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World's largest container cranes come to Baltimore port

June 28, 2012

Earlier this month, the Port of Baltimore took delivery of four "super post-panamax" cranes, which will be installed at a newly constructed 50-foot container berth at the Seagirt Marine Terminal.

The 400-foot-tall cranes, which are considered the largest of their kind in the maritime industry, can reach 22 containers across on a container ship and lift 187,300 pounds of cargo, port officials said in a prepared statement. The Seagirt Marine Terminal currently operates seven "post-panamax" cranes that can reach 18 containers across a ship. The electric super-post panama cranes will be installed and operational by September, port officials said.

The port completed construction on its new 50-foot container berth earlier this year, making the Baltimore facility one of two East Coast ports to feature a 50-foot berth and 50-foot channel — key factors in attracting the world's largest container ships, they said.

The new cranes and 50-foot berth are key elements of a 50-year agreement between the Maryland Port Administration and Ports America Chesapeake that was signed in 2010. Under the pact, Ports America handles daily operations at the 200-acre Seagirt Marine Terminal and provides funds for necessary infrastructure improvements, including the new berth and cranes.

The port is served by CSX Transportation and Norfolk Southern Railway, while Canton Railroad Co. provides switching services.

WBAL TV 11 NEWS

Cranes to change city's skyline

UPDATED 8:06 PM EDT Jun 28, 2012

BALTIMORE -

Port administration officials said cranes that are 40-stories tall from the tip to the ground will be the newest addition to the city's skyline.

The cranes are designed to sit in the Seagirt Marine Terminal and unload containers from ships and onto trucks to be transported across the country.

Skyteam 11 was over the scene last week when the cranes were shipped in from China and barely fit under the Bay and Key bridges.

Once everything is in place, officials said motorists will be able to see the cranes from Interstate 95, essentially changing the look of the city's skyline.

WBFF TV FOX 45

New cargo cranes to add to Baltimore skyline

June 28, 2012 08:17 GMT

BALTIMORE (AP) -- A Port of Baltimore official says four new cargo cranes are so big they will become part of the city's skyline.

Patrick Howell, head of engineering and crane operations for Ports America, which runs the Seagirt Marine Terminal, told The Baltimore Sun (<http://bsun.md/MSP54G>) that the cranes will be visible to motorists traveling along Interstate 95 once they are in place.

Two have already been unloaded and the other two are expected to be unloaded by the end of the month.

The cranes, which were shipped from China and barely fit under the Bay Bridge and Key Bridge, will be 40 stories tall once their booms are attached.

The cranes are designed to handle larger ships expected to use the Panama Canal once a widening project is finished in 2014.

DUNDALKEAGLE.COM

New container cranes the latest step in port upgrades

Supersize cranes arrive after two months at sea

by Nicole Rodman

Wednesday, 27 June 2012 10:02

Just before 6 p.m. last Wednesday, the Port of Baltimore welcomed four new supersize container cranes as they arrived after a two-month long journey over both the Indian and Atlantic oceans.

Loaded aboard the Zhen Hua 13, the cranes departed from China in April, destined for the new 50-foot container berth just built at Baltimore's port.

Though the Zhen Hua 13 had arrived in the Chesapeake Bay the week before, the ship was anchored south of the Chesapeake Bay Bridge while crew members prepared for the final leg of the journey.

At 14 stories tall, the Super-Post Panamax cranes are able to handle the largest cargo in the world.

Unfortunately, the cranes' massive height also made maneuvering them under the Bay and Francis Scott Key bridges a delicate task.

In order to ensure that the ship would fit under the bridges, crew members lowered the booms on each of the four cranes before passing under the bridges.

Ballast was also added to the ship, weighing it down just enough for the ship to pass under each bridge.

Still, even with these efforts, the clearance between the cranes and the bridges was an estimated six feet, close enough to cause the closure of both bridges for 20 minutes while the ship passed under. Tugboats guided the large ship to shore as the Zhen Hua arrived in Baltimore after two months at sea. photo by Nicole Rodman

As onlookers gathered onshore, cameras in hand, the cranes made their way under the Bay Bridge at about 3 p.m. Wednesday.

Ducking under the Key Bridge around 5 p.m., the ship turned around, aided by three tug boats, and slid into port shortly before 6 p.m.

Even seasoned port workers stood amazed, cameras ready, as the massive cranes finally arrived at their new home.

Standing 400 feet tall in their assembled state, the cranes will be able to reach 22 containers across a cargo ship, lifting 187,300 pounds at a time.

The 1,150-ton cranes are fully electric and, once operational, will give off no diesel emissions.

The cranes are just one part of a 50-year agreement between the Maryland Port Administration and Ports America Chesapeake, signed by Gov. Martin O'Malley in 2010.

Under the terms of the agreement, Ports America runs daily operations at the Seagirt Marine Terminal at the Port of Baltimore.

The new cranes are the final part of a multi-year expansion project in preparation for the widening of the Panama Canal, set to be completed by 2015.

The widening of the canal will allow a new generation of superships, able to carry three times more cargo than traditional ships, to pass through.

With the addition of the new cranes, as well as the recent completion of a new 50-foot container berth, the Port of Baltimore becomes one of only two ports on the East Coast that can accommodate the large superships.

According to Baltimore County Executive Kevin Kamenetz, the recent upgrades to Baltimore's port are a key element in the economic revitalization of the southeastern part of the county. With just feet to spare, the Zen Hua 13 slid under the Chesapeake Bay Bridge last Wednesday. photo by Bruce Keller

Last month, Kamenetz announced the formation of the Sparrows Point Partnership, a committee of 16 community and business leaders designed to figure out ways to bring new industry to the Sparrows Point peninsula.

Kamenetz and the committee hope that the port's ability to receive the new superships, as well as the area's proximity to rail lines and highways, will draw new businesses into the area.

"If we create jobs for the Sparrows Point area, [it will create] the opportunity for dollars to flow to businesses that service those businesses, as well as the small businesses people will frequent," Kamenetz told The Eagle last month, calling the result "a positive ripple effect."

For now, workers at the Port of Baltimore plan to spend the next week rolling the cranes off of the ships and into place.

Workers will assemble the cranes throughout the summer, completing work by September.

As Ports America Chesapeake president Mark Montgomery noted, though the cranes were purchased from China, all of the assembly work will be done by union longshoremen.

"We use union employees whenever possible," Montgomery explained in a call to The Eagle last week, noting that Ports America is the largest employer of union longshoremen in the country.

As Montgomery explained, the cranes were bought from China rather than America only because cranes that large are not manufactured anywhere in the U.S.

According to Montgomery, China is the premier maker of Super-Post Panamax cranes, creating each crane on a large island off the country's coast.

For his part, Gov. O'Malley lauded the arrival of the new cranes, saying, "The arrival of these huge cranes is a momentous day for our state and for the Port of Baltimore."

He added, "Our partnership is one that will ensure the future of the Port of Baltimore and provide stability for port workers."

BALTIMORE BUSINESS JOURNAL

Super-sized cranes unloaded at Port of Baltimore

Baltimore Business Journal by Jack Lambert, Researcher/Reporter

Date: Tuesday, June 26, 2012, 1:06pm EDT - Last Modified: Tuesday, June 26, 2012, 4:47pm EDT

The challenge was both simple and immense — how do you get a 14-story, 1,550-ton crane off the cargo ship carrying it into port and onto the docks? For a team of about 60 workers Tuesday at the Port of Baltimore, it was no problem.

The super-sized crane was the second of four — at a cost of \$40 million — to be unloaded at Seagirt Marine Terminal with each able to lift 187,340 pounds and designed to help the port accommodate larger cargo ships when the widening of the Panama Canal is completed in 2015.

To get the crane off the Chinese cargo ship Zhen Hua, an elaborate pulley and rail system transported the structure from the boat onto the dock.

The key to moving such a enormous machine lies in the preparation, said Mark Schmidt, terminal manager for Ports America Chesapeake. A team of 12 ironworkers, 35 crew members, five crane workers and six engineers from the Chinese manufacturing company ZPMC designed the rail system. The team, along with workers from Alameda, Calif.-based Rigging International, then put in place counterweights on the docks and ballast the Zhen Hua to help ensure the transfer went smoothly.

The whole process took about 30 minutes once the pulleys started.

"Once they start having it hooked up and pulling it, the rail and everything are doing that part," Schmidt said.

So far, Ports America Chesapeake, operator of Seagirt, has unloaded two of the four cranes transported to Baltimore. The company hopes to have the new cranes up and running by late August or early September, Schmidt said.

Port workers will undergo training to work the new cranes when they are fully installed, said Patrick T. Howell, crane manager for Ports America. The machines have new features that operators will have to get used to. The cranes extend 22

containers across the cargo ships, up from 18 containers, and can go 140 feet above decks, compared with 110 feet of the current cranes at Seagirt Terminal.

BALTIMORE SUN

Giant port cranes move from cargo ship to new berth

Towering 40 stories tall, new cranes are expected to be a striking addition to the Baltimore skyline

By Candus Thomson, The Baltimore Sun

6:50 PM EDT, June 26, 2012

Each one weighs as much as 9,000 Tony Siragusas (the former Ravens defensive lineman) and at full extension rises as high as Baltimore's World Trade Center. Together, the port's four new cargo cranes are about to make a splash on the city's skyline.

But first the gleaming white cranes, worth \$40 million, must be rolled off the ship that brought them from China — without a splash.

Coaxing them from the Zhen Hua 13 onto the dock requires delicate planning and brute force.

Engineers and ironworkers at Seagirt Marine Terminal in Baltimore's port have already unloaded two of the cranes and are ready to move the final two before the month is out.

On Sunday, the first crane came rolling off. On Tuesday morning, the second crane crept across the ship's deck on railroad tracks and crossed the 8-foot watery gap between the ship and its berth.

"It's always an anxious moment," said Patrick Howell, head of engineering and crane operations for Ports America, which runs Seagirt. "I always breathe easier when one of them is sitting on this side."

The actual move isn't the hard part, though.

"That's the icing," said Mark Schmidt, general manager for Ports America, as he watched the operation.

The hard part is aligning the tracks on the ship with the tracks on the dock, removing the steel that braced the cranes during their two-month voyage, arranging the rigging that guides the load, and trimming the ship's ballast to ensure that the Zhen Hua remains stable as the cargo shifts.

"That's the diciest part of it," Schmidt said. "But these guys do it all the time."

"These guys" are six engineers sent to supervise the move by ZCMP, the Shanghai-based company that supplies nearly 80 percent of the world's shipping cranes.

And then, after all the prep work, it's a matter of 30 or so men working as one.

Acting as brakes, cables the width of a child's wrist go taut on the far side of the ship as forklifts stationed dockside strain to pull the massive white structure forward. Slowly, the crane's wheels begin to turn, then stop.

The ship's ballast is trimmed and the steps are repeated until the crane is on the dock. Two down, two to go.

"To get it off the ship in an hour — boom — amazing," said Schmidt with a grin.

Once all the cranes are on the dock, crews will spend a few days raising the booms and attached machine rooms to their full 40-story height.

Then, over the next two months, the cranes will be tested and readied for work. Operators, tucked beneath the booms like ball turret gunners, will be trained to handle the new machines.

"There's going to be a learning curve," Howell said. "Because of the height, the perception of the operator is going to be different. And these cranes are much faster."

In addition to being able to handle the largest cargo ships in the world, the faster cranes will mean more efficient unloading of ships of all sizes, he said.

Both men rode up the Chesapeake Bay aboard the Zhen Hua last week and climbed to the top of the cranes to watch as first the Bay Bridge and then the Key Bridge passed less than 10 feet overhead.

"I just went up for the view," Schmidt said.

The cranes, which turned heads on the way to their new home, are expected to keep doing so.

"They will be a beautiful visual coming along [Interstate] 95," Howell said. "They will definitely add to the Baltimore skyline."

WORKINGHARBOR.WORDPRESS.COM

"Super-Post Panamax" Cranes Arrive in Baltimore

by Mai Armstrong
June 25, 2012

Last week, four giant cranes on the MV Zhen Hua 13 heavy lift vessel made the final leg of their almost 20,000 mile journey to the Port of Baltimore.

The huge 14-story high structures had to squeeze under both the Chesapeake Bay Bridge and the Francis Scott Key Bridge to finally dock at the Seagirt Marine Terminal. The cranes had spent two months at sea having left from Shanghai, April 14.

The crane booms were locked upright for the journey to aid stability – however in order to pass under the 2 bridges, the booms had to be lowered. Ship operators shifted and adjusted the ballast to maintain balance and added ballast to sink the ship down by about two feet.

It would be a tight fit – the Coast Guard and bay pilots had estimated only feet of clearance at low tide – state transportation engineers even had to calculate for how much the hot weather could cause the bridge to sag.

From The Star Democrat: The 14-story cranes cleared the underside of the bridges by no more than four to six feet, said Richard Scher, spokesman for the Maryland Port Administration. The vessel, the Zhen Hua, was assisted in its passage under the bridge by several tugboats, he said.

In 2010, Ports America Chesapeake together with the State, joined in partnership to prepare the port for the mega-ships expected once the widened Panama Canal is opened in 2014. Berth 4 at Seagirt Marine Terminal was dredged to a depth of 50 feet and the giant \$40 million cranes were ordered from China.

The 14-story cranes weigh 1,550 tons each and can reach 22 containers across with a lift capacity of 187,300 pounds.

From The Star Democrat: Scher said the cranes, described as “Super-Post Panamax,” are the largest in the world. They are designed to reach across the width of the world’s biggest container ships and remove and load containers.

“Baltimore is one of only two East Coast ports that have them,” Scher said, adding that they will complement the new 50-foot-deep channel at Baltimore’s Seagirt Marine Terminal. Larger container ships will begin using the terminal after the widened Panama Canal opens in 2014.

The new giant cranes will improve the port's ability to handle the larger container ships expected to begin arriving in early 2015.

From The Baltimore Sun: "With the arrival of these supersized cranes, the Port of Baltimore is primed for a new day in its container business ... one that will soon bring larger ships, more cargo, and more employment and economic benefit to this port," said James White, executive director of the Maryland Port Administration.

Baltimore's ready. Are we?

BREAKBULK.COM

Zhen Hua Carries Cranes from Shanghai to Baltimore

Breakbulk Staff | Mon, 06/25/2012 - 05:52

The Zhen Hua 13 arrived from Shanghai at the Port of Baltimore with its massive cargo of four super-post-Panamax cranes built by Shanghai Zhenhua Heavy Industries. The vessel docked at Ports America Chesapeake's Seagirt Marine Terminal.

Each crane weighed 1,550 tonnes and stood 400 feet high with booms locked into an upright position to provide stability throughout the 14,000-mile voyage. However, once the vessel entered the Chesapeake Bay, the booms had to be lowered to clear the Chesapeake and Francis Scott Key bridges on their way to Baltimore.

Zhen Hua docked at Seagirt's Berth 4, recently deepened to 50 feet. Two tugs turned the vessel around and backed it into the berth.

It will take about a week to transfer the cranes to a set of tracks and roll them off the ship, Mark Montgomery, president of Ports America Chesapeake, told the Baltimore Sun. They will be moved into place and the booms and operator's cabin will be raised. By September, the cranes will be ready for operations.

Ports America entered into a 50-year partnership with the state of Maryland in 2010 and set about preparing Seagirt for the arrival of larger vessels in early 2015, following the expansion of the Panama Canal. The new cranes are an essential part of the plan.

JOCSAILINGS.COM

Baltimore Gets Four Super-Post-Panamax Cranes

Created by HButler on 6/22/2012 6:52:24 PM

Four super-post-Panamax cranes have been delivered to Baltimore's Seagirt Marine Terminal, where they are scheduled to begin operation in September at the terminal's new 50-foot-deep berth.

The cranes arrived on the Zhen Hua 13, which left China in April. The vessel anchored south of the Chesapeake Bay Bridge last week while the cranes' booms were lowered to fit under the Chesapeake and Francis Scott Key bridges.

The new cranes stand 400 feet tall with the boom up and can reach across 22 rows of containers and lift 187,300 pounds. The cranes are electric-powered. Each weighs about 1,550 metric tons and is tall enough to clear a 14-story building.

Seagirt, the port's primary container terminal, currently has seven post-Panamax cranes that can reach across 18 containers on a ship.

Construction of the new berth at Seagirt was completed earlier this year. The new cranes and 50-foot berth are key elements of the 50-year agreement signed in 2010 between the Maryland Port Administration and Ports America Chesapeake.

Under the agreement, Ports America is operating the 200-acre terminal and investing in infrastructure improvements, including the new berth and cranes.

CITYBIZLIST.COM (also on baltimorefishbowl.com)

Things Are Looking Up for the Port of Baltimore

Written by: Robert Obrien

June 22, 2012

Wednesday morning a ship carrying four 14-story cranes docked at Seagirt Marine Terminal in the port of Baltimore. These new, insanely large cranes will allow the port to accommodate the world's largest cargo ships. And we're expecting some beginning in 2015. The cranes cost \$40 million — I wouldn't have paid a cent over \$39 million, myself, but whatever — and promise a new era for the port.

I don't know if you've heard, but the Panama Canal is being widened and that's apparently great for Baltimore. I find it hard to believe, but according to an article in The Sun, shipping cargo to the eastern United States by rail from the West Coast costs \$2,000 per container, whereas taking it through the canal to Baltimore to be trucked costs only \$150 per container.

With the addition of these sick cranes, Maryland Port Administration Executive Director James White expects business in the harbor to "ramp up over two or

three years." White then went on to quote a time-worn adage: "Either you have big cranes, or you're out of business."

JOURNAL OF COMMERCE

Baltimore Gets Four Super-Post-Panamax Cranes

Joseph Bonney, Senior Editor | Jun 21, 2012 7:36PM GMT

Cranes will begin operation at port's Seagirt Marine Terminal in September

Four super-post-Panamax cranes have been delivered to Baltimore's Seagirt Marine Terminal, where they are scheduled to begin operation in September at the terminal's new 50-foot-deep berth.

The cranes arrived on the Zhen Hua 13, which left China in April. The vessel anchored south of the Chesapeake Bay Bridge last week while the cranes' booms were lowered to fit under the Chesapeake and Francis Scott Key bridges.

The new cranes stand 400 feet tall with the boom up and can reach across 22 rows of containers and lift 187,300 pounds. The cranes are electric-powered. Each weighs about 1,550 metric tons and is tall enough to clear a 14-story building.

Seagirt, the port's primary container terminal, currently has seven post-Panamax cranes that can reach across 18 containers on a ship.

Construction of the new berth at Seagirt was completed earlier this year. The new cranes and 50-foot berth are key elements of the 50-year agreement signed in 2010 between the Maryland Port Administration and Ports America Chesapeake.

Under the agreement, Ports America is operating the 200-acre terminal and investing in infrastructure improvements, including the new berth and cranes.

PORTTECHNOLOGY.COM

Four super-post-Panamax arrive from China to Baltimore's new Seagirt Marine Terminal

June 22, 2012

Baltimore's new Seagirt Marine Terminal received delivery of four super-post-Panamax cranes this week.

The 400 foot cranes, scheduled to begin operations at the port's new 50-foot-deep berth in September, arrived from China onboard the Zhen Huia 13 after two months at sea.

To enable the cranes to pass under Baltimore's Chesapeake and Francis Scott Key bridges, the Zhen Huia 13 anchored south of the bridge last week to enable the lowering of the cranes' booms.

At a cost of \$40 million, the cranes will allow the port to handle the larger ocean carriers that will transit the newly widened Panama Canal from 2014. Baltimore will join the Port of Norfolk as the only ports on the East Coast capable of handling the world's largest cargo ships.

In 2010, Ports America and the Maryland Port Administration signed an agreement to prepare Seagirt for the Panama Canal expansion.

Under the partnership, Ports America, the largest terminal operator and stevedore in the United States, will operate the 200-acre terminal and supply the facility with infrastructure improvements, which included the new berth and cranes.

"This is a big day for us. We're on schedule and under budget," Mark Montgomery, president of Ports America Chesapeake, told the Baltimore Sun.

"It's a new era for the port, for Maryland and for Baltimore."

The four cranes, weighing 1,550 metric tons apiece, are capable of lifting up to 187,300 pounds and can reach across 22 rows of containers.

WBOC.COM

Bay Bridge Temporarily Closed Wed. to Allow Massive Cargo to Pass Under

Updated: Jun 21, 2012 8:16 AM EDT

By Steven Fisher

STEVENSVILLE, Md.- How do you maneuver four 1,500 metric ton cranes under the Chesapeake Bay Bridge? Very carefully.

On Wednesday, four super-sized container cranes slowly made the trek north to the Port of Baltimore. Each crane is about 14 stories tall. They were made in China and hitched a ride aboard a massive cargo ship. Crowds of people gathered along the shore to stare at the sight, all agree it was an amazing thing to see.

"It's amazing those are huge cranes they are the largest Baltimore has so far," said Don Mckeough of Chester, Md. To ensure driver safety, the Maryland Transportation Authority closed down traffic in both directions. The vessel

creeped under the bridge just before 2 p.m. and it could have easily become a distraction for drivers.

Drivers said the decision to close the bridge was a no-brainer.

"So people don't sight see, lose control and cause accidents, which is probably a good idea," said John Rappold of Kent Island.

Kimberly Burns of Chester, Md., was taking her three kids to see the ship pass under the bridge. Fortunately for her, she made it across just before officials closed the lanes.

"I was coming across the bridge and all the cars were coming out, the state cars were coming out with their lights getting ready to close the bridge, probably within minutes of us getting across," said Burns.

Traffic was backed up for miles in both directions. Drivers had no choice but to wait for the gigantic cranes to pass under and clear the bridge. Irene Hall was headed back to Washington D.C., and says the worst part was dealing with the heat.

"I am mad because it's hot and you can't run the car sitting here because you are going to waste your gas," Hall said.

BALTIMORE SUN

Giant cranes clear Bay and Key bridges on way to port

Bridges were closed to motorists as gigantic cranes passed underneath

By Candus Thomson, The Baltimore Sun

5:59 p.m. EDT, June 20, 2012

A delicate maritime ballet in two acts is playing out Wednesday afternoon as tugboats muscle a cargo ship carrying four supersized cranes to the port of Baltimore. The ship has cleared the Bay and Key bridges and is approaching Seagirt Marine Terminal.

The bridges were closed to traffic while the ship approached and passed underneath with its giant cargo.

The space between the top of the cranes and the bottom of the Bay Bridge was about 10 feet, according to Coast Guard Capt. Eric Nielsen — a bit more than expected. But the gap was expected to be so thin that state transportation engineers had to calculate how much the bridges sag in hot weather.

At the same time, the load is 450 feet wide — nearly half the width of the channel under the Bay Bridge.

"Yes, it will look dramatic, quite startling," Capt. Eric Nielsen, president of the Association of Maryland Pilots, said Tuesday. "Frankly, it would look dramatic if the clearance was 30 feet."

The Maryland Transportation Authority temporarily stopped traffic on the Bay and Key bridges this afternoon. The closures were designed to prevent distracted motorists from slamming on the brakes or running into each other as the giant cranes approached and passed underneath the spans.

The 14-story cranes each weigh 1,550 tons and can reach 22 containers across on a cargo ship. They can lift 187,300 pounds, or more than an empty space shuttle.

The cranes were purchased by Ports America Chesapeake for \$40 million as part of a public-private partnership that included dredging Berth 4 at Seagirt Marine Terminal to handle the world's largest ships.

Planning the final 20 miles of the Zhen Hua's voyage began April 14, when the cranes left China.

The Zhen Hua arrived in the Maryland portion of the bay the evening of June 11, just before the tall ships arrived in Baltimore from Norfolk, Va., for Sailabration. The vessel anchored about 11 miles south of the Bay Bridge and began a weeklong series of preparations.

The cranes had traveled 14,000 miles with the booms locked skyward to aid stability, a configuration that would, however, have prevented the ship from getting under the bridges.

So the ship's operators lowered the booms while shifting ballast to maintain balance. In addition, they added water ballast to lower the ship by about two feet.

Other vessels will not be allowed in the shipping channel during the 17-mile trip between the bridges, and law enforcement vessels will provide an escort.

Giant cranes arrive in port, marking new era for cargo handling
Vessel with four 14-story cranes eases under two bridges, stopping traffic temporarily

By Candus Thomson, The Baltimore Sun

8:45 p.m. EDT, June 20, 2012

Video at this link ~

<http://www.baltimoresun.com/business/bs-bz-cranes-into-port-20120619,0,7553966.story>

The future of the port of Baltimore eased through the morning haze Wednesday, limboed under the Bay Bridge with room to spare, ducked under the Key Bridge and arrived dockside at Seagirt Marine Terminal just in time for dinner.

Fourteen stories tall and already emblazoned with Maryland's colors, four cranes capable of handling the world's largest cargo ships looked almost ready to go to work.

"This is a big day for us. We're on schedule and under budget," said Mark Montgomery, president of Ports America Chesapeake as he watched the Zhen Hua 13 ease into Berth 4 at Seagirt. "It's a new era for the port, for Maryland and for Baltimore."

Ports America entered into a 50-year partnership with the state in 2010 and set about preparing Seagirt for the arrival of massive cargo ships that will use the widened Panama Canal beginning in early 2015.

The berth was deepened to 50 feet and the so-called super-post-Panamax cranes were ordered from China for \$40 million. Only Norfolk, Va., has the same capability on the East Coast.

"It certainly is the future," said James White, the Maryland Port Administration's executive director, as he snapped photos like a happy tourist. "Either you have big cranes, or you're out of business."

The cranes spent two months at sea, traveling from Shanghai, around the tip of Africa, across the South Atlantic and up the Chesapeake Bay. The low-slung Zhen Hua had to skirt huge storms in the South Atlantic that could have swamped it and its 6,824-ton cargo.

Wednesday's first challenge was the Bay Bridge, where the Coast Guard and bay pilots estimated the ship would have about 5 or 6 feet of clearance at low tide. Two tugboats growled as they slowed the ship and everyone eyeballed the situation.

Traffic on the bridge was held in both directions for 36 minutes as the ship inched under the twin spans with slightly less than 10 feet to spare.

An hour behind schedule, the Zhen Hua picked up speed and made it under the Key Bridge at the height of rush hour. Traffic was stopped there, too. Tugboats approached, turned the ship around and backed it into the berth.

Even in their unassembled state, the new cranes assumed alpha status on the dock, attracting gawkers and making seven nearby cranes look tiny and dated.

Montgomery said it would take about a week to transfer the cranes to a set of tracks and roll them off the ship. They will be moved into place and the booms and operator's cabin will be raised. By September, they'll be ready to lift containers.

The booms will be able to extend 206 feet from the edge of the wharf to the opposite side of a docked ship — a reach 22 containers wide, six more than the current cranes' capability. Each crane can lift up to 187,340 pounds, more than an empty space shuttle.

"This was a huge undertaking, but Ports America believes in Maryland and the Mid-Atlantic market," Montgomery said.

The port doesn't expect business to "go up double digits in the first year," White said. "We want to ramp up over two or three years."

The cranes and the expanded Panama Canal help make Baltimore more competitive with West Coast ports for cargo headed to the eastern United States, White said. Bringing goods east by rail from western ports costs \$2,000 a container, he said, versus \$150 to bring them through the canal and truck them from Baltimore.

"It's a huge savings," he said. "That's going to bring us a lot of freight."

DUNDALK.PATCH.COM

Seagirt Terminal Welcomes New Cargo Cranes

Four state-of-the-art "massive" cargo cranes will position the Port of Baltimore to do business with the world's largest container ships.

By Marge Neal

June 21, 2012, 5:55 am

A container ship carrying four huge cargo cranes into the Port of Baltimore on June 20 had all of the allure of opening night of the summer's big blockbuster movie.

Spectators crowded every place they knew of that would afford a good vantage point to watch the state-of-the-art cranes as the ship, the m/v Zhen Hua 13,

slowly and adeptly maneuvered them first under the Bay Bridge and then the Francis Scott Key Bridge en route to the Seagirt Marine Terminal.

But while spectators were busy snapping photographs and shooting video of the ship's unusual cargo, the port was ushering in a technology that will give it a competitive edge over most other ports and allow it to do business with the world's largest container ships.

"These cranes represent the future of the Port of Baltimore," Gov. Martin O'Malley said in a statement from the Maryland Port Administration.

The arrival of the cranes represents "another major step" toward reaching the goal set in 2010 with Ports America Chesapeake to build a new deep water container berth capable of handling the larger ships that will be able to pass through a widened Panama Canal beginning in 2014, O'Malley said in the statement.

The cranes, known as Super-Post Panamax, are the largest of their kind in the maritime industry, according to port officials.

Each crane weighs about 1,550 metric tons, can reach 22 containers across on a cargo ship, lift 187,300 pounds of cargo and stand 140 feet off the ground when in a working position, according to the statement.

They're even environmentally friendly—the all-electric cranes will emit no diesel emissions, according to port officials.

Seagirt Marine Terminal, which is the port's primary container facility, currently has seven smaller cranes known as Post Panamax that can reach 18 containers across on a ship.

The new cranes, which arrived disassembled, are expected to be installed and operational by September, according to the statement.

Construction of the port's new 50-foot container berth, which was completed earlier this year, makes the Port of Baltimore one of only two East Coast ports—joining Norfolk—to have a 50-berth and 50-foot channel, according to port officials.

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The new capabilities are "key elements" in the 50-year agreement between the Maryland Port Administration and Ports America Chesapeake that was signed in 2010, according to the statement. Under the agreement, Ports America runs the daily operations of the 200-acre Seagirt terminal and is making the necessary infrastructure improvements, including the new berth and cranes, at its own expense, saving the state "hundreds of millions of dollars."

Officials hope the new capabilities position the port to continue its role as an economic driver for Baltimore and the state.

The partnership between the port administration and Ports America is expected to produce 5,700 new jobs.

The total investment and revenue to Maryland could reach \$1.8 billion over the life of the agreement, including \$15.7 million in new taxes, officials said.

CAPITALGAZETTE.COM

Our Say: Baltimore's port getting a big lift

Wednesday, June 20, 2012 3:47 pm

As the tall ships from the Star-Spangled Sailabration, representing Baltimore's maritime heritage, made their way down the bay on Tuesday, they went past an imposing manifestation of Baltimore's maritime future: four gargantuan cargo cranes sitting on a Chinese ship.

You couldn't have asked for better symbolism.

The super-post panamax cranes are scheduled for delivery to Baltimore's Seagirt Marine Terminal today. They are such an unusual spectacle that state authorities were planning to briefly shut down traffic on the Bay Bridge and the Francis Scott Key Bridge this afternoon as the Zhen Hua 13 and her cargo go underneath, to avoid accidents caused by rubbernecking motorists.

When the ship anchored in mid-bay off Shady Side over the weekend, it prompted puzzlement and a rash of speculation from local residents. Apparently few had heard of the governor announcing that "These cranes represent the future of the Port of Baltimore." And that's not hyperbole.

The cranes, the state announced last month, are the largest of their type in the maritime industry, weighing 1,550 metric tons each. When fully assembled and at work they will stand 140 feet off the ground, They'll be able to reach 22 containers across on a container ship — as compared to the 18-container reach

of Seagirt's seven post panamax cranes — and lift 187,300 pounds of cargo. That's roughly the weight of 75 Honda Civics.

We're a long way from longshoremen with hooks lining up on the pier in "On the Waterfront."

The cranes, together with the port's 50-foot channel and the 50-foot container berth completed earlier this year, will make the Seagirt terminal attractive to the bigger container ships that will come up the East Coast after a widening of the Panama Canal is completed in 2014. This is basically a matter of keeping up with the Joneses, and one Jones in particular: Norfolk, Va., Baltimore's constant competitor for maritime traffic, also has a 50-foot container berth and a 50-foot channel.

County residents probably focus more on the huge economic importance of BWI Thurgood Marshall Airport. But the Port of Baltimore, the 12th-ranking port in the country for tonnage last year and the 11th-ranking for dollar value of cargo, is an enormous economic asset.

The port's cargo volume grew 15 percent last year, the largest increase of any major U.S. port. More than \$51 billion in goods moved through in 2011, a 24 percent increase in value from the previous year, with businesses at the port accounting for close to 15,000 jobs, \$3 billion in wages and \$300 million in state and local taxes.

The cranes moving up the bay, in short, are not just huge but a huge investment in the state's commercial infrastructure, and the future of Baltimore as a port for containerized freight. They may lack the beauty and nostalgic appeal of the tall ships that have just left, but they are just as important.

WBAL.COM

Traffic Resumes On Key Bridge

Wednesday, June 20, 2012

John Patti and Anne Kramer

Traffic is once again crossing the Francis Scott Key Bridge. The Maryland Transportation Authority temporarily held traffic in both directions Wednesday afternoon on both the Key Bridge and the Chesapeake Bay Bridge during the passage of a marine vessel carrying four large cranes.

The crane delivery postpones by one day the start of the continuous (24/7) single-lane closure associated with the I-895/K-Truss steel bridge repair project.

Because the Key Bridge is an alternate route for the I-895/K-Truss repair project, the continuous (24/7) single-lane closure on I-895 will be postponed until Wednesday evening.

Most motorists will notice the lane closure during morning rush hour on Thursday, June 21, and should use the Fort McHenry Tunnel (I-95) or the Key Bridge (I-695) as alternate routes.

The reason traffic is being held while the vessel passes beneath is to ensure that motorists are not distracted while traveling the Bay and Key bridges during the passage of this marine vessel.

The fourteen-story cranes are being taken to the Chesapeake Bay to the Seagirt Marine Terminal. The MDTA Engineering, Operations and Police Divisions are coordinating with the U.S. Coast Guard and the Pilot's Association.

SKYTEAM 11 (WBAL TV)
Vessel carrying cranes delays traffic
UPDATED 8:27 PM EDT Jun 20, 2012

Updated photo essay at this link ~
<http://www.wbaltv.com/news/maryland/baltimore-county/-/10136486/15159602/-/lb3hw6/-/index.html>

WBFF TV FOX 45
Port of Baltimore Welcomes Container Cranes
Wednesday, June 20 2012, 10:43 PM EDT

Around 6 p.m. this evening, the Port of Baltimore welcomed four container cranes that will be installed on the newly constructed 50-foot container berth at the Seagirt Marine Terminal.

The cranes crossed under the Bay Bridge and Key Bridge before arriving at its final destination. The cranes were anchored south of the Bay Bridge last week to undergo a multi-day process to further lower their booms in order to fit under both bridges.

CBSLOCAL.COM (WJZ TV CHANNEL 13)
Cargo Ship Carrying Supersized Crane Passes Under Bay Bridge
June 20, 2012
Alex DeMetrick reports
The four cranes are a \$40 million investment made by Ports America Chesapeake, the private company which operates the port for the state.

Video at this link ~ check out how low the ship is in the water!

<http://baltimore.cbslocal.com/video/7419875-cargo-ship-carrying-supersized-crane-passes-under-bay-bridge/>

ABC2NEWS.COM (WMAR TV. CHANNEL 2)

BLOG: Massive "Crane Ship" Makes its Pass Under Bay Bridge

June 20, 2012

Posted: 12:16 AM

Last Updated: 7 hours and 48 minutes ago

By: Wyatt Everhart

Wow - if you are anything like me, you are always humbled when passing under the massive suspension towers of the Bay Bridge when riding over the Chesapeake.

But the gargantuan ship Zen Hua 13 steaming up the Bay today gave us a whole different perspective. Turns out the new super-sized cranes it had on board (headed for the Port of Baltimore) were so huge it had to make its pass a low tide - and even then they shut down traffic on the bridge out of an abundance of caution!

View video at this link ~

http://www.abc2news.com/dpp/weather/weather_blogs/blog--massive-crane-ship-makes-its-pass-under-bay-bridge

DELAWAREONLINE.COM

New cranes heading to Baltimore to close bridges

June 20, 2012

BALTIMORE — Massive new cargo cranes heading to the Port of Baltimore will stop traffic on two bridges along the way this afternoon.

The Maryland Transportation Authority says Coast Guard and transportation officials were worried that motorists would stop to watch or cause accidents. The four cranes are scheduled to pass under the Chesapeake Bay Bridge near Annapolis and the Key Bridge near Baltimore.

The Bay Bridge will be closed for about 40 minutes beginning at 1:15 p.m. and the Key Bridge will be closed for about 20 minutes at 3:15 p.m. Authorities say those times could change.

The four cranes are heading to the Seagirt Marine Terminal where they will be able to handle new, larger ships expected to use the Panama Canal once a widening project is finished in 2014.

CARGO BUSINESS NEWS

Post-Panamax Cranes Arrive in Baltimore

June 20, 2012

A specialized vessel carrying four post-Panamax container cranes for the Port of Baltimore's Seagirt Marine Terminal is scheduled to arrive there today from China.

The 140-foot high, 1,550-ton shoreside cranes have a reach of 22 containers and the port said are expected to be operational at the terminal operated by Ports America by September.

CENEWS.COM (business and technology for Civil Engineers)

Port of Baltimore installs Super-Post Panamax container cranes

June 14, 2012

BALTIMORE — The Port of Baltimore is preparing for the arrival of four supersized container cranes that will be installed on the new 50-foot container berth at the Seagirt Marine Terminal. The cranes, the largest of their kind in the maritime industry and known as Super-Post Panamax, can reach 22 containers across on a container ship, lift 187,300 pounds of cargo, and stand 140 feet off the ground while in a working position. The cranes were manufactured in China and were expect to arrive in Baltimore on or about June 12.

"These cranes represent the future of the Port of Baltimore," said Governor Martin O'Malley. "Their arrival is another major step toward reaching the goal that we established in 2010 with our private-sector partner, Ports America Chesapeake, to create jobs and build a new deep water container berth capable of handling the larger ships that will pass through the Panama Canal when it is widened in 2014. Together, we can maintain our competitive position and provide additional stability for our port labor force."

Each crane weighs about 1,550 metric tons, is tall enough to clear a 14-story building, and being fully electric they will emit no diesel emissions. Seagirt Marine Terminal, which is the port's primary container facility, currently has seven cranes that are called Post Panamax and that can reach 18 containers across a ship.

The new cranes will arrive disassembled and will be installed and operational by September. Construction on the Port of Baltimore's new 50-foot container berth

was completed earlier this year. The port is now only one of two East Coast ports to have a 50-foot berth and 50-foot channel, two key factors in being able to attract some of the largest container ships in the world.

The new cranes and 50-foot berth are key elements of the 50-year agreement between the Maryland Port Administration (MPA) and Ports America Chesapeake that was signed by Governor O'Malley in 2010. Under the agreement, Ports America is running daily operations at the 200- acre Seagirt Marine Terminal and is investing in necessary infrastructure improvements at Seagirt including funding the new berth and cranes, saving the state hundreds of millions of dollars.

The partnership between the MPA and Ports America is expected to produce 5,700 new jobs, while the total investment and revenue to the State of Maryland has the potential to reach up to \$1.8 billion over the life of the agreement, including \$15.7 million per year in new taxes.

THEREPUBLIC.COM (Columbus, Indiana)

Massive new cargo cranes heading to Port of Baltimore to halt traffic on 2 bridges on the way

THE ASSOCIATED PRESS

June 19, 2012 - 5:29 pm EDT

BALTIMORE — Massive new cargo cranes heading to the Port of Baltimore will stop traffic on two bridges along the way.

The Maryland Transportation Authority says Coast Guard and transportation officials were worried that motorists would stop to watch or cause accidents. The four cranes are scheduled to pass under the Bay Bridge near Annapolis and the Key Bridge near Baltimore on Wednesday afternoon.

The Bay Bridge will be closed for about 40 minutes beginning at 1:15 p.m. and the Key Bridge will be closed for about 20 minutes at 3:15 p.m. Authorities say those times could change.

The four cranes are heading to the Seagirt Marine Terminal where they will be able to handle new, larger ships expected to use the Panama Canal once a widening project is finished in 2014.

FITNEWS.COM

(written by South Carolina political consultant and former gubernatorial spokesman Will Folks)

Port Expansion: Baltimore Helps Itself.....

... WHILE SOUTH CAROLINA HELPS GEORGIA

June 15, 2012

The Port of Baltimore will enhance its competitive position along the Eastern Seaboard when it installs four new super-sized container cranes this week. These cranes – designed to handle containers from the next generation of super-large Post-Panamax container ships – will be installed at a new 50-foot berth at the Seagirt Marine Terminal.

Their presence highlights a major competitive disadvantage at the Port of Charleston, S.C. – which is struggling to keep up with the demands of the global shipping industry (particularly as it relates to getting containers easily offloaded and onto rail lines).

“The Port of New York-New Jersey, the Port of Baltimore, the Ports of Virginia, and the Port of Miami will all have a depth of fifty feet and portside double stack rail service before we can even finish the post -45 (foot dredging) study,” writes Dan Norfleet, a port watchdog. “So why aren’t we spending more time on the rail issues and less time on fighting amongst ourselves?”

Actually we’re not “fighting amongst ourselves” in South Carolina at the moment ... S.C. Gov. Nikki Haley is fighting against us on behalf of Georgia.

Anyway ...

The Maryland facility (like a newly constructed terminal in Long Beach, California) was built thanks to a public-private partnership between the state’s ports authority and a private shipping concern – precisely the sort of landlord-tenant deals that South Carolina’s antiquated state government expressly forbids.

“The Seagirt port has been a national model in how to do public-private partnerships,” Maryland Transportation Secretary Beverley Swaim-Staley said four months ago.

Sadly, South Carolina continues to reject this model in favor of its “total state control” approach. As a result the Port of Charleston has lost significant competitive ground. Once the fourth-busiest port in America, Charleston has seen its position plummet over the last six years. In fact, the port has slipped all the way to No. 12 in the nation according to the American Association of Port Authorities.

Even worse, our refusal to enter into public-private partnerships resulted in a critical delay in the development of a port in Jasper County – a project which has since been completely torpedoed by Haley’s “Savannah River Sellout.” In fact

thanks to Haley's appeasement of moneyed interests in Georgia, the Jasper Port site will be used as a dumping ground for toxic sludge from Savannah's expansion for the next fifty years.

"It's a great day in South Carolina," huh?

Obviously this isn't all Haley's fault ... as our state was already losing business to Baltimore long before she started selling us down the river. In December 2009, for example, BMW inked a five-year deal with port officials in Baltimore to ship 50,000 automobiles a year through its facilities beginning in 2010.

Our state's leaders – including House Speaker Bobby Harrell and Senate President Glenn McConnell – were specifically warned more than five years ago that South Carolina's restrictions against free market investment were "counterproductive" and would "discourage investment" in our facilities. They failed to heed those warnings, and while Haley came into office promising to restore our state's competitiveness – she's instead moved 180 degrees in the opposite direction.

S.C. Sen. Tom Davis (R-Beaufort) – a tireless advocate for free market port expansion – said he will continue to push legislative leaders and members of the S.C. State Ports Authority (SCSPA) to embrace private capital for infrastructure expansions.

"I'm in favor of doing what the rest of the world does, which is to leverage private capital," Davis said. "There is a sea of private capital out there looking to invest in long-term assets like port facilities and instead of going after that investment we're keeping our heads stuck in the sand and losing ground as a result."

ILWU13.COM

Gigantic cranes for port of Baltimore are en route from China

Baltimore will join Norfolk, Va., as the only East Coast ports with 50-foot-deep berths and cranes able to accommodate vessels up to 1,200 feet long. Baltimore Sun photo.

About two weeks from now, a cargo ship 2 1/2 football fields long will squeeze under the Key Bridge and deliver the future of the port of Baltimore.

On its deck are four massive cranes built in China that state officials and the maritime industry hope will turn the already bustling Seagirt Marine Terminal into a conduit for mountains of goods delivered by the world's largest ships.

Baltimore will join Norfolk, Va., as the only East Coast ports with 50-foot-deep berths and cranes able to accommodate vessels up to 1,200 feet long, which will begin using a widened Panama Canal in 2014. The berth and cranes are part of a 50-year, public-private partnership formed in 2010 between the state and Ports America Chesapeake.

WBALTV.COM

SkyTeam 11: Vessel carrying cranes to delay traffic
MdTA to halt traffic on bridges for some time

Visit this link for a photo essay of the cranes ~

<http://www.wbaltv.com/news/maryland/baltimore-county/-/10136486/15159602/-/lb3hw6/-/index.html>

BALTIMORE SUN

After two months at sea, supersized cranes to arrive at port
Coast Guard, pilots plan delicate maneuvers under Bay, Key bridges
By Candus Thomson, The Baltimore Sun
7:06 PM EDT, June 19, 2012

A delicate maritime ballet in two acts will play out Wednesday afternoon in the Chesapeake Bay as tugboats muscle a cargo ship carrying four supersized cranes under the Bay Bridge and then the Key Bridge on the way to the port of Baltimore.

The space between the top of the cranes and the bottom of the bridges is about six feet, a slice of daylight so thin that state transportation engineers needed to calculate how much the bridges sag in hot weather. The ship's operator also may have a crewman climb to the top of a crane during the approach to eyeball the situation.

At the same time, the load is 450 feet wide — nearly half the width of the channel under the Bay Bridge.

"Yes, it will look dramatic, quite startling," said Capt. Eric Nielsen, president of the Association of Maryland Pilots. "Frankly, it would look dramatic if the clearance was 30 feet."

The Maryland Transportation Authority will temporarily stop traffic on both bridges to prevent distracted motorists from slamming on the brakes or running into each other as the giant cranes approach and pass underneath the spans.

The M/V Zhen Hua 13 will pass under the Bay Bridge at low tide, at about 1:15 p.m., stopping traffic for 40 minutes. The ship will pass beneath the Key Bridge at roughly 3:15 p.m., causing a traffic stoppage of about 20 minutes.

The 14-story cranes each weigh 1,550 tons and can reach 22 containers across on a cargo ship. They can lift 187,300 pounds, or more than an empty space shuttle.

The cranes were purchased by Ports America Chesapeake for \$40 million as part of a public-private partnership that included dredging Berth 4 at Seagirt Marine Terminal to handle the world's largest ships.

Planning the final 20 miles of the Zhen Hua's voyage began April 14, when the cranes left China.

The Zhen Hua arrived in the Maryland portion of the bay the evening of June 11, just before the tall ships arrived in Baltimore from Norfolk, Va., for Sailabration. The vessel anchored about 11 miles south of the Bay Bridge and began a weeklong series of preparations.

The cranes had traveled 14,000 miles with the booms locked skyward to aid stability, a configuration that would, however, have prevented the ship from getting under the bridges.

So the ship's operators lowered the booms while shifting ballast to maintain balance. In addition, they added water ballast to lower the ship by about two feet.

Two pilots — one for bay travel and one for docking — will board the Zhen Hua, which will get under way at about 11 a.m. The ship will approach the first bridge at under 1 knot and two tugboats will hold it in place "for one last check," said Coast Guard Cmdr. John Burns.

"If need be, the tugs can push back if things don't look right. They can abort and regroup south of the Bay Bridge," Burns said.

Other vessels will not be allowed in the shipping channel during the 17-mile trip between the bridges and law enforcement vessels will provide an escort.

While four huge cranes pass underneath Wednesday afternoon, the Bay and Key bridges will be closed temporarily to traffic:

The Bay Bridge will be closed for 40 minutes at about 1:15 p.m.

The Key Bridge will be closed for 20 minutes at about 3:15 p.m.

MARYLAND DAILY RECORD

New cranes heading to Baltimore to close bridges

Posted: 5:35 pm Tue, June 19, 2012

By Associated Press

Massive new cargo cranes heading to the Port of Baltimore will stop traffic on two bridges along the way.

The Maryland Transportation Authority says Coast Guard and transportation officials were worried that motorists would stop to watch or cause accidents. The four cranes are scheduled to pass under the Bay Bridge near Annapolis and the Key Bridge near Baltimore on Wednesday afternoon.

The Bay Bridge will be closed for about 40 minutes beginning at 1:15 p.m. and the Key Bridge will be closed for about 20 minutes at 3:15 p.m. Authorities say those times could change.

The four cranes are heading to the Seagirt Marine Terminal where they will be able to handle new, larger ships expected to use the Panama Canal once a widening project is finished in 2014.

WBAL.COM

Traffic To Be Stopped On Bay Bridge & Key Bridge

Wednesday, June 20, 2012

John Patti and Anne Kramer

The Maryland Transportation Authority will temporarily hold traffic in both directions on the Chesapeake Bay Bridge and Francis Scott Key Bridge during passage of a marine vessel carrying four large cranes.

This crane delivery will also postpone by one day the start of the continuous (24/7) single-lane closure associated with the I-895/K-Truss steel bridge repair project.

Traffic on the Bay Bridge will be held at about 1:15 p.m. Wednesday for about 40 minutes. Traffic on the Key Bridge will be held at about 3:15 p.m. Wednesday for about 20 minutes.

Times and durations are approximate and dependent upon the vessel's progress.

Since the Key Bridge is an alternate route for the I-895/K-Truss repair project, the continuous (24/7) single-lane closure on I-895 will be postponed until

Wednesday evening. Most motorists will notice the lane closure during morning rush hour on Thursday, June 21, and should use the Fort McHenry Tunnel (I-95) or the Key Bridge (I-695) as alternate routes.

The reason traffic is being held while the vessel passes beneath is to ensure that motorists are not distracted while traveling the Bay and Key bridges during the passage of this marine vessel.

The fourteen-story cranes are being taken to the Chesapeake Bay to the Seagirt Marine Terminal. The MDTA Engineering, Operations and Police Divisions are coordinating with the U.S. Coast Guard and the Pilot's Association.

To learn more about the cranes and their delivery, visit the Maryland Port Administration's website.

DUNDALK.PATCH.COM

Key Bridge to Close Temporarily on Wednesday

The closure will occur while a ship carrying four massive cargo cranes to the Seagirt Marine Terminal passes under the span.

By Marge Neal

June 19, 2012

The Francis Scott Key Bridge will be closed to traffic for a short time Wednesday afternoon when several "massive" container cranes are shipped to the Port of Baltimore's Seagirt Marine Terminal.

Maryland Transportation Authority officials will also close the Bay Bridge when the ship carrying the cranes passes under that span.

MDTA officials said the Bay Bridge will be closed to traffic for about 40 minutes beginning around 1:15 p.m. Wednesday.

The Key Bridge will be closed for about 20 minutes beginning around 3:15 p.m.

The exact times are dependent upon the weather, tides and the ship's progress, according to officials.

The ship, the m/v Zhen Hua 13, will carry four new container cranes that will be placed on the port's new 50-foot container berth at Seagirt, according to a press release from the Maryland Port Administration.

The cranes each weigh 1,550 tons, can reach 22 containers across on a cargo ship, can lift 187,300 pounds of cargo and stand 140 feet in height while in a working position, according to the statement.

The Zhen Hua is expected to leave its anchored position near Thomas Point and pass under the Bay Bridge at about 1:15 p.m. June 20, according to MPA officials.

It is scheduled to pass under the Key Bridge around 3:15 p.m. and arrive at the port at about 4:15, according to the statement.

ABC2NEWS.COM

Traffic headaches ahead for bridge users

Posted: 06/19/2012

BALTIMORE - A warning for commuters, traffic on the Bay and Key Bridges will be temporarily halted on Wednesday.

The stopped traffic is expected to last around 40 minutes.

Tugboats will be pushing a cargo ship carrying four cranes.

They are going to be headed for the Port of Baltimore.

Closures on the Bay Bridge will begin around 1:15 p.m. and at the Key Bridge around 3:15 p.m.

This isn't the only spot you should try to avoid, A \$3.9 million construction project on Interstate 895 will begin on June 20.

BALTIMORE SUN

Gigantic cargo to stop traffic Wednesday on Bay, Key bridges

14-story-tall cranes could be a distraction for drivers as ship carrying them passes under spans, authorities say

By Cantus Thomson, The Baltimore Sun

6:52 PM EDT, June 18, 2012

Traffic on the Bay and Key bridges will be temporarily stopped Wednesday afternoon as tugboats push a cargo ship carrying four massive cranes beneath the spans on the way to the port of Baltimore, the Maryland Transportation Authority said Monday.

Coast Guard and state transportation officials were concerned that motorists would become distracted by the sight of the 14-story-tall cranes approaching the bridges and stop to gawk or cause an accident. The cranes stand 178 feet high. The Bay Bridge clearance is 182 feet and the Key Bridge's is 185 feet, according to the National Oceanic and Atmospheric Administration.

The Bay Bridge will be closed for about 40 minutes, beginning at 1:15 p.m. The Key Bridge will be closed for about 20 minutes at 3:15 p.m. The times could change, depending on the speed of the cargo ship, authorities said.

The \$40 million cranes will be unloaded at Seagirt Marine Terminal and assembled. They will be able to handle the largest ships in the world, which are expected to use the newly widened Panama Canal once that project is complete in 2014.

Transportation authority officials say they will delay the start of the summer-long Harbor Tunnel Thruway bridge repair project until Wednesday evening because the Key Bridge is one of the alternate routes for commuters.

Hellenicshippingnews.com
Baltimore goes super post-panamax
Thursday, 14 June 2012 | 16:30

The Port of Baltimore is gearing up for super post-panamax with the arrival of four supersized container cranes this week – a move that will see the port being able to handle ships from the Panama Canal once it is widened. Maryland Governor, Martin O'Malley, has talked about the cranes being the "future for the port" – they will be able to reach 22 containers across a ship and lift 187,300 pounds of cargo.

Richard Scher, Maryland Port Administration said to Port Strategy: "The new 50 foot container berth and four super post-panamax cranes will open up new doors for the Port of Baltimore's container business. Our unique public-private partnership with Ports America Chesapeake has enabled the Port of Baltimore to grow its container business and grow good-paying, family supporting port jobs."

Baltimore is one of only two US East Coast ports to have a 50 foot berth and 50 foot channel, two key factors in attracting some of the largest container ships in the world.

The new cranes are tall enough to clear a 14 storey building and are fully electric, so there are no emissions issues. They will be installed on the new 50 foot container berth at the Seagirt Marine Terminal, which currently operates post panamax cranes shifting 18 containers across a ship.

There is a 50 year agreement in place between the Maryland Ports Administration (MPA) and Ports America for daily operations at the Seagirt terminal. Consequently, Ports America is investing heavily in infrastructure at Baltimore.

Civilengineeringnews.com

Port of Baltimore installs Super-Post Panamax container cranes June 14, 2012

BALTIMORE — The Port of Baltimore is preparing for the arrival of four supersized container cranes that will be installed on the new 50-foot container berth at the Seagirt Marine Terminal. The cranes, the largest of their kind in the maritime industry and known as Super-Post Panamax, can reach 22 containers across on a container ship, lift 187,300 pounds of cargo, and stand 140 feet off the ground while in a working position. The cranes were manufactured in China and were expect to arrive in Baltimore on or about June 12.

“These cranes represent the future of the Port of Baltimore,” said Governor Martin O’Malley. “Their arrival is another major step toward reaching the goal that we established in 2010 with our private-sector partner, Ports America Chesapeake, to create jobs and build a new deep water container berth capable of handling the larger ships that will pass through the Panama Canal when it is widened in 2014. Together, we can maintain our competitive position and provide additional stability for our port labor force.”

Each crane weighs about 1,550 metric tons, is tall enough to clear a 14-story building, and being fully electric they will emit no diesel emissions. Seagirt Marine Terminal, which is the port’s primary container facility, currently has seven cranes that are called Post Panamax and that can reach 18 containers across a ship.

The new cranes will arrive disassembled and will be installed and operational by September. Construction on the Port of Baltimore’s new 50-foot container berth was completed earlier this year. The port is now only one of two East Coast ports to have a 50-foot berth and 50-foot channel, two key factors in being able to attract some of the largest container ships in the world.

The new cranes and 50-foot berth are key elements of the 50-year agreement between the Maryland Port Administration (MPA) and Ports America Chesapeake that was signed by Governor O’Malley in 2010. Under the agreement, Ports America is running daily operations at the 200- acre Seagirt Marine Terminal and is investing in necessary infrastructure improvements at Seagirt including funding the new berth and cranes, saving the state hundreds of millions of dollars.

The partnership between the MPA and Ports America is expected to produce 5,700 new jobs, while the total investment and revenue to the State of Maryland has the potential to reach up to \$1.8 billion over the life of the agreement, including \$15.7 million per year in new taxes.

Southbmore.com

Insights: Baltimore Industrial and the Panama Canal

Following the completion of the Panama Canal expansion in 2014, the Port of Baltimore (POB) will be one of two East Coast ports with both a 50-foot channel and a 50-foot berth, allowing it to accommodate the larger post-Panamax ships. A portion of cargo traffic currently flowing through West Coast ports is expected to be diverted East. The POB is already experiencing promising growth as \$51.4 billion of goods crossed in 2011, the highest volume of traffic in the state's history. The trend continued in 2012 with a 13% increase in cargo traffic in the first quarter.

Factors Contributing to Increased Traffic*

The reduced cost of shipping through the expanded Panama Canal directly to the East Coast.

The POB's ideal proximity to the Mid-Atlantic and Northeast consumer markets. CSX planning for a new intermodal facility allowing double-stacked containers through the POB for increased rail-shipping efficiency.

Private investment from Ports America improving the POB's infrastructure, giving the POB an advantage over competitors like the Port of New York/ New Jersey and the Port of Savannah.

Charleston and Savannah are waiting on government funding to deepen their harbors; delays could prevent these ports from being prepared to take full advantage of the Panama Canal expansion.

An increase in imports traveling through the POB and growth in state exports will create significant future demand for industrial property around Baltimore. The effects of increased traffic to the POB will be felt by both existing industrial inventory and industrial land.

Recent Market Trends

Over the past six quarters, the Baltimore industrial market has experienced steady absorption and vacancy rates.

These solid market fundamentals are partly due to a lack of speculative industrial development over that time period, allowing market demand to fill the 160 million square feet of existing inventory. As a result, speculative development of Class A industrial facilities could become an attractive option in Baltimore. In 2011, Class A industrial product began to show signs of recovery from the 2008 recession with a dramatic decrease in vacancy rates and subsequent upward trend of average rental rates. Coupled with demand for ware- house and distribution facilities to service increasing levels of cargo

traveling through the POB, these trends indicate a need for new industrial product.

Implications on Industrial Sale Volume

Industrial sales volume around Baltimore can also expect a boost due to the increased port traffic. With \$342.7 million in industrial sales during Q4 2011 and Q1 2012, the Baltimore Metro area saw its highest quarterly sale volumes since 2007.

As vacancy rates continue to improve, either through new businesses entering the market or existing businesses expanding their operations to take advantage of the new capabilities of the POB, the existing industrial inventory in the metropolitan area will become an increasingly attractive option for investors.

The Manufacturing and Owner/User Markets

With the ability to service larger cargo ships, the POB could become attractive to manufacturing companies who currently produce and transport their goods from the industrial-heavy Midwest. Expanding companies may choose to open operations closer to an East Coast port rather than in their Midwest locations, eliminating the need to ship their inventory to the coast.

The manufacturing workforce in the Baltimore area has declined steadily over the past decade.

However, this reduction in workforce has had little impact on metropolitan manufacturing vacancy rates. In fact, after a high of 16.2% in 2003, the manufacturing inventory has settled to a vacancy rate of 7% in Q1 2012.

Accordingly, any future growth in the manufacturing industry and workforce in the Baltimore area will quickly impact the industrial market fundamentals.

Metro area saw less owner/user industrial purchases in 2009 and 2010 than it had since 2003; however, the market experienced a bounce-back in 2011 with over \$120 million in owner/user purchases.

The relative scarcity of land close to the POB is also a factor in land pricing. Much of the undeveloped industrial land in the market exists in the counties surrounding the metropolitan area. This could create growth in Cecil and Carroll Counties, and possibly Frederick County. Not surprisingly, areas with the most available land also have the lowest average price per acre for current market offerings.

Over the next five to ten years, the Baltimore metropolitan industrial market should witness improving market fundamentals and the positive effects of the expansion of the Panama Canal. The Baltimore area should become an increasingly desirable place to do business both as a manufacturer and as an industrial property owner.

If sales volume continues to increase, supply will dry up and new construction will be required.

Industrial Land Sales

Land will also benefit from increased demand in the Baltimore Metro industrial market. The area saw combined sales volume for industrial land of \$18.56 million in 2009 and 2010, the lowest total at any point in the past decade. Land sales rebounded in a big way as 2011 volume more than doubled the combined total of the previous two years to end at \$43.77 million. A dramatic dip in pricing per acre contributed to increased volume in 2011; the question will now be how pricing trends as market fundamentals remain strong and new opportunities for speculative development emerge.

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