The Safe Ports Report is a quarterly update from Ports America Chesapeake.

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Ports America Chesapeake, switched to Navis N4 in October 2019. This upgrade helped improve the performance of our terminal tremendously. N4 features advanced yard options enabling optimization of yard space and equipment control use.

In addition, advanced rail options will advance monitoring and managing rail operations.

With advanced EDI options, we will receive information faster, and with more advanced gate options we will improve truck turn times. The old operating system has been in place since 2000.

A lot has happened at PAC since the last newsletter—in particular the worldwide COVID-19 outbreak. We would like to take this time to thank all of our ILA and management employees for working through these difficult times. It shows the strength of the Port of Baltimore is in its employees.
PAC Welcomes Evergreen Thalassa Elpida

Thalassa Elpida was one of the largest vessels to have ever called Port of Baltimore.

The Thalassa Elpida with a capacity of 13,808 TEU called our Port from Sept 5-8th. During its visit, it became the top container vessel yielding the highest number of container moves handled per ship with a record of 5,087 moves.

With more investments made to our Port in terms of an additional 50-foot-depth berth, we will be seeing larger and larger Super Post Panamax vessels choosing the Port of Baltimore.

Seagirt Reaches New Depths

More large ships are on their way to Seagirt Marine Terminal.

In December 2018 the Maryland Department of Transportation Maryland Port Administration (MDOT MPA) received $6.6 million from a U.S. Department of Transportation grant to fund the deepening of a second container berth in our Port to 50 feet. The State of Maryland will contribute $7.8 million and Ports America Chesapeake will provide $18.4 million to support the project’s total cost of $32.7 million. Construction is estimated to take approximately one year to complete and targeting Q1 2021.

A second 50-foot-deep draft container berth will allow our Port to handle two super post panamax container vessels simultaneously, which will allow us to handle more containers and bring more goods to Baltimore.

Text Alerts

Ports America Chesapeake, LLC has started text alerts for all the drivers, dispatchers, brokers or anyone who would like to receive updated text alerts regarding the terminal on June 13, 2019. Subscribers are able to receive updated text alerts regarding Empty Depot changes, specific yard location alerts, traffic pattern changes, gate hour updates and other related urgent terminal alerts. In order to sign up, text PACINFO and send it to 555888.
Howard Street Tunnel Project

Double-stacked containers are on the horizon due to improvements to the Howard Street Tunnel.

Built from 1890 to 1895, the Howard Street Tunnel is listed on the National Register of Historic Places. Designed by prominent civil engineer, Samuel Rea, it is part of a rail network known as the Baltimore Belt Line, which connects South Baltimore (Camden Station), Howard Street, Remington and 26th Street in Charles Village, Waverly and Clifton Park eastward to Bayview. The Port of Baltimore and officials for the State of Maryland as well as railroad CSX Corp. have been seeking federal assistance to rebuild the nearly 125-year-old tunnel. As it currently stands, the Howard Street Tunnel is felt to be symptomatic of the nation’s crumbling infrastructure and is significantly slowing freight traffic.

The request was fortunately approved in July of 2019, and with it the State of Maryland has been granted $125 million in long-sought federal funding to expand the Howard Street Tunnel under downtown Baltimore. This project will eliminate a critical bottleneck to the Port of Baltimore’s booming container business.

The expansion is projected to take four to five years. Due to its age and lower clearance the tunnel’s height restrictions prevent double-stack rail cars between the Port of Baltimore and other facilities along the East Coast. Reconstructing the Howard Street Tunnel will create thousands of jobs, open up new trade lanes for the port and improve overall freight rail service across our nation.

According to Maryland Governor Larry Hogan, the federal funding will help tremendously given the total estimated cost of this project is expected to be around $470 million. Maryland State will contribute $147 million, and CSX will support the project with $91 million.

Around the Port

PAC WELCOMES NORFOLK SOUTHERN RAILROAD

Starting this June, PAC Intermodal Container Transfer Facility has daily service for Norfolk Southern Railroad. This includes a direct route to and from Baltimore and Chicago utilizing Norfolk Southern Railroad. This will add another class 1 Option for both the importers and exporters through the POB.

PAC NEW CRANE ARRIVAL

PAC will be taking delivery of an additional four Super Post Panamax cranes in the first quarter of 2021. These cranes will be taller and reach further than the ones we currently have on Berth 4 (left). The additional cranes will enable us to handle 2 x 14000 TEU vessels simultaneously.
COVID-19 Precautions and Preventative Measures

During the COVID-19 pandemic, it has been hard for our all our staff to come to work and as a company we truly appreciate the efforts. We have been carrying out significant preventative measures and changing how we operate to prevent the spread of the virus and reducing the chances of infection.

Below are some of the measures PAC/STA/ILA have implemented since March to try and send everyone home the way they came to work:

- Mask requirement in all PAC Buildings
- PPE and disinfecting supplies
- PPE and disinfecting distribution center
- Assignment to transport vans
- Contact tracing and mandatory quarantines
- Decontamination following positive contact
- Equipment sanitation
- Office sanitation
- Remote customer service at Seagirt
- Separation of OTR truckers and admin staff at Dundalk
- Temperature monitoring at Terminal entrances

Helping The Maryland Food Bank Fight Hunger

Maryland is home to nearly 1.5 million people who don’t always know where their next meal is coming from.

People from all walks of life find themselves in need of food assistance from time to time, for a variety of reasons.

The Maryland Food Bank is under significant strain during this COVID-19 pandemic. With the highest unemployment in years in the state due to business’ closing or furloughs a lot of people are dependent on the food bank as a source of nutrition.

With the help of the ILA locals/STA Partners and port stakeholders we were able to donate 2 pick-up trucks full of requested goods and a check for $10,000 to the Local branch of the food bank. We would like to take this opportunity to thank everyone that contributed. Again re-affirming the willingness of the Port community to help people in need.
The SAFE PORTS REPORT

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SAFE PORTS