



MEETING DATE & LOCATION

The Four Hundred and Twenty-Second Session of the Maryland Port Commission was called to order at 10:06 a.m. on November 13, 2025, by Acting Secretary, Samantha Biddle. The Commission met in Open Session from 10:06 a.m. until 11:18 a.m. in the Stanton Room, 20th floor, World Trade Center, 401 E. Pratt Street, Baltimore, MD 21202.

ATTENDANCE

Chairman and Officials:

Acting Secretary Biddle and Commissioners Barber, Brewer, Neuman*, Richardson, Roberts*, and Webb.

Executive Members:

Jonathan Daniels (Executive Director), Brian Miller (Deputy Executive Director, Operations & Logistics), Robert Munroe (Deputy Executive Director, Administration and Environment), Matthew Wypyski (Deputy Executive Director, Commercial Development).

Directors:

Bradley Smith (Director of Maritime Commercial Management & Strategic Initiatives), Dominic Scurti (Director of Planning), Emmanuel Ansah (Manager, Office of Fair Practices), Holly Miller (Director, Office of Navigation, Innovation & Stewardship), Jennifer Guthrie (Director of the Office of Government Relations and External Affairs), John Boden (Director of Human Resources), Kathleen Pickett (Director of Security), Richard Scher (Director of Communications), Ryan Barry (Director of Operations), Steve Johnson (Director of Engineering), Tracy Pinder (Director of Internal Audit), William Richardson (Director of the Environment), Phil Whaling (Assistant Attorney General, Deputy Principal Counsel).

Affiliates:

Darren Dean (Property Manager), Jasmin Todman (Budget Manager), Mark Reissett (Procurement Manager), Melissia Evans (EEO/MBE Officer).

Staff:

Marvis Harden (Special Assistant to the Executive Director), Krystal Jones (Executive Office), and Paul Wainaina (Office of Information Security and Technology)

APPROVAL OF PRIOR MEETING MINUTES

Commissioner Barber moved to approve the Open Session Minutes of the Four Hundred and Twenty-First Maryland Port Commission (MPC) meeting. Commissioner Richardson seconded the motion, and the Commission voted unanimously to approve the Open Session Minutes.

*Attended via Teams/phone

EXECUTIVE DIRECTOR UPDATE, Jonathan Daniels, Executive Director

Mr. Daniels reported on the year over year container and import numbers for the U.S. while noting the continued uncertainty caused by frequent changes to tariff rates. U.S. imports of containerized goods declined 7.5% year-over-year in October, while imports from China fell 16.3% amid importer caution regarding President Trump's evolving tariff policies.

The National Retail Federation expect U.S. imports to slow in November and December, likely dropping below the 2M TEU mark.

Discussions with Ports America Chesapeake (PAC) indicate that projections over the next few months show a slight decline in the import market across the country. This is expected to result from tariffs enacted as early as 2024, as well as potential port strikes and tariff-related frontloading.

On a positive note, Port of Baltimore (POB) numbers on the container side and vessel calls remain strong, despite a decrease in the number of boxes per vessel. MPA anticipates that the number of containers moving through the POB in 2025 will exceed 2023's record numbers. An increase in containers is expected to continue in the first quarter of 2026. The continued recovery of the POB is the result of continued collaboration with our business partners.

Mr. Daniels provided an update on the U.S. Trade Representative's Section 301 fees. The Trump administration has proposed a one-year suspension of the Section 301 fees on Chinese-built vessels, ship-to-shore cranes, and other cargo-handling equipment. The suspension of the fees will have a significant impact on Baltimore, particularly for Ro/Ro vessels.

The MPA held a virtual town hall on Wednesday, November 12, to discuss the progress of the Howard Street Tunnel Project (HST), with nearly 150 people in attendance. The meeting focused on the anticipated enhanced rail/double-stack service into the Chicago market. Mark Schmidt (PAC) and Drew Johnson (CSX) participated alongside Mr. Daniels. The next HST town hall is expected in February, in anticipation of the double-stack service in early spring 2026. Special thanks were extended to Nick Porter and the Business Development Team for organizing the town hall, and Mr. Daniels recognized the partnership between the federal and State governments and CSX to fund and complete the project that had been under consideration and in the planning phase for decades and the jobs it has created.

Mr. Daniels advised that MPA staff continue to meet with various Cruise lines to fill the schedule openings created by Royal Caribbean's decision to shift to seasonal cruises after 2026. MPA anticipates being able to make some announcements soon.

Commissioner Webb asked about the next big project for the Port. Mr. Daniels responded that the resiliency projects at Dundalk Marine Terminal, the electrification upgrades as part of the Clean Ports Grant, and the dredging for the turning basin at Seagirt are the big projects currently underway and/or planned. Acting Secretary Biddle added that maintaining the safety and good repair of existing infrastructure and the dredging of the 50-foot channel are major projects essential to the continued success of the Port.

LEGISLATIVE UPDATE, Jennifer Guthrie

Jennifer Guthrie, Director of the Office of Government Relations and External Affairs, reported that this fall the MPA hosted the Senate Education, Energy, and Environment Committee at Masonville Dredged Material Containment Facility and Masonville Cove and hosted part of the House Environment and Transportation Committee at Poplar Island. These visits are critical as they provide

an opportunity to educate legislators and advocate for funding and policies that support the Dredged Material Management Program and the Port of Baltimore.

The MPA has not proposed any legislation for the upcoming 2026 Maryland General Assembly 2026 Legislative Session, though will be monitoring proposed legislation that impacts the Port.

On the federal side, a short-term spending bill was signed into law, extending government funding through January 30.

ENGINEERING OVERVIEW, Steve Johnson

Steve Johnson, Director of Engineering, provided an overview of Engineering and its program areas, which include facilities, utilities, waterfront structures, and pavements. The department encompasses design, construction, and business functions, supported by a significant amount of technology.

The most recently completed projects include the Dundalk Marine Terminal (DMT) Berth 3 Reconstruction (FY23) and the Fairfield Marine Terminal Pier4 project (FY25). Upcoming work includes the DMT Berth 11 North project scheduled for FY26. Major future projects include the reconstruction of DMT Berths 11 South, 12, 13, and Berths 1 and 2.

The Engineering department is continually working on multiple projects, including North Locust P3 fendering for pilots, South Locust Point shed 11A, DMT electrical feeder upgrades and DMT waterline slip lining.

OFFICE OF FAIR PRACTICES/PROCUREMENT BUSINESS OUTREACH OVERVIEW, Emmanuel Ansah and Mark Riesett

Emmanuel Ansah, Manager, Office of Fair Practices, and Mark Reisett, Procurement Manager, provided an overview of the Office of Fair Practices and Procurement.

Mr. Ansah stated that the Office of Fair Practices (OFP) investigates discrimination and harassment complaints and offers reasonable accommodation to employees in accordance with State and federal law and policy to allow them to work efficiently. OFP also offers training in various areas to ensure the safety and well-being of individuals.

The Minority Business Enterprise (MBE) program ensures that socially and economically disadvantaged small business owners have access to State procurement and contracting opportunities. Each participating agency and department has an MBE Liaison who serves as an advocate, assisting with contracts within that agency.

The Veteran-owned Small Business Enterprise (VSBE) program provides contracting opportunities on state-funded procurements for qualified veteran-owned businesses. Three percent of the dollar value of procurement contracts at certain designated agencies is to be directed to certified VSBE firms.

The Small Business Reserve (SBR) program was designed to help limit the competition between small businesses registered with the State and larger contractors. Once certified through the e-procurement platform a certification number is awarded to the SBR. The goal is to have 20% of all state dollars spent on small businesses.

The recent procurement reform bill requires that any State purchases or procurements valued from \$1 to \$1,000,000 shall be designated as SBR. MPA is being proactive in pursuing SBR procurements and has achieved the highest SBR percentage among all MDOT modes.

ADJOURNMENT

There being no further business, Commissioner Roberts made a motion to adjourn, seconded by Commissioner Brewer. The motion carried unanimously, and the meeting was adjourned at 11:18 a.m.