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PORT OF PHILADELPHIA QUICKLY RE-OPENS FOR BUSINESS AFTER HURRICANE SANDY LANDFALL

PRELIMINARY INDICATIONS POINT TO LITTLE OR NO DAMAGE TO PORT FACILITIES

PHILADELPHIA, OCTOBER 31, 2012-- Officials of the Philadelphia Regional Port Authority (PRPA) are pleased to report that, after a brief closure due to Hurricane Sandy, the Port of Philadelphia reopened for business by 3:00 p.m. on Tuesday, October 30, well ahead of ports to the north and south.

This fact was pointed out in detail by Captain James Roche, President of the Pilots Association for the Bay & River Delaware, who is also a PRPA Board Member. "Something we should point out to prospective business," said Captain Roche, "is that even though the eye of Hurricane Sandy passed over the Delaware Bay, we were up and running for business river wide before 3:00 p.m. on Tuesday, while the ports of New York and Baltimore were still closed. That's less than 24 hours after landfall."

Concluded Captain Roche, "Having a port that's 90 miles from the sea is not such a bad thing. It's not all that far for vessels to easily reach us, but far enough to protect us from events like this."

In further good news, preliminary inspections by PRPA's engineering staff and terminal operators indicate that little or no damage was sustained at PRPA's facilities.

Pending any new information, PRPA will release further information about its facilities and operations in the wake of Hurricane Sandy.

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PORT OF PHILADELPHIA AND REGIONAL GOVERNMENT OFFICIALS CELEBRATE CHANNEL-DEEPENING PROGRESS, VOW TO MAINTAIN PROJECT'S MOMENTUM

PHILADELPHIA, AUGUST 8, 2012-- Charles G. Kopp, Esq., Chairman of the Philadelphia Regional Port Authority (PRPA), welcomed Pennsylvania Governor Tom Corbett and about a dozen federal, state, and local legislators to the Packer Avenue Marine Terminal, PRPA's largest cargo facility, on Tuesday, August 7 to laud recent progress of the Delaware River Main Channel Deepening Project, and to keep momentum on the project moving forward.

The project is currently deepening the Port of Philadelphia's main shipping channel from 40 to 45 feet, which will allow larger and more modern vessels to take on and deliver cargo not only at PRPA facilities at the Port of Philadelphia, but also public and private facilities in southern New Jersey and Delaware.



But despite the project being a true regional asset, the August 7 celebration emphasized how good the project will be for the Port of Philadelphia and the Commonwealth of Pennsylvania. Noting the shared state and federal commitment to the project, PA state legislators thanked the federal legislators in attendance for delivering federal dollars to the project, and the federal legislators thanked Governor Corbett for jumpstarting the project with initial state dollars.

On a dais set up next to the busy Delaware River shipping channel were the following government officials: Governor Corbett, Lieutenant Governor Jim Cawley, U.S. Senator Bob Casey, U.S. Senator Pat Toomey, U.S. Rep. Bob Brady, U.S. Rep. Pat Meehan, PA State Senator

Larry Farnese, PA State Reps. Bill Adolph, Bill Keller and John Taylor, Philadelphia Deputy Mayor and PRPA board member Rina Cutler, Deputy Mayor Alan Greenberger, and Philadelphia City Councilmen Mark Squilla, Bobby Henon, and David Oh. Also joining Chairman Kopp and the officials onstage were PRPA Executive Director James T. McDermott, Jr. and PRPA board members Boise Butler, Capt. James Roche, and John Skoutelas.

During the course of the event, structured as both a news conference and a celebratory rally, Chairman Kopp and the legislators in attendance outlined both the benefits of the channel-deepening project and recent developments surrounding it. These included the following:

1. A contract has been awarded for the next section or "reach" of the project: Reach "A", an 11-mile stretch of the channel located in the vicinity of the Philadelphia International Airport and the Walt Whitman Bridge, is expected to be deepened beginning this September; shortly thereafter, Reach "D", a 14-mile stretch of the channel in Delaware, is expected to be deepened beginning this December. Already, reaches "C" (12 miles) and "B" (4 miles), both in Delaware, have already been deepened.
1. Current funding for the project currently stands at \$16.7 from the U.S. Army Corps of Engineers, and \$29.7 million from President Obama's FY13 Budget, assuring the viability of the project for the immediate future. "But we can't become complacent," said Senator Casey in a thought frequently echoed by the other legislators. "We have to keep fighting for dollars until this project is complete." \$40 million has already been spent by Pennsylvania and the \$50 million by the Army Corps. The entire project will cost about \$311 million.
1. Governor Corbett emphasized the projected economic impact of a deeper shipping channel, saying that increased cargo activity resulting from a deeper channel will deliver 8,000 to 12,000 new direct jobs at the Port of Philadelphia and up to 38,000 indirect jobs throughout the region.
1. The channel deepening will coincide with the current expansion of the Panama Canal, to be completed in 2015. A wider, deeper Panama Canal will deliver more ships and bigger ships, especially from Asia, to the US East Coast, and a deeper Delaware River will allow the Philadelphia regional ports to handle them. Other East Coast ports are already deepening their channels to prepare for these vessels.

Congressman Bob Brady reminded the assembled crowd of the long history of the project, saying that he voted for its authorization back in 1998. He also pointed across the river to New Jersey, giving a good-natured dig to some of the project's opponents: "To our dear friends in New Jersey, we got it done!"

The bi-partisan event both celebrated the successes of the project, including overcoming hurdles in the funding, environmental, and legal areas (a final legal challenge by New Jersey and some environmental groups was defeated in a federal appeals court in July) and was a call to action to keep the pressure on until the project is completed in 2017.

"Some of you may be wondering why a guy like me who wants to cut federal spending is here today championing federal dollars for this project," said Senator Pat Toomey. "The reason is that I believe all federal spending isn't created equal. Federal support of this project is a solid investment, an investment that will deliver clear dividends to this region in the future. We have to get this project done."

Rep. Pat Meehan used Philadelphia sports history to make his points, noting, "This project will deepen the Delaware River five feet. That's about two yards, and here in Philadelphia we're all too aware of being two yards short of a first down, and we won't let that happen here. We won't lose the jobs. Otherwise they'll go to guys wearing Giants and Redskins jerseys, and that just doesn't seem right."

Said Senator Casey, "This is a project about jobs, tens of thousands of jobs. We are talking about the future of this city, southeastern Pennsylvania, and the entire Commonwealth". Senator Casey discussed how he enlisted the aid of Vice President Joe Biden to help get the project into the President's FY13 budget.

Philadelphia Deputy Mayor and PRPA board member Rina Cutler delivered greetings from Mayor Michael Nutter and then expressed how gratifying it was to see true bi-partisan cooperation for the common good. "In today's polarized political arena, it's wonderful to see that Democrats and Republicans can still come together when something big is at stake. I commend everyone on this stage for aggressively promoting this critical project that means so much to so many people."

Rep. Chaka Fattah, a senior member of the House Appropriations Committee, sent a message of support to the assembled legislators, stating, "Deepening the Delaware River channel means more ships, more cargo, and most importantly more jobs at the Port of Philadelphia and all along the river. I have been leading the charge for funding on the Appropriations Energy and Water Development Subcommittee, where we have recommended \$29.5 million for this project, which has President Obama's support. Channel deepening has been a bipartisan team effort with many partners, federal, state, and local, led by Congressman Bob Brady. The commercial opportunities of a deeper, better port will increase Pennsylvania's global competitiveness along the Eastern seaboard."

Following the 1:00 p.m. event, which lasted about an hour and was witnessed by about two hundred representatives of port businesses and members of the Port's labor force, Chairman Kopp said, "We still have a while to go, as the shipping channel is 103 miles long. But seeing today's show of support from our government leaders and the maritime industry, and keeping in mind all that we've already accomplished, I can't imagine that we won't get this project done on time and on budget, and start reaping the rewards."

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PRPA is the local sponsor for the Delaware River Main Channel-Deepening Project, partnering with the federal government to fund the deepening of the shipping channel.



PHILADELPHIA, AUGUST 6, 2012-- Pennsylvania Governor Tom Corbett will host a news conference tomorrow- **Tuesday, August 7**- at the Philadelphia Regional Port Authority's Packer Avenue Marine Terminal to discuss the progress of the ongoing **Delaware River Main Channel-Deepening Project**, which is currently deepening the Delaware River's main shipping channel from 40 to 45 feet. The event will begin at 1:00 p.m.

Joining Governor Corbett at PRPA's largest marine terminal will be many strong proponents and allies of the project, individuals whose leadership- along with Governor Corbett's- was instrumental in making the project a reality. These include U.S. Sen. Bob Casey, U.S. Sen. Pat Toomey, U.S. Rep. Bob Brady, U.S. Rep. Pat Meehan, U.S. Rep. John Carney, U.S. Rep. Chaka Fattah, State Sen. Larry Farnese, State Reps. Bill Keller and John Taylor, and Philadelphia City Councilmen Bobby Henon and David Oh.

Philadelphia Regional Port Authority (PRPA) Chairman Charles G. Kopp, Esq. will serve as Master of Ceremonies of the event.

"It's been a busy and dramatic couple of months with this project," said Mr. Kopp, "and we felt it was time to update the business community and the residents of our great region on what's been happening with this critical economic development initiative that will enable us to bring the world's newer and bigger cargo vessels to our region."

Among the topics expected to be discussed tomorrow are the following: the result of recent court challenges surrounding the project; state and federal funding issues; progress completed thus far in the shipping channel; and an update on when future sections or "reaches" of the channel will be deepened. An additional news release will be prepared immediately upon completion of the news conference, reflecting specific news and announcements made by the legislators in attendance.

Members of the media and those working in the regional maritime industry are encouraged to attend the 1:00 p.m. news conference, which will be held at the south end of the Packer Avenue Marine Terminal, in the vicinity of Building #6. Please RSVP to Joseph Menta, PRPA Director of Communications, at (215) 426-2600 or at jment@philaport.com.

For more information about the Delaware River Main Channel-Deepening Project, please visit the Philadelphia Regional Port Authority's web site at www.philaport.com.

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PRPA is the local matching organization for the Delaware River Main Channel-Deepening Project, partnering with the federal government to fund the deepening of the shipping channel.



TWO MAJOR VICTORIES ASSURE CONTINUED WORK ON DELAWARE RIVER MAIN CHANNEL-DEEPENING PROJECT

PHILADELPHIA, February 16, 2012-- Charles G. Kopp, Esq., Chairman of the Philadelphia Regional Port Authority, is pleased to report that two major financial developments related to the Delaware River Main Channel-Deepening Project will assure continued work on this critical regional economic development project in the months to come. After years of planning and preparation, the project to deepen the Delaware River's main channel from 40 to 45 feet got underway in early 2010.

First, the U.S. Army Corps of Engineers announced during the first week of February that its FY 2012 Work Plan will include \$16.9 million that will be exclusively reserved for the deepening project. These dollars, accessible immediately, will allow the Army Corps

to deepen two additional sections, or “reaches”, of the project, totaling about 15 miles. Labeled Reaches A and AA, these areas are located in the portion of the Delaware River’s main channel that extends from Philadelphia’s Center City/South Philadelphia area south to Essington, Pennsylvania, a very busy section of the river. With the availability of these new funds, the deepening of these reaches is scheduled to begin in early August.

Secondly, shortly following the above announcement, the Obama administration revealed on Monday, February 13 that it will include \$31 million in the President’s Budget for the deepening project. These funds, designated for the fiscal year starting October 1, are scheduled to be used to remove rock along the river bottom in the area of Marcus Hook, Pennsylvania.

These combined funds will go a long way to complete the project to deepen the 102-mile Delaware River shipping channel from 40 feet, its depth since World War II, to 45 feet. Already two reaches of the river channel, in the state of Delaware, have been completed using funds released by the Commonwealth of Pennsylvania through its independent state agency the Philadelphia Regional Port Authority (PRPA). PRPA is the local matching organization for the project, with the federal government providing the rest of the funds. These two recent announcements mark the first major release of funds from the federal government for the project.

“These two announcements are wonderful news for the Port of Philadelphia and the thousands of men and women who make their living on our working waterfront,” said Chairman Kopp. “If cargo ships can’t get here because our water isn’t deep enough, this port- traditionally one of the busiest in the nation- simply won’t be able to survive, let alone thrive. It’s gratifying that the administration in Washington recognizes that fact, and showed its commitment to this region with the release of these funds.”

PRPA Executive Director James T. McDermott, Jr. acknowledged the invaluable assistance of many public officials to bring about the two funding announcements. “We have countless people to thank for their diligent efforts to bring about this great news. I must take a moment to acknowledge in particular Pennsylvania Governor Tom Corbett; Senator Robert Casey; Senator Pat Toomey; Congressman Robert Brady; Pennsylvania State Representative Bill Keller; State Senators Larry Farnese and Mike Stack; and our terrific Chairman, Charles Kopp, who in less than a year on the job has helped bring about such major progress on this project. I also acknowledge the many public officials from out of state, especially in Delaware, who came forward to help with this project, as well as a large coalition of business and labor leaders in the tri-state area.”

Countless economic studies over the past two decades have proven that the ports of the Delaware River, which encompass dozens of public and private facilities in Pennsylvania, New Jersey, and Delaware, must respond to the carrier industry’s production of larger, deeper-draft ships if our region’s ports are to remain viable. Countless other studies have also demonstrated that the Delaware River Main Channel-Deepening Project is the safest, cleanest, and most economically stable way to allow the Delaware River’s regional ports to welcome and service these new modern vessels, vessels that will go elsewhere if they can’t come to our region.

At present, the ports of the Delaware River, which include the many public facilities of the Philadelphia Regional Port Authority, contribute \$6 billion to the regional economy, over 75,000 direct and indirect jobs, and over \$150 million in state and local taxes. The Philadelphia Regional Port Authority (PRPA) is an independent agency of the Commonwealth of Pennsylvania charged with the management, maintenance, marketing, and promotion of publicly owned port facilities along the Delaware River in Philadelphia, as well as strategic planning throughout the port district. PRPA works with its terminal operators to modernize, expand, and improve its facilities, and to market those facilities to prospective port users. Port cargoes and the activities they generate are responsible for thousands of direct and indirect jobs in the Philadelphia area and throughout Pennsylvania.



**PHILADELPHIA REGIONAL PORT AUTHORITY
SIGNS COOPERATION AGREEMENT
WITH LITHUANIAN PORT OF KLAIPEDA**

**NEW BUSINESS OPPORTUNITIES AND EXPANDED TRADE
A LIKELY RESULT OF NEW AGREEMENT**

PHILADELPHIA, PENNSYLVANIA, JANUARY 20, 2012-- The Republic of Lithuania and the Philadelphia Regional Port Authority (PRPA) today signed an historic Memorandum of Understanding that promises to open Philadelphia ports to the European and Asian shipping trade via the ice-free port of Klaipeda, the Lithuanian port city on the eastern coast of the Baltic Sea.

Lithuania's Transport and Communications Minister Eligijus Masiulis led a delegation of that country's leaders to meet with PRPA Chairman Charles G. Kopp, PRPA Executive Director James T. McDermott, Jr., various Pennsylvania state and city officials, and Leo A. Holt, President of Holt Logistics Corporation, the organization that operates the PRPA's Packer Avenue Marine Terminal, the Port of Philadelphia's largest facility.

Together, they signed an official Memorandum of Understanding (MOU), which pledges increased support for expanded trade between Philadelphia and Klaipeda. The delegation also included Lithuanian Ambassador to the United States Zygimantas Pavilionis and Eugenijus Gentvilas, the Director General of the Klaipeda Seaport. Today's ceremony took place in the Philadelphia Regional Port Authority Administration Building on the Delaware River waterfront.

The agreement follows months of extensive discussions between Lithuanian officials and the Port of Philadelphia, led by Krista Bard, the U.S. Consul to Lithuania; Philadelphia Regional Port Authority officials; and representatives of Holt Logistics.

"Today's agreement is another step forward for the Port of Philadelphia," said PRPA Chairman Charles Kopp. "Under Governor Corbett's leadership, the PRPA is committed to revitalizing the Port, both through continued support of the River deepening project and through partnerships that expand trade opportunities with important port cities like Klaipeda."

"We live in an increasingly interconnected world, and this agreement significantly improves the Port of Philadelphia's ability to compete for the cargoes that mean jobs and opportunity for our region," said Mr. Holt. "The Port of Klaipeda is a gateway to greater shipping and trade opportunities throughout Western Europe and Asia, and we are honored that they have selected Philadelphia for this purpose."

Klaipeda is the third largest city in Lithuania and the principal ice-free port on the eastern coast of the Baltic Sea. The deep-water port connects sea, land and railway routes from east to west in that region – the main shipping lines to the ports of Western Europe and Southeast Asia pass through Klaipeda. The port's annual cargo handling capacity is up to 45 million tons.

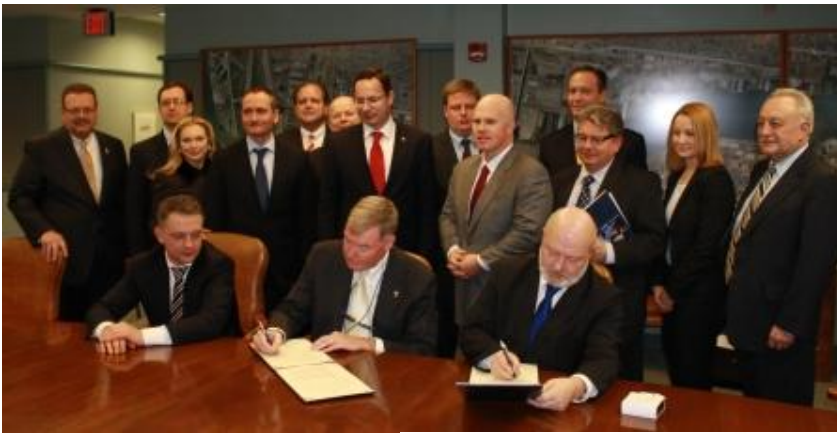
There already is a federally mandated partnership between the Commonwealth of Pennsylvania and the Republic of Lithuania, and this event marks another historic step in strengthening these ties.

"We are honored to partner with the Commonwealth and the private sector to create new opportunities for expanded trade between these two vital port cities," said Ms. Bard, the U.S. Consul to Lithuania. "The Commonwealth, the PRPA, and the Holt family have worked hard to make this agreement possible, and we thank them for their outstanding support."

A copy of the Memorandum of Understanding and the list of official delegation members are available upon request from PRPA.

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Photograph: PRPA Executive Director James T. McDermott, Jr. and officials from Lithuania sign a Memorandum of Understanding on January 20, 2012



PORT OF PHILADELPHIA'S 2011 CARGO STATISTICS SHOW SIZABLE GAINS FOR MOST PORT CARGOES

**3,993,616 METRIC TONS OF TOTAL CARGO HANDLED IN 2011
IS A 10% INCREASE OVER 2010 CARGO FIGURES**

PHILADELPHIA, JANUARY 18, 2012-- With 3,993,616 metric tons of cargo handled at the Philadelphia Regional Port Authority's waterfront facilities in 2011 compared with the 3,628,312 tons of cargo handled in 2010, the Port of Philadelphia marked a solid 10% increase in cargo last year, officials of the Philadelphia Regional Port Authority (PRPA) reported today. Gains in both containerized cargoes and several non-containerized cargoes contributed to this gain. Combined with the 17% increase in cargo in 2010 over 2009, PRPA has re-established and surpassed pre-recession cargo levels.

With 2,028,011 metric tons of containerized cargoes handled in 2011 compared to the 1,860,097 tons handled in 2010, container tonnage was up 9% last year. Counted as individual containers, or TEU's, the 291,091 TEU's handled in 2011 marked a 6.7% gain over the previous year's 272,824 TEU's. Containers move through the Port of Philadelphia at the Packer Avenue Marine Terminal and the Tioga Marine Terminal.

Many of the Port's regularly-handled breakbulk cargoes (all non-containerized cargoes excluding automobiles and liquid bulk cargoes) also experienced big gains in 2011. These included forest products (432,270 metric tons handled, an 11% gain); cocoa beans (111,773 tons handled, a 15% gain); and project cargo (41,996 tons handled, an almost 4% gain). Steel (167,353 tons) and fruit (290,146 tons) performed at about 2010 levels last year.

Projections indicate continued growth in breakbulk cargoes in 2012, with several positive developments already occurring. The port's cocoa-handling center at Pier 84 handled a record-size cargo of cocoa beans (19,328 metric tons) in early January, and forest products carrier Spliethoff Line will return to the Port later this month, regularly delivering high-quality paper and other forest products to the Port's Forest Products Distribution Center at Piers 78/80 and 74.

The biggest highlight among the Port of Philadelphia's 2011 non-containerized cargoes was undoubtedly automobiles, due to continuous growth in the Port's Hyundai and Kia automobile business. With 127,347 Hyundai and Kia automobiles arriving at the Port of Philadelphia in 2011 compared with the already sizable 68,876 automobiles that arrived in 2010, the Port experienced a dramatic 85% gain to this already-healthy cargo. Counted as tonnage instead of units, 174,978 tons of automobiles were handled in 2011 compared to the 77,350 tons handled in 2010, a 126% gain.

In a joint ILA/Teamster operation, automobiles are discharged at PRPA's Packer Avenue Marine Terminal and then processed for eventual further shipment inland at PRPA's Automobile Processing Facility, located directly across the street from the Packer Avenue Marine Terminal.

Finally, with 740,890 metric tons of liquid bulk cargoes handled in 2011 compared to the 677,553 tons handled in 2010, liquid bulk cargoes demonstrated a sizable gain of more than 9%. More substantial growth is anticipated in this area in 2012 as a result of cooperation on capital improvements and marketing between PRPA and its liquid bulk-handling terminal operator, Kinder-

Morgan.

"While in many ways the Port of Philadelphia's activity levels are tied to the U.S. economy, we nevertheless always strive to move as much cargo through this Port as possible, no matter the economic climate" said PRPA chairman Charles G. Kopp. "That ongoing effort, by both our port staff and our terminal operators, helped to yield big results last year. It also helped that the economy has shown improvement, a trend that we hope will continue in 2012."

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Automobiles and rolls of high-quality paper, both seen here at the Port of Philadelphia's facilities, experienced big gains in 2011.



PORT OF PHILADELPHIA WELCOMES NEW YEAR WITH RECORD-SIZE CARGO OF COCOA BEANS

PHILADELPHIA, JANUARY 11, 2012-- The Philadelphia Regional Port Authority's dedicated cocoa-handling facility at Pier 84 is no stranger to large shipments of cocoa beans from the world's cocoa-producing nations, with the facility routinely establishing and breaking records based on the size of the shipments it receives. This happened yet again during the first week of January, 2012, when the M/V Pacific Tramp arrived at Pier 84 with its load of 19,328 metric tons of cocoa beans (totaling 293,755 bags of cocoa beans), yet another new record for the United States and this facility.

Port officials are optimistic that this current shipment continues the recent upward trend in cocoa cargoes at the Port of Philadelphia, as total cocoa bean cargoes handled at Port in 2011 were up over 26% compared to 2010.

A spectacular sight along the north berth of Pier 84 for the several days it took to discharge its cargo, the M/V Pacific Tramp is a newly-built vessel chartered by the Hamburg-based logistics company Unicargo. The vessel left Pier 84 on schedule on Tuesday, January 10, shortly after completing its discharge operation.

The Pacific Tramp's cargo originated in Africa's Ivory Coast, at the Ports of Abidjan and San Pedro, with the final destination of the cocoa beans being various grinders and processors located throughout the Philadelphia region and beyond. A sizable portion of the vessel's cargo is destined for Barry Callebaut, the world's leading manufacturer of high-quality cocoa and chocolate products, located just outside Philadelphia in Eddystone, Pennsylvania. Several representatives of the company visited the vessel to witness the continuing discharge operation on Friday, January 6. There they met with officials of both the Philadelphia Regional Port Authority (PRPA), which owns Pier 84, and Dependable Distribution Services (DDS), which operates Pier 84.

Dependable Distribution Services is a leading handler of cocoa beans and cocoa products in the Philadelphia region, offering a variety of value-added services in addition to its primary discharge operations at Pier 84. That fact, coupled with Pier 84's close proximity to the region's many chocolate manufacturers and cocoa processors, makes it a force in the region and the first choice among many shippers and receivers of cocoa beans.

"I'm truly pleased to welcome the M/V Pacific Tramp to the Port of Philadelphia and Pier 84," said Harvey Weiner, President of Dependable Distribution Services, upon meeting Captain Zewan Smit, Master of the Pacific Tramp on Friday, January 6. Joining Mr. Weiner on the bridge of the vessel to meet Captain Smit were PRPA Director of Marketing Sean Mahoney, Director of Communications Joseph Menta, and Marketing Representative Frank Camp. The group later greeted representatives of Barry Callebaut, which shortly arrived to see the vessel and the portion of the cargo that their company owned. Continued Mr. Weiner to the assembled group, "Everyone here today- the Port, the carrier, the terminal operator, and the customer- are necessary components in making a major piece of port activity like this one, with all its economic benefits, a reality. When you have a great team, great things happen."

Barry Callebaut, whose world headquarters is in Switzerland, will be undergoing major expansion at its Eddystone, Pennsylvania facility in its effort to more efficiently serve both the regional artisan/chef trade as well as more traditional food manufacturers.

Another regional customer receiving a large portion of the Pacific Tramp's cocoa bean cargo was Archer Daniels Midland (ADM) of Hazelton, Pennsylvania. A leading producer of high-quality cocoa ingredients, ADM's cocoa processing and chocolate manufacturing facility in Hazelton became fully active in 2010. The company's recent activities further contribute to Philadelphia and the surrounding region's reputation as a major distribution and manufacturing center for cocoa.

Upon being briefed on the new year's record-size cocoa cargo, PRPA Chairman Charles P. Kopp said, "This is a great example of the kinds of things that happen when the public and private sectors bring their individual talents together. Here we see a busy port facility tending to the needs of both the carrier and the final customers, with the resulting activity benefitting everyone."

For Unicargo's Olaf Dimter, the vessel's operator and the person credited with parceling together this record-breaking shipment, the discharge operation at Pier 84 was the final piece of a logistics puzzle that began weeks before in Africa. "I personally witnessed much of the loading operation in the Ivory Coast, pleased with the care taken as the cargo was loaded," he said. "I was equally pleased when briefed on the care and efficiency of the discharge operation at the Port of Philadelphia. While Philadelphia's proximity to our final customers put it under natural consideration as our destination port, its reputation for a quality operation was equally important in our decision to go there. Once again, the Port of Philadelphia lived up to that reputation."

PRPA is pleased to report that it recently concluded lease negotiations with Dependable Distribution Services which will extend DDS's lease at Pier 84 to 2018.

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On Friday, January 6, the M/V Pacific Tramp is seen discharging its record-size cargo of cocoa beans at the Philadelphia Regional Port Authority's dedicated cocoa bean facility at Pier 84 in South Philadelphia. The vessel departed from the facility on Tuesday, January 10.

