

Seagirt Marine Terminal

Maryland Port Administration-Ports America Chesapeake Public-Private Partnership

- In January 2010, the MPA and Ports America began a 50-year public-private partnership lease and concession agreement for Seagirt Marine Terminal.
- Under the agreement, Ports America runs the daily operations at Seagirt and is building a 50-foot container berth to be accompanied by four state-of-the-art super Post Panamax cranes.
- Ports America will also invest in other necessary infrastructure at Seagirt, saving the State of Maryland hundreds of millions of dollars it would have had to invest in capital improvements.
- The MPA receives an annual payment and ongoing revenues from Ports America during the life of the agreement.
- Ports America receives a base payment for 50 years and all net revenues from Seagirt business.
- 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. It will also generate nearly \$16 million per year in new taxes for Maryland.

50-Foot Berth:

- One of the key elements of this agreement is the construction of a 50-foot berth for the Port of Baltimore which was completed in 2012.
- The new berth allows the Port of Baltimore to welcome some of the largest container ships in the world, bringing more cargo to Maryland.
- Baltimore is now only the second East Coast port to have both a 50-foot channel and 50-foot berth.
- When the Panama Canal expansion is finished in 2014 it is expected that a larger number of ships, including new mega-ships, will travel to East Coast ports able to accommodate their size to reach customers more quickly and less expensively. Currently a large percentage of these massive ships use West Coast ports which have deeper water depths. This requires manufacturers to send products by rail to markets throughout the country. With a 50-foot berth, the mega ships that are becoming the norm in the maritime industry will have enough water depth to dock and bring additional business to the Port of Baltimore.

Supersized Cranes:

- Four supersized container cranes, known in the maritime industry as Super Post Panamax, were purchased by Ports America Chesapeake as part of the 50-foot berth construction project.
- The cranes are 400 feet tall with the boom at its tip, can reach 22 containers across on a container ship, and lift 187,300 pounds of cargo.
- Each crane weighs 1,550 tons, is tall enough to clear a 14-story building, and is fully electric so it emits no diesel emissions.

Jobs:

- The partnership between the MPA and Ports America is expected to produce 5,700 new jobs.
- Of the 5,700 new jobs, 3,000 jobs are one-time construction jobs for Port and Maryland Transportation Authority highway improvements. Another 2,700 permanent direct, indirect and induced jobs will come from the increased and sustainable container business that the Port will see upon completion of the Panama Canal project.