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Agricultural Ministers, Exporters, Business Leaders and Government Officials Celebrate Arrival of Uruguayan Citrus
Event at Packer Avenue Marine Terminal marks first shipment ever to arrive in America

PHILADELPHIA, November 18, 2013– A group of business leaders and government officials today gathered at the Packer Avenue Marine Terminal in South Philadelphia to mark the arrival of the first shipment of fresh citrus from Uruguay into America. The first shipment was made possible due to a ruling by the Animal and Plant Health Inspection Service (APHIS) that allowed entrance of Uruguayan citrus into the US due to improved regulation of potential contamination by foreign species, bacteria and pesticides.

Officials from the Uruguayan Embassy to the US, City of Philadelphia, USDA and APHIS, as well as executives from Holt Logistics Corp., Philadelphia Regional Port Authority, UPEFRUY (Uruguayan Growers and Exporters Union) and other importer/exporters will gather dockside to celebrate the arrival of the fruit. Local officials and business leaders marked the occasion with a short presentation and reception while shipping containers full of fresh Valencia oranges were loaded onto cargo trucks, which were sent to local distribution centers.

"We are proud to mark this historic occasion for our fellow countrymen," said Minister Ricardo Baluga, Deputy Chief of Mission, Embassy of Uruguay. "This first shipment of citrus marks nearly 19 years of hard work and negotiations between the United States and Uruguay. We have reached new levels of safety and look forward to expanding our offerings of affordable, high quality Uruguayan produce in the US and abroad."

"When Uruguayan officials chose Philadelphia as the first port of call, they demonstrated an awareness of the importance of our city as a capital of trade and in building strong relationships when working in the global business climate," said Leo A. Holt,

President of Holt Logistics Corp. "Our strategic location, with extensive transportation infrastructure and access to over 100 million people within a day's drive, makes our port ideal for any exporter looking to tap into the US market. We are eager to expand this exciting new pipeline of goods into the US."

USDA regulations prohibit or restrict the importation of fruits and vegetables into the United States from certain parts of the world to prevent the introduction and dissemination of plant pests that are new to or not widely distributed within the United States. The market opening between the US and Uruguay is based on scientific risk assessments associated with the introduction of potential pests on citrus imports from Uruguay. For this reason, the citrus shipments from Uruguay to USA must have a prior treatment to mitigate this risk, and there are a number of health and packing requirements that must be met to enter the US market. Uruguayan agricultural officials have been working with US regulators for several years to improve control over pests and ensure safe import of Uruguayan fruit.

In order to provide an appropriate level of phytosanitary protection, several regulations were put into place by Uruguayan authorities. These include:

- The fruit must be imported only in commercial shipments
- The Uruguayan national plant protection organization (NPPO) must provide a work plan to the Animal and Plant Health Inspection Service (APHIS) that details the activities that the Uruguayan NPPO will, subject to APHIS' approval of the work plan, carry out to meet the proposed requirements
- Pest monitoring and control practices must be conducted
- The Uruguayan grove sanitation and packinghouse procedures must be designed to eliminate the pests of concern
- The fruit must be treated in accordance with regulations outlined in the Plant Protection and Quarantine (PPQ) Treatment Manual
- Deliveries of citrus fruit from Uruguay will be accompanied by a phytosanitary certificate with an additional declaration stating that the fruit in the consignment is free of all pests of concern and has been produced in agreement with the requirements of the systems approach

The ruling allowing for the import was made effective on August 9, 2013 and work immediately began to bring the first shipment to the Port of Philadelphia. The event marks the end of nearly 19 years of work to bring Uruguayan citrus to the United States.

"This is excellent news for the Port of Philadelphia," said Philadelphia Regional Port Authority (PRPA) Chairman Charles G. Kopp. "Thanks to an effective working relationship between Holt Logistics, PRPA, our friends in Uruguay, USDA, and other stakeholders in the port district, these fine citrus products from Uruguay will now regularly move through our Port and be greatly enjoyed by American consumers. This is a big win for everyone."

About the Packer Avenue Marine Terminal

The Packer Avenue Marine Terminal, operated by Holt Logistics, is the largest of the Philadelphia Regional Port Authority's cargo facilities. Equipped to handle both dry and refrigerated container cargo, the facility sits on 106 acres and has six vessel berths immediately below the Walt Whitman Bridge in South Philadelphia. The facility has on-site FDA, USDA and U.S. Customs services.

About Holt Logistics Corp.

Holt Logistics Corp. is a technology, marketing and corporate service organization. Holt Logistics Corp. provides transportation and logistics management solutions in dynamic segments of the transportation industry such as truck and rail transportation, marine terminal services, warehousing and logistics management. The philosophy of Holt Logistics Corp. and its client companies is to provide the safest, highest quality, and competitively priced cargo movement solutions for targeted market niches.

About the Philadelphia Regional Port Authority

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 PRODUCES NEW VIDEO PRODUCTION ON THE PORT'S FACILITIES AND SERVICES

STATE-OF-THE-ART PRODUCTION ALSO OUTLINES THE PORT'S FUTURE

PHILADELPHIA, October 24, 2013-- Officials of the Philadelphia Regional Port Authority (PRPA) are pleased to report that the agency has just completed a comprehensive new video production on the Port of Philadelphia that will be a central component of the Port's marketing, promotion, and educational efforts. The video, to be launched on a variety of platforms, was produced by PRPA's Marketing Department.

Philadelphia Regional Port Authority Chairman Charles G. Kopp said, "I believe the PRPA is about to embark on a golden age. Cargo volume has been increasing steadily at double digit growth for the past 4 years. The Delaware River is being deepened to 45' which will allow larger ships to come to Philadelphia and increase cargo volume to an even greater magnitude. This will happen especially after the widening of the Panama Canal is completed in 2015 and more ships are routed to the east coast of the United States. And finally, the PRPA is developing Southport into a major marine terminal which will produce thousands of new jobs at the PRPA in the next 3-5 years. The PRPA's future indeed looks very, very bright."

"We felt now was the time to produce a brand-new tool to highlight those developments," said Sean E. Mahoney, PRPA's Director of Marketing. "Our new video highlights those important aspects of the Port, as well as very efficiently describing our regular roster of facilities and services."

The Port's new video runs about six minutes, and contains entirely new aerial and ground-level footage of the Port of Philadelphia's marine terminals and cargo activity. The video also spotlights key off-port facilities such as the PRPA-owned Philadelphia Wholesale Produce Market, which opened in 2011 and is the largest contiguous indoor refrigerated space in the United States, and the large network of privately-owned distribution centers within easy reach of the Port. The Port's individual facilities, including Packer Avenue Marine Terminal, Tioga Marine Terminal, Pier 82, Pier 84, the Forest Products Distribution Center, and the Automobile Processing Facility, are also highlighted.

A particularly striking portion of the new video is an animated sequence depicting the future Southport Marine Terminal, and its companion facility, Southport West. The sequence clearly marks the location of the future Southport complex, shows how future activity there will look, and how it will interact with the Port's highway and rail infrastructure (actual construction at the Southport site has already begun with the construction of the access road that will serve Southport). The animated sequence also depicts future development at Piers 122 and 124.

"Our marketing guys did a great job with the new video," said PRPA Executive Director James T. McDermott, Jr. "We live in a busy world, where people, especially business executives, don't have long periods of time to sit and absorb information. In an efficient six minutes, our video depicts a healthy, busy port with a variety of facilities and services, and with big plans for the future. It'll be a great conversation starter."

A series of companion videos, each about thirty seconds in length, provide additional information about PRPA's individual facilities, and will be used for a variety of purposes, including plans to distribute the new video to area schools and neighborhood groups.

The video can be seen, on the Authority's website, www.philaport.com, or by clicking the following link: <http://youtu.be/k1b-aOOIKp0>

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PORT OF PHILADELPHIA CARGO STATISTICS FOR FIRST HALF OF 2013 INDICATE CONTINUED, NOTABLE GROWTH WITH 13-PLUS PERCENT INCREASE IN CARGOES HANDLED

PHILADELPHIA, JULY 18, 2013—With 2,519,967 metric tons of cargo handled during the first six months of 2013 compared to the 2,217,803 metric tons of cargo handled during the same period of 2012, the facilities of the Philadelphia Regional Port Authority experienced a 13.62 percent gain in cargoes handled. If current cargo trends continue throughout the remainder of the year, 2013 will be the fourth straight year of double-digit cargo growth at the Port of Philadelphia.

“The Port of Philadelphia is a very versatile port,” said PRPA Chairman Charles G. Kopp, Esq. in response to the just-released cargo figures. “This is demonstrated by the fact that containers, breakbulk cargoes, and liquid bulk all showed strong gains during the first six months of this year.”



Among the highlights of these Year-To-Date (YTD) cargo figures are the following:

With 1,184,147 metric tons of containerized cargoes handled January to June, 2013 compared to the 1,002,911 tons handled during that same period of 2012, containerized cargo tonnage was up a healthy 18%. Counted as TEUs, 168,820 TEUs of containers were handled YTD 2013 compared to the 135,656 TEUs handled during the same period of 2012, resulting in a 24% gain.

Breakbulk cargoes (which are cargoes, often palletized, that are not shipped in containers) were overall up a strong 18%, as well, when comparing the same two periods of 2012 and 2013. This is due in part to healthy growth among the following specific cargoes:

With 116,249 metric tons of steel handled YTD 2013 compared to the 89,292 tons handled during the first half of 2012, steel is so far up 30%. Steel cargoes, much of which is destined for the automobile and construction industries, arrives at PRPA’s Packer Avenue Marine Terminal and Tioga Marine Terminal.

With 209,823 tons of forest products handled January-June 2013 compared to the 168,012 tons handled during the same period of 2012, forest products, which include newsprint, fine coated paper (used to print catalogs and magazines), pulp, and lumber, were up 25%. These cargoes principally arrive at PRPA’s Forest Products Distribution Center at Piers 78/80 & 74.

Cocoa beans experienced a 21% gain, with 86,438 metric tons of cocoa beans being handled January-June 2013 compared to the 71,631 tons handled during the same period of 2012. Cocoa beans, which are eventually manufactured into candy bars, cocoa powder, and a wide variety of chocolate products, arrive at PRPA’s dedicated cocoa bean handling facility at Pier 84.

Fruit (126,121 tons handled), project cargo (21,884 tons handled), and automobiles (96,240 tons) performed at about the same levels during the first halves of both years. Sugar, a cargo that returned to the Port of Philadelphia in the latter half of 2012 after a long absence, continued to make a mark at the Port during the first half of this year, with 23,479 metric tons handled. Sugar arrives at the Tioga Marine Terminal.

Liquid bulk cargoes also showed a healthy gain YTD 2013. With 655,448 metric tons of liquid bulk arriving at the Port of Philadelphia January-June 2013 compared to the 611,022 tons handled during the same period of 2012, liquid bulk was up over 7 percent. Liquid bulk cargoes arrive at the Tioga Marine Terminal and are pumped (via an elevated pipe bridge) to Kinder Morgan's liquid bulk facility located across the street from the terminal.

"With the deepening of the Delaware River's main channel and our Southport Marine Terminal Project, the Port of Philadelphia is making the necessary improvements to our facilities and infrastructure to assure growth in the future," said Chairman Kopp. But these impressive year-to-date cargo statistics demonstrate that PRPA and its terminal operators are out there right now building our business, before those enhancements come online. I'm very proud of what this port has been accomplishing in the areas of job creation and overall economic impact to our region. Further, these cargo statistics justify the ongoing support of Pennsylvania Governor Tom Corbett and his administration, who have recognized the importance of their international seaport in Philadelphia with strategic and substantial investment."

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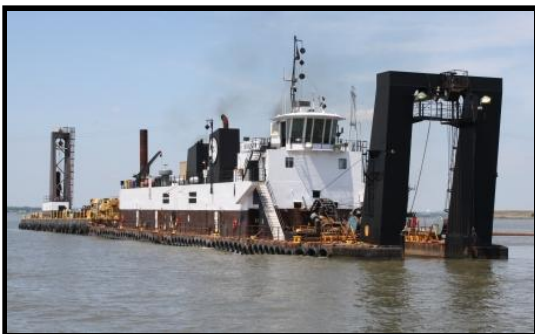
Attached photograph: A container vessel prepares to discharge cargo at the Philadelphia Regional Port Authority's Packer Avenue Marine Terminal. Containerized cargo tonnage was up a healthy 18% during the first half of 2013 compared to the same period of 2012.



4TH SECTION OF DELAWARE RIVER SHIPPING CHANNEL NOW DEEPEENED TO 45 FEET, ANNOUNCES PHILADELPHIA REGIONAL PORT AUTHORITY

CHANNEL-DEEPENING PROJECT NOW ABOUT 60 PERCENT COMPLETE

PHILADELPHIA, JUNE 12, 2013-- With the completion in late May of "Reach D", an 11-mile stretch of the Delaware River's main shipping channel in Delaware, the Delaware River Main Channel Deepening Project is now about 60 percent complete, reported officials of the Philadelphia Regional Port Authority (PRPA) this week. The deepening project, funded by both the federal government and its local sponsor, PRPA, will ultimately deepen 102 miles of the Delaware River shipping channel to 45 feet.



"After years of discussions and hurdles, it's wonderful to finally see steady progress on this critical project," said PRPA Chairman Charles G. Kopp. "A deeper shipping channel will allow us to welcome a wider variety of cargo vessels to the Port of Philadelphia. Other ports are also deepening their channels, and it is so important that we do so, as well."

Since the first dredge vessel began work in spring of 2010, "Reach C" (12 miles); a 4-mile stretch of "Reach B"; and most of the 11 miles comprising "Reach A" have already been completed.

The Delaware River Main-Channel Deepening Project is being performed by the U.S. Army Corps of Engineers in partnership with PRPA and private dredging contractors that it selects through a public bidding process. During the course of the "Reach D" phase, which was performed without incident, about 1 million cubic yards of dredged material was removed and deposited at the U.S. Army Corps of Engineers Artificial Island disposal site in New Jersey.

With the exception of some boulders and cobbles that are to be removed, Reach D is now essentially complete, said Lisa Urban Magee, PRPA's Director of Special Projects and the agency's chief environmental engineer.

Pennsylvania Governors Tom Corbett and, before him, Edward G. Rendell, have been staunch supporters of the project, assuring that PRPA has had sufficient funding for its share of the deepening. PRPA is an independent state agency of the Commonwealth of Pennsylvania.

PRPA is now working with its allies, including Gov. Corbett and state and federal officials from both Pennsylvania and Delaware, to secure the remaining funding needed to complete the project. The next portion of the project, lower "Reach E" in the Delaware Bay, has recently been advertised and is scheduled for award this summer.

The expansion of the Panama Canal in 2015 is expected to greatly increase shipping traffic along the U.S. East Coast, one of the major reasons PRPA, and many other East Coast ports, are deepening their channels. This increased cargo traffic will bring vessels that are larger, with deeper drafts, to our region.

The Delaware River Main Channel Deepening Project will not only serve PRPA facilities at the Port of Philadelphia, but many other public and private maritime facilities along the Delaware River in Pennsylvania, New Jersey, and Delaware. Numerous studies have demonstrated that a deeper Delaware River, in addition to protecting existing market share, will substantially expand jobs and economic impact for the regional maritime industry and the related industries that support it.

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Attached photograph: A dredge vessel works to deepen the Delaware River's main channel during the early phases of the Delaware River Main Channel Deepening Project. With the completion of "Reach D", the project is now 60 percent complete.



Governor Corbett, Chilean Minister of Agriculture Mark Growing Importance of Chilean Fruit to Port of Philadelphia

Event at Packer Avenue Marine Terminal also featured donation of fruit to Philabundance

PHILADELPHIA, MAY 14, 2013 – Underscoring the importance of his recent trade mission to South America, Pennsylvania Governor Tom Corbett, the Chilean Agricultural Minister Luis Mayol Bouchon and senior Chilean agricultural officials today met at the Packer Avenue Marine Terminal in South Philadelphia to observe the unloading of the Bahia Castillo, a refrigerated cargo ship carrying thousands of tons of fresh Chilean fruit to the United States and Canada through the Port of Philadelphia gateway.



As part of the event, approximately 10,000 pounds of Chilean fruit was donated to Philabundance, the region's largest hunger relief organization, which loaded the fruit for immediate shipment to its local distribution center. This donation will help Philabundance provide much-needed produce to hundreds of families in need in the Delaware Valley. Chilean exporters and Holt Logistics have donated more than three million pounds of Chilean fruit to Philabundance and its national partner organization, Feeding America, during the most recent growing season.

"On behalf of the Commonwealth of Pennsylvania, I would like to extend my sincere thanks to the Chilean Minister of Agriculture for joining me here today," said

Governor Corbett. "Our growing trade partnership with Chile provides Pennsylvanians and people throughout the region with year-round access to affordable fresh fruit.

"The opportunities for expanded trade with Chile and other Central and South American countries will continue to deliver outstanding products, generate significant numbers of good jobs throughout the region, and continue the growing momentum of the Port of Philadelphia as an economic gateway to a significant portion of American population."

Today's shipment underscores Governor Corbett's Commonwealth Jobs Trade Mission, which focused on working with trade partners to increase employment opportunities for Pennsylvania residents in areas of logistics, distribution, healthcare, education and energy. Chile counts the United States as one its largest strategic trading partners in the western hemisphere and has a long-standing Free Trade Agreement with the United States.

"The Chilean fruit trade is vital to the Port of Philadelphia," said Leo A. Holt, on behalf of Greenwich Terminals, Inc., which operates the Packer Marine Terminal under a lease with the Philadelphia Regional Port Authority (PRPA). "The Governor's recent trade mission lays the foundation for expanding our partnerships with countries throughout Central and South America, which means that we will have the chance to import more fruit and other commodities that strengthen the region's economy in the process."

Joining Governor Corbett and Minister Mayol at the event, in addition to Holt, were Gustavo Rojas, National Director, Office of Studies and Agricultural Policy (ODEPA); Benjamin Leavenworth, Consulate of Chile in Philadelphia; Anibal Ariztia, National Director, Agricultural and Livestock Service (SAG); Fernando Astaburuaga, International Affairs Coordinator, Office of Studies and Agricultural Policy (ODEPA); Jose Pedro Arana, Press Officer, Minister's Cabinet; Ronald Bown, Chairman, Chilean Association of Fruit Exporters (ASOEX); Joaquin Tagle, Agricultural Attaché, Embassy of Chile; and Pedro Bejares, Agricultural Specialist, Agricultural Office. The parties were joined by Charles Kopp, Chairman of the PRPA, and other Port and regional officials.

Pennsylvania and Chile have a shared history of interchange and understanding. The Ports of the Delaware River are the largest nexus of arrival for fresh Chilean fruit in the world including excellent and nutritious commodities such as grapes, apples, pears, peaches, plums, nectarines and apricots as well as summer citrus products. Additionally, the largest international chamber of commerce of its kind, the Chilean American Chamber of Commerce, recently celebrated its 25th year in Philadelphia.

"The Republic of Chile is proud to work with our natural and longstanding trade partner in the United States," said Joaquin Tagle, Agricultural Attaché to the Embassy of Chile. "The Delaware River Gateway has long been synonymous with excellent Chilean products-most visibly fresh fruit but with deep connections to our forest products, copper, seafood and world famous wine exports. Of the many millions of bottles of wine sold in Pennsylvania each year, 28 percent comes from Chile."

Chile's agricultural miracle has propelled it onto the world stage and for half a century has been an inspiration for development

models. As its industry has diversified and matured, so has the Chilean economy and international outreach. With products including grain, forestry, meat protein, fish and fresh fruit, Chile stands at the front ranks of innovation, energy and dedication to excellence. Pennsylvania has dedicated increasing resources to the infrastructure that is required to continue this trajectory of growth, as the world has moved to more and more containerization of products, and as the Panama Canal expansion project nears completion, the Commonwealth has doubled down on transportation and been at the front of the fight to deepen the Delaware River.

The Packer Avenue Marine Terminal, operated by Holt Logistics, is the largest of the Philadelphia Regional Port Authority's cargo facilities. Equipped to handle both dry and refrigerated container cargo, the facility sits on 106 acres and has six vessel berths immediately below the Walt Whitman Bridge in South Philadelphia. The facility has on-site FDA, USDA and U.S. Customs services.



PENNSYLVANIA GOVERNOR TOM CORBETT WELCOMES HORIZON LINES TO THE PORT OF PHILADELPHIA

PHILADELPHIA, APRIL 18, 2013-- Pennsylvania Governor Tom Corbett visited the Philadelphia Regional Port Authority's Packer Avenue Marine Terminal today to officially welcome Horizon Lines to the Port of Philadelphia. The new weekly service, connecting Philadelphia and Puerto Rico, began on April 11, and will bring a vessel every Thursday to the terminal.



As the "Horizon Trader" (the second Horizon vessel to call the terminal as part of the new service) discharged cargo in the background, Governor Corbett lauded the major economic impact Horizon Lines will bring to the region, which will include 400 to 600 direct and indirect jobs, plus substantial business and tax revenues.

Governor Corbett also discussed his administration's overall support of the Port's efforts, in particular his administration's major funding support for the ongoing Delaware River Main Channel Deepening Project, which is currently deepening the Port's shipping channel from 40 to 45 feet. But today was a day to primarily celebrate Horizon Lines and its major 52-vessels-per-year

commitment to the Port of Philadelphia.

Philadelphia Regional Port Authority (PRPA) Executive Director James T. McDermott, Jr. had the happy task of introducing Governor Corbett, and immediately highlighted the major financial commitment of the Governor's administration, noting that it began almost immediately upon the Governor taking office. "\$22 million flowed to this port directly because of Governor Corbett, and that money was used to make this port more attractive to the shipping industry," said Mr. McDermott. "And when you have that kind of support, great things like this new Horizon service result."

Horizon Lines' new service will connect Philadelphia with San Juan, Puerto Rico, with a 3.5-day transit time between the two points. Horizon Lines will handle a variety of containerized cargoes, including general cargo, pharmaceuticals, and perishables.

Among the many other industry and government leaders on hand to welcome and celebrate Horizon Lines from the dais were Leo Holt, President of Holt Logistics Corporation (operator of the Packer Avenue Marine Terminal); Teamster Head Rocky Bryan; ILA Head Boise Butler; Sam Woodward, President and CEO of Horizon Lines; and PA State Representative Bill Keller, a longtime supporter of the Port of Philadelphia in the legislature.

But it was Governor Corbett who was given the main task of welcoming Horizon Lines to the Port. "Horizon Lines has among the safest, best maintained and best crewed ships on the oceans and now they are putting in at one of the best, most historic and indeed most American of ports, Philadelphia," Governor Corbett said.

PRPA will provide further updates in the near future about Horizon Lines' exciting new service at the Port of Philadelphia.

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Attached photograph: With the "Horizon Trader" working cargo behind him, PA Governor Tom Corbett welcomes Horizon Lines to the Port of Philadelphia. Among the many officials helping Governor Corbett welcome the new service were Philadelphia Regional Port Authority Executive Director James T. McDermott, Jr. (seated far left), and (seated next to Mr. McDermott) terminal operator Tom Holt, Jr. and Teamster head Rocky Bryan. Seated at the far right is ILA head Boise Butler.



PORT OF PHILADELPHIA WELCOMES NEW RICKMERS-LINIE SERVICE TO TIOGA MARINE TERMINAL

AMONG MANY BENEFITS, NEW WESTBOUND SERVICE WILL ENHANCE PORT'S CONNECTIONS TO EMERGING MARKETS IN SOUTH AMERICA

PHILADELPHIA, MARCH 25, 2013-- Charles G. Kopp, Esq., Chairman of the Philadelphia Regional Port Authority (PRPA) is pleased to announce that Rickmers-Linie, a regular carrier at the Port of Philadelphia since 2008, will expand its service here with the addition of a Westbound Round-The-World Service that will connect markets in Asia, South America, and North America. The new monthly service will commence immediately and will complement Rickmers' fortnightly Eastbound Round-The-World "Pearl String" service at the Port of Philadelphia.

Like the earlier service, the new westbound service will call at PRPA's Tioga Marine Terminal, which is operated by Delaware River Stevedores, Inc.

"This is wonderful news for the Port of Philadelphia," said Chairman Kopp. "Not only will the Port's connections to Asia be enhanced, but it's extremely exciting that we'll have a new service that will serve emerging markets along the East Coast of South America. That's an exciting area to do business, ripe with opportunities, and now we'll be in the thick of it."

In Rickmers-Linie's own announcement about its new service, Rickmers Chief Operating Officer and Managing Director Ulrich Ulrichs said, "Having introduced our Round-The-World 'Pearl String' service with an eastbound rotation ten years ago, we are convinced that the time to start up a similar concept in the other direction has now come. This move further confirms our commitment to, and trust in, the Asian and South American Markets."

In addition to the Port of Philadelphia, Rickmers-Linie's new Westbound Round-The-World service will call ports in Yokohama, Masan, Xingang, Shanghai, Singapore, Cape Town, Buenos Aires, Santos Rio de Janeiro, Vitoria, Savannah, and Houston.

Rickmers will employ two to three multi-purpose heavy-lift vessels for the new service. Project cargoes will be the primary cargoes handled, including turbines, machine parts, air exchangers, and other large items used in the building of factories and other major construction projects.

Rickmers-Linie is one of the world's leading specialists in the global transportation of breakbulk, heavy lift, and project cargo by sea. With regular sailings and reliable schedules, the company has set new industry standards. The Round-The World "Pearl

String" service (which has called the Port of Philadelphia's Tioga Marine Terminal since 2008) connects the core businesses of the world. Liner services between the US, Europe, Middle East/India, as well as special charter sailings on demand add value for globally active customers. Rickmers-Linie's new Westbound Round-The-World service is the newest addition to the carrier's roster of services.

PRPA will shortly announce when the first vessel of this exciting new monthly service will arrive at the Tioga Marine Terminal.

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**"PORT OF PHILADELPHIA IS DOING GREAT," PORT CHAIRMAN ANNOUNCES.
"WE HAVE A BRIGHT FUTURE, AND WE'RE ON THE VERGE OF HUGE GROWTH."**

**COMMONWEALTH OF PENNSYLVANIA'S SUPPORT, INCLUDING \$120 MILLION CAPITAL BUDGET
FOR PORT INVESTMENT, A VITAL ELEMENT OF PORT'S EFFORTS TO ATTRACT CARGOES**

PHILADELPHIA, MARCH 14, 2013—Charles G. Kopp, Esq., Chairman of the Philadelphia Regional Port Authority, today issued an update on recent progress at the Port of Philadelphia.

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.

Chairman Kopp's update reminded area residents and the business community at large that, due to the ongoing strong support of the Commonwealth of Pennsylvania, the Port of Philadelphia has lately been able to fulfill its mandate more efficiently than ever before. With 4,418,674 metric tons of cargo handled at the Port of Philadelphia in 2012 compared to the 4,001,759 tons handled in 2011, the maritime facilities of the Philadelphia Regional Port Authority (PRPA) showed a healthy 10.42% gain in cargoes handled last year. "While the national and world economy still challenges our efforts in many ways, our most recent annual cargo statistics again demonstrate that the Port of Philadelphia is on the right track," said Chairman Kopp. "We see even greater growth for the future."

"I think it is important at this time," he said, "to remind the public that high-profile initiatives like the Delaware River Channel Deepening Project and the new Southport Marine Terminal, vitally important as they are, aren't the only port projects benefitting from strong Commonwealth support. This fact is no more apparent than in the area of capital investment. Since 2011, under Governor Corbett, \$120 million has been delegated, released, or is about to be released for a variety of port investment. To give some perspective, these are funds in addition to the \$50.8 million the Commonwealth has released for channel deepening."

In his statement, Chairman Kopp provided additional details on the state's capital support. "Most recently, on January 14," said Chairman Kopp, "the Office of the Governor authorized \$25 million for deferred facility maintenance projects throughout the Port, following on the heels of the \$25 million released for that purpose for FY 2011/12."

Capital investment since 2011 has included substantial maintenance to the Port's facilities and infrastructure, including repairs and enhancements to the Port's fenders, pilings, fire suppression systems, roofs, and paving.

The levels of investment have been impressive. All PRPA facilities have benefitted from the Port's capital program, with the following highlights standing out: PRPA's Forest Products Distribution Center is undergoing more than \$16 million in maintenance and investment; Pier 82 is receiving more than \$9 million for same; Tioga Marine Terminal is benefitting from more than \$20 million; and the Tioga Liquid Bulk Terminal has already received more than \$6 million in investment. Substantial funds were also used for projects at Pier 84 (almost \$5 million) and Pier 122 (almost \$1 million), as well as crane maintenance throughout the Port (over \$250,000). The Corbett administration has also been committed to ongoing maintenance dredging of PRPA's channel and berths, another vital activity made possible by the Governor's \$120 million capital budget. \$9 million is designated for that purpose.

A chief beneficiary of PRPA's capital program is the Packer Avenue Marine Terminal, the Port's largest and busiest facility, which is anticipated to receive upwards of \$50 million in facility investments. "PRPA has recognized that an ongoing commitment to maintain Packer Avenue's facilities, capabilities, and infrastructure is necessary to assure the terminal's continued success in attracting new carriers and cargoes," said Chairman Kopp. "The recent decision of Horizon Lines, Inc. to move its northeast terminal operations from Elizabeth, New Jersey to the Packer Avenue Main Terminal is a great development for the Port of Philadelphia."

A strategic plan developed by the engineering and port planning firm Moffatt & Nichol, initiatives developed by PRPA's Marketing Department, and ongoing discussions with PRPA's terminal operators have all worked together to guide the board in deciding what investments should be made. But without the commitment of the Commonwealth of Pennsylvania's support, such decisions would be moot.

Chairman Kopp noted, "Since PRPA's creation in 1990 as an independent state agency to run the Port of Philadelphia, the Commonwealth has been very supportive of our efforts here. Governor Rendell has always been a strong supporter of the Philadelphia Port and Governor Corbett and his administration have continued this support in a grand fashion. In addition to his support of capital projects for the Port, Governor Corbett advanced millions of dollars to allow work to continue on our 45-foot channel deepening project, which encouraged the Federal Government to start funding its share of the project. Also, I should acknowledge the critical bi-partisan support of our congressional delegation, especially Senators Robert Casey and Pat Toomey; Congressmen Bob Brady and Pat Meehan; and numerous state officials, especially longtime project champion, State Representative Bill Keller. They were all integral partners in the success of the project, as well."

Continuing on the topic, Chairman Kopp said, "The Port expects thousands of good-paying jobs to come to Philadelphia once the deepening of the Delaware River is completed. The future for the Port looks extremely bright as an economic engine for the production of good-paying jobs for the working families of Pennsylvania."

"The establishment of new funding streams is another way Governor Corbett may want to assist the Port's efforts", Chairman Kopp continued. "Governor Corbett has been working with the legislature to develop innovative, more efficient ways to fund the Port in the future, such as the development of a "Multi-modal" fund that could fall under the Pennsylvania Department of Transportation. This could provide regular, more predictable funding to the Port, while ultimately lowering costs to PRPA and its terminal operators."

Returning to the main topic of his announcement, Chairman Kopp concluded, "But it's been our capital program where the state's commitment has truly stood out. \$120 million is being spent to make structural improvements, improve safety, expand rail infrastructure, add on-dock storage, retrofit our cranes, the list goes on and on. And I want to add one important fact: Like our deepening project, if the Commonwealth didn't see capital funding as an investment that will pay off, we wouldn't have seen a dollar of those funds. Our capital program will result in continued support by the Port's current customers and the attraction of new carriers, who will bring new labor-intensive cargoes to the Port of Philadelphia. We've already seen this when state support helped bring Hyundai and Kia here in 2010, and I'm positive it will continue to bring new carriers and new business to the planned port expansion at Southport, to the Packer Avenue Marine Terminal (e.g. Horizon) and to our other fine facilities in the near future."



HORIZON LINES JOINS PORT OF PHILADELPHIA'S ROSTER OF SERVICES; 52 VESSELS A YEAR WILL TRANSPORT CARGO BETWEEN PHILADELPHIA & PUERTO RICO

PHILADELPHIA, MARCH 7, 2013—Charles G. Kopp, Esq., Chairman of the Philadelphia Regional Port Authority (PRPA) is pleased to announce that Horizon Lines, a respected and long-established ocean carrier, will begin a weekly vessel service between the Port of Philadelphia and San Juan, Puerto Rico on Thursday, April 11. Horizon Lines will bring 52 vessels a year to PRPA's Packer Avenue Marine Terminal, which is operated by Greenwich Terminals, LLC.

"On behalf of all the hard-working men and women at the Port of Philadelphia, I want to welcome Horizon Lines to Philadelphia," said Chairman Kopp. "With our strong reputation in the handling of cargoes moving between Philadelphia and Puerto Rico, I know we'll do a great job for Horizon Lines."

Horizon Lines is touting a 3.5-day transit time between Philadelphia and Puerto Rico, with a vessel departing Philadelphia every Thursday. Horizon Lines will handle a variety of containerized cargoes, among them general, refrigerated, and pharmaceutical cargoes.

In its own statement about the new service, Horizon Lines noted that, among other reasons, it chose the Port of Philadelphia due to its strategic location; fast transit times; fast turn-around times; comprehensive rail and highway network; expedited inspections (including on-site USDA, APHIS, and U.S Customs), and on and off-site warehousing.

Horizon Lines, Inc. is one of the nation's leading domestic ocean shipping companies and the only ocean cargo carrier serving all three noncontiguous domestic markets of Alaska, Hawaii, and Puerto from the continental United States. The company maintains a fleet of 14 fully Jones Act qualified vessels and operates five port terminals in Alaska, Hawaii, and Puerto Rico. A trusted partner for many of the nation's leading retailers, manufacturers, and U.S. government agencies, Horizon Lines provides reliable transportation services that leverage its unique combination of ocean transportation and inland distribution capabilities to deliver goods that are vital to the prosperity of the markets it serves. The company is based in Charlotte, North Carolina.

"This new service is a home run for the Port of Philadelphia and the region," said Tom Holt, Jr., chief executive of Holt Logistics Corporation, whose Greenwich Terminals LLC operates PRPA's Packer Avenue Marine Terminal.

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.



PORT OF PHILADELPHIA HANDLES RECORD-SIZE COCOA CARGO; OVER 20,000 TONS OF COCOA BEANS HEADED TO LOCAL PROCESSORS FOR EVENTUAL MANUFACTURE INTO TASTY TREATS

PHILADELPHIA, FEBRUARY 13, 2013-- Just in time for Valentine's Day, a record-size cargo of cocoa beans has just arrived at the Philadelphia Regional Port Authority's cocoa bean-handling facility at Pier 84. All told, 20,003 gross metric tons of cocoa from the Ivory Coast and Ghana, two of Africa's major cocoa producers, will be discharged from the vessel "Atlantic Tramp" over the

next several days.

Why the Valentine's Day connection? Because cocoa beans are eventually turned into tasty treats such as chocolate cake, candy bars, ice cream coatings, and- of course- those luscious treats found in heart-shaped boxes.



"The cargo represents the single biggest cocoa cargo to ever arrive at the Port of Philadelphia, and indeed the United States", reported Harvey Weiner, President of Dependable Distribution Services, the company that has operated Pier 84 for two decades. The cargo arrived on the "Atlantic Tramp", a vessel owned by Mr. Olaf Dimter of the Hamburg-based company Unicargo. Unicargo's vessels frequently deliver large cocoa bean cargoes to the Port of Philadelphia.

The Port of Philadelphia has become a central hub for cocoa beans in recent years in large part due to the high concentration of cocoa processors and chocolate manufacturers in the Philadelphia region and throughout Pennsylvania. This February 2013 cargo is principally destined for two particular processors: Arthur Daniels Midland (ADM) in Hazelton, PA and Barry Callebaut in Eddystone, PA. These two operations will shortly grind and process the beans, the initial stages in their eventual transformation into a variety of chocolate products.

Once unloaded from the "Atlantic Tramp" into Pier 84, trucks will eventually transport the cocoa beans to Hazelton and Eddystone, Pennsylvania. A small amount of the cargo is also destined for Milwaukee, Wisconsin, and other U.S. destinations.

"It's quite amazing," said Mr. Weiner. "At any given time, 70 to 80% of the entire country's cocoa inventory is stored in the Philadelphia region, with major quantities of that coming through Pier 84. It really is a huge part of the Port's business."

Port officials concur, citing recent improvements to keep Pier 84 safe and efficient. "Commonwealth of Pennsylvania dollars are regularly spent to upgrade and improve our cargo facilities," said PRPA Executive Director James T. McDermott, Jr. "We're now making state-of-the-art upgrades to the sprinkler system at Pier 84, to protect the important operation there. Cocoa is a mainstay cargo for the Port of Philadelphia, and we want to keep it that way."

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PHILADELPHIA REGIONAL PORT AUTHORITY REPORTS 10% GAIN IN CARGO TONNAGE IN 2012

STEEL, PROJECT CARGOES, CARS, LIQUID BULK AMONG CARGOES SHOWING BIG GAINS

PHILADELPHIA, FEBRUARY 11, 2013-- With 4,418,674 metric tons of cargo handled at the Port of Philadelphia in 2012 compared to the 4,001,759 tons handled in 2011, the maritime facilities of the Philadelphia Regional Port Authority (PRPA) showed a healthy 10.42% gain in cargoes handled last year.

"While the national and world economy still challenges our efforts in many ways, our most recent annual cargo statistics again

demonstrate that the Port of Philadelphia is on the right track,” said PRPA Executive Director James T. McDermott, Jr. “Our 2012 cargo figures not only represent the third year in a row where we’ve seen double-digit growth, but it also means that since 2009 we’ve experienced a more than 30% increase in tonnage. And that’s not only a solid indicator that the economy is improving, but especially great news for the thousands of jobs generated by port activity for our region, and the numerous other economic benefits the Port of Philadelphia provides.”

Highlights among the Port’s 2012 cargo statistics include the following: with 197,854 tons handled last year, **steel** was up 21%. With 47,457 tons handled, **project cargo** was also up 21%. **Sugar**, a brand new cargo for the Port of Philadelphia in 2012, weighed in at 24,331 tons last year.

Other cargoes may not have increased as much on a percentage basis, but the sheer amount of cargo handled made their performance just as dramatic, if not more so. This was especially true for automobiles.

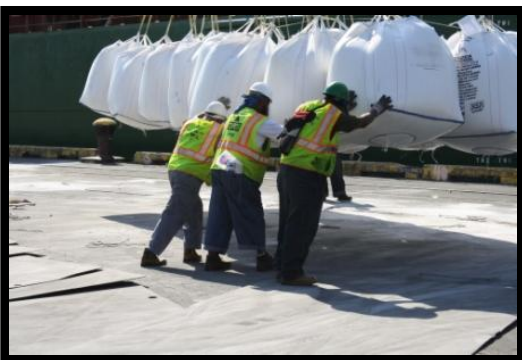
Automobiles, specifically new Hyundai and Kia cars from South Korea, continue to be a big success story for the Port of Philadelphia since the cargo began arriving here in 2010. With 192,918 metric tons (representing 143,258 individual units) of cars coming into the Port in 2012 compared to the 174,978 tons (127,406 units) that arrived here in 2011, cars were up a healthy 10.25%. In a cooperative effort regularly demonstrating speed, efficiency, and attention to detail, auto cargoes are unloaded by the ILA and processed for eventual shipment inland by the Teamsters.

Liquid bulk cargoes also showed healthy gains, *both* on a percentage basis and amount of cargo handled. With 1,227,095 metric tons of liquid bulk arriving at the Port of Philadelphia’s Kinder Morgan tank facility in 2012 compared to the 740,890 metric tons that moved through the facility in 2011, liquid bulk- already a healthy cargo- was up a dramatic 65.62%.

Though containerized cargoes were flat (2,003,909 metric tons handled), port customer Hamburg Sud showed a 46% gain in TEU’s handled last year, moving 108,379 units.

“The fact that the Port of Philadelphia’s 2012 cargo statistics again show healthy gains in overall tonnage is very exciting,” said Mr. McDermott. “It’s exciting because we’re currently working to deepen our main shipping channel to 45 feet and build Southport, the first major marine terminal at the Port of Philadelphia in decades. With continuous cargo gains being seen before these projects are even completed, we truly look forward to the day in the near future when deeper water and more facilities are added to our cargo-building arsenal.”

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Sugar, a new cargo at the Port of Philadelphia in 2012, arrives at the Tioga Marine Terminal.

Hyundai and Kia automobiles continued to arrive at the Port of Philadelphia in increasing numbers last year.

