less than a doubling of the cargo-handling capacity at the terminal, already the busiest and most multi-use terminal at the Port of Philadelphia. Container-handling capacity will especially increase, with a 900,000 TEU capacity immediately resulting from the improvements, scalable to exceed 1.2 million TEU capacity in the future, a significant improvement over the terminal’s current 400,000-plus TEU capacity.

The improvements at the Packer Avenue Marine Terminal, the Port’s primary container facility, will occur at about the time that the Delaware Main Channel Deepening Project, which is deepening the Port’s main shipping channel from 40 to 45 feet, will be completed. The larger, deeper-draft container vessels that will be able to reach the Port because of the deepening project (as well as a recently improved Panama Canal) will now find a terminal that is especially prepared for their needs.

“Our thanks to the Governor for his belief in the ability of the Port to grow and compete,” said Tom Holt, Jr. of Holt Logistics, the parent company of Greenwich Terminals, LLC, which operates Packer Avenue Marine Terminal. “These capital improvements, which we’ll complement with our own additional improvements, will allow us to serve the world’s ocean carriers, and the customers those carriers serve, better than ever before. It will also position us as one of the fastest growing container ports on the East Coast.”

### By the Numbers

	Current	Future
Capital - Estimated	--	\$300M
<b>Growth in Container Capacity</b>	--	86%
<b>Growth in Breakbulk Capacity</b>	--	21%
<b>Growth in Automotive Capacity</b>	--	166%
<b>Annual Revenue @ Capacity</b>	\$5.7m	\$18.9m
<b>Direct Jobs (70% Increase)</b>	3,124	5,378
<i>Total Employment (65% Increase)</i>	10,341	17,020
<b>State/Local Taxes (56% Increase)</b>	\$69.6m	\$108.4m

The Port’s Automobile Import/Export facility, which currently processes 150,000 cars and employs more than 300 direct workers will also benefit by receiving about \$90 million of the Governor’s Capital Investment program. Since 2010, Glovis America been the main customer of the Port’s Auto Processing facility, located in South Philadelphia adjacent to the Packer Avenue Marine Terminal, bringing Hyundai and Kia automobiles on vessels for eventual distribution to dealerships throughout the region.

Improvements to the Port’s automobile-handling operation will include the addition of 155 paved and fenced acres above the flood plain at the Port’s Southport site; the conversion of the former seaplane hangar at Southport into a second auto-processing site; enhancements at the main auto-processing site at Pier 98 Annex; and the establishment of a framework that provides flexibility for use of the land the Port needs for containers and automobiles, as determined by market demands.

“We are grateful to partner with the PRPA and the Commonwealth to create a world class destination auto port to that will meet our needs for Hyundai and Kia as well as providing the ability to expand into auto exporting” said Glenn Clift, President and CEO of Glovis America, Inc. “The addition of space and ability to consolidate our foot print at the port improves our ability to make Philadelphia an aggressive cost competitive port. It also ensures our long-term commitment to grow jobs and revenues in the Commonwealth.”

Tioga Marine Terminal will be the third beneficiary of the State Capital Investment Program at the Port. \$12 million has been earmarked for improvements to the main on-dock warehouse that has been successfully handling and processing Brazilian wood pulp cargoes since 2014. A second warehouse at Tioga will be converted into a food-grade warehouse, allowing the Port increase its wood pulp volumes to

meet the demands of Pennsylvania companies requiring wood pulp. Improved rail access and the purchase of a second mobile harbor crane will also add capacity for Tioga Marine Terminal.

“Tioga Marine Terminal will have a great future because of these major capital improvements,” said Robert Palaima, President of Delaware River Stevedores (DRS), which operates the Tioga Marine Terminal. “Tioga has always had the reputation of being able to recreate itself from time to time to meet the needs of the market place and address cargo opportunities that present themselves, and these improvements will allow us to continue doing that, and more effectively. They will also allow us to better serve long-term customers that have made Tioga Terminal their home.”

The Governor’s administration worked closely with the Board of Directors of the Philadelphia Regional Port Authority, the Port’s staff, and business and labor leaders throughout the Port to develop the very best, most effective capital program to improve commerce at the Port of Philadelphia, and to prepare the Port to meet industry trends for years to come.

“Our thanks to the Governor for his great support of our Port,” said PRPA Chairman Gerard H. Sweeney. “His determination to reposition the Port is the catalyst we needed to take advantage of the channel deepening and position ourselves as a competitive East Coast port. I am so proud of all the great work performed by the thousands of men and women who work hard at the Port of Philadelphia every day.”

Officials at the Philadelphia Regional Port Authority anticipate an aggressive “shovels in the ground” schedule beginning early next year to make these planned capital improvements.

“Being good corporate neighbors is of great importance to us, so the Port will approach these improvements in an environmentally sensitive manner,” said Jeff Theobald, Executive Director and CEO of the Philadelphia Regional Port Authority. “PRPA’s new Diversity Outreach Program will assure that inclusion of women, minorities, veterans, and other traditionally-underutilized groups will be a major goal as contractors and subcontractors are engaged during the construction process.”

This capital investment program provides an alternate, more efficient and expeditious solution to reach the Port’s goals as embodied in the recent Southport RFP: growing container capacity, accelerating job creation, and capitalizing immediately on the river dredging program ensuring that the Port will be competitive and positioned for growth immediately. With this capital investment plan, we will have accomplished both the short term and the longer term objectives that were envisioned for Southport as well as the Port overall, with flexibilities to continue to grow and shift across many diverse markets. The Commonwealth and the Philadelphia Regional Port Authority remain committed to establishing the best, most effective maritime operations at Southport, and these slated capital improvements at Southport are part of that commitment.

##