



*Maryland Port Administration
Open Session Meeting Minutes, #423
Tuesday, December 9, 2025*

MEETING DATE & LOCATION

The Four Hundred and Twenty-Third Session of the Maryland Port Commission was called to order at 3:32 p.m. on December 9, 2025, by Acting Secretary, Samantha Biddle. The Commission met in Open Session from 3:32 p.m. until 4:44 p.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), Cindy Burman (Director of Cruise Marketing and Business Services), Dominic Scurti (Director of Planning), 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), Melody Countess (Chief Financial Officer & Treasurer), Richard Scher (Director of Communications), Ryan Barry (Director of Operations), Steve Johnson (Director of Engineering), Tracy Pinder (Director of Internal Audit), Trisha O'Neal (Acting Director of Procurement), William Richardson (Director of the Environment), Phil Whaling (Assistant Attorney General, Deputy Principal Counsel).

Affiliates:

Darren Dean (Property Manager), Jill Lemke (Manager, Strategic Planning), Mark Reisett (Procurement Manager).

Staff:

Marvis Harden (Special Assistant to the Executive Director), Krystal Jones (Executive Office), Nancy Moyo (Executive Office), and Mana Sherman (Office of Information Security and Technology).

APPROVAL OF PRIOR MEETING MINUTES

Commissioner Richardson moved to approve the Open Session Minutes of the Four Hundred and Twenty-Second Maryland Port Commission (MPC) meeting. Commissioner Barber 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 that the Port of Baltimore's (POB) cargo statistics for 2025 were on track to exceed the record year of 2023. While tariff impacts remain, POB did not experience the reduction in cargo anticipated. Import numbers remain soft with the softness projected to continue through the first quarter of 2026. Both the U.S. and European markets are seeing the impacts of new trade alliances between Asian markets and economies in Central and South America. China's exports remain strong, however, not necessarily due to trade with the U.S. Chinese manufacturing continues to see unexpected growth as they cut prices and move products into non-U.S. markets. The U.S. administration is working to strengthen our manufacturing base.

On the Cruise side, MPA is working to fill the gap left by Royal Caribbean's announcement that it is moving to a seasonal service starting in 2027. MPA may have found a Cruise line to take the available six (6) month time-period which includes a Saturday preferential berth-day at the Cruise Maryland Terminal. We anticipate an official announcement in January.

During a recent industry briefing, Luis Ajamil, one of the world's foremost experts on cruise planning and cruise market fundamentals, discussed the future of newbuild Cruise vessels and how the larger cruise ports will have to accommodate the larger vessels coming online within the next several years. As the larger cruise ports accommodate the larger vessels, the older, smaller vessels will move to secondary cruise ports like Baltimore, and we will need to find creative resources to accommodate them.

Dredged Material Management Plan (DMMP) – Mr. Daniels acknowledged the efforts of the Navigation, Innovation and Stewardship (NIS) staff in organizing and running the DMMP annual meeting last week. The event was well attended and highlighted the program's successes during the past year. The continued availability of the 50-foot channel is the cornerstone for sustaining the Ports' business operation. Whether transiting to one of the public docks or any of the 33 private terminals at the Port of Baltimore, carriers make long-term business decisions to invest in newer and larger vessels based on the State's commitment to providing the required channel depth to the POB and the changing needs of shippers.

Holly Miller, Director of NIS, acknowledged the contributions of her team and gratitude to the attendees for participating in the meeting despite the inclement weather.

Acting Secretary Samantha Biddle, acknowledged Commissioner Karenthia Barber's *Maryland Daily Record, ICON Honors Award*, received on December 8, 2025.

PORTS AMERICA CHEASPEAKE OVERVIEW, Mark Schmidt

Mark Schmidt, President of Ports America Chesapeake (PAC), provided an overview of the history and recent projects and successes of PAC in its operation of the Seagirt Marine Terminal (SMT).

In 1990, the container terminal at Seagirt Marine Terminal had 3 berths, a total length of 3,127 feet and 45 feet of water depth. In 2010, Ports America Chesapeake LLC entered into a Public Private Partnership with MPA for a 50-year concession to operate Seagirt Marine Terminal. PAC made large capital investments to improve the terminal, including construction of a fourth berth of 1,225 feet length and depth of 50 feet, which became operational in 2013 and accommodated 14K TEU container vessels.

In 2022, Berth 3 was upgraded and dredged to 50 feet and, with the 2021 installation of Super Post-Panamax cranes, SMT is able to accommodate two ultra large container vessels (14K+ TEUs) simultaneously. In 2023, SMT successfully handled over 1.2 million TEUs, a container record.

The Baltimore-Washington metro area is the 3rd largest combined metro area in the country and growing (0.41% growth compared to the last census in 2020). The significantly larger market strength of Baltimore compared to Norfolk combined with the superior intermodal rail product expected in the near term creates a compelling value proposition to attract additional ocean carriers to fill the void created by the departure of Mediterranean Shipping Company (MSC) to the new container terminal at Tradepoint Atlantic. Norfolk's metro area is ranked 35th with 1,866,723 people, which is significantly less than the Baltimore metro area whose population and consumer market represent significantly greater buying power and drives increased import container volumes.

The completion of the Howard Street Tunnel expansion, anticipated in the second quarter of 2026, will allow double-stack clearance for rail service to/from the POB. Currently, the Intermodal Container Transfer Facility (ICTF) at SMT handles approximately 3% of the international containers that move through Seagirt. Starting in 2026, PAC expects international intermodal volumes to ramp up to 10% of the total Seagirt throughput. By 2027, the share is expected to reach 12%, and by 2027 - 15%.

PAC is pursuing an ICTF Modernization/Railyard Expansion Project funded by a CRISI grant through the Federal Railroad Administration. The modernization of the on-dock railyard at Seagirt is designed to align with the projected volume increase associated with the completion of the Howard Street Tunnel Project. The updated design includes two bundles of tracks and the infrastructure to support back-to-back hybrid electric RTG cranes. Construction is slated to begin in Q1 2026, with the first bundle of tracks to be completed by December 2026. This also furthers Ports America's decarbonization plans through the migration to electric cargo handling equipment.

PAC is pursuing a Seagirt Densification and Optimization project which involves the construction of 16 (30 outlets in each) reefer racks and will be completed in Q4 2025. The reefer racks will double the capacity of reefer plugs in the terminal going from 300 to 600 plugs. The reefer racks eliminate the need for diesel-powered generators.

PAC has modernized the inbound gates at Broening Highway with construction completed on September 30, 2022. The pre-advise and paperless ticketing went live in June 2023, and a trucker appointment system was rolled out in December 2024. Since the full appointment system was implemented the daily truck transaction record has been broken three times. The gate complex now includes two additional RPMs and three additional outbound gate lanes. The New Vail gate opened in November 2024, and PAC is currently processing ~400 trucks per day through this gate.

PAC is currently developing the lot at 2501 Broening Hwy into an empty container storage facility and Chassis repair depot. Construction began in September 2025, and paving is to be completed by the end of the year. The full project, including the gate infrastructure, is expected to be completed April 2026 and will increase the capacity of SMT by 7,000 TEU

PAC plans to replace its entire fleet of diesel terminal tractors with electric models under the EPA Clean Ports Grant. PAC will replace 90-yard tractors and the associated chargers and infrastructure at a total project cost of \$40M with the grant funding \$32M of the total.

Commissioner Barber thanked Mr. Schmidt for his presentation and asked how many people are employed by PAC and how employment would benefit from the double-stack capacity of the Howard Street Tunnel. PAC has 115 positions in management roles and about one-thousand longshoremen employed daily. Increased container traffic at Seagirt will provide additional labor hours for the

businesses involved in moving the cargo.

Commissioners Webb and Richardson asked how the new terminal at Sparrows Point would affect PAC. Mr. Schmidt explained that geographically we are in the right spot to support increased container traffic. MSC and TPA are willing to invest significant sums to build the container terminal because of the consumer market in the Baltimore metro area and access to mid-west markets enhanced by double-stack capacity. Mr. Schmidt has expressed concern to elected leaders about legislative grants to TPA for the building of the new container terminal which will compete with the Seagirt container terminal. The State grants will assist the TPA terminal to the detriment of Seagirt as the number of containers going through Seagirt will be reduced as MSC redirects containers to the new terminal thereby reducing State revenues tied to Seagirt container volumes. Mr. Schmidt believes that ultimately PAC will find new business to replace the MSC containers moved to the new terminal and the overall container volume through the POB will increase significantly.

MPA OPERATIONS OVERVIEW, Ryan Barry

Ryan Barry, Director of Operations, provided an overview of the Operations Department which comprises: Terminal and Rail Operations, overseen by Rockye Truelove, Deputy Director of Operations and Facility, and Fleet and Crane Maintenance, overseen by Bryan Carlise, Deputy Director.

Mark Straw is the Manager of Terminal and Rail Operations, the unit referred to as the eyes and ears of the MPA. The unit employs three Terminal Control Officers and two Admin Support who are responsible for 24-hour phone service, for all vessel calls and coordination of rail movements with Class I railroads and tenants, helicopter take-offs and landings, and to provide first reports of any incidents that occur on the terminals. The unit coordinates with external partners (USCG, CBP, MD Pilots, MDE).

Roberta Bowling, Cruise Manager, works closely with Cindy Burman, Director of Cruise Marketing and Business Services. Ms. Bowling manages the MPA operations activities on cruise days, coordinates the use of the terminal for non-cruise activity, reviews and comments on engineering plans for the terminal and ensures construction activity does not impact Cruise passenger experience.

Angela Henriques, Storeroom Supervisor, is the primary agency buyer, responsible for nearly \$2.2M in inventory. She ensures adherence to DGS guidelines for inventory control and purchasing.

Robert Wood, General Manager of Fleet and Crane Maintenance, is responsible for all MPA owned land and water-based assets, all MPA state vehicles, including the overseeing of the fuel management system and mileage reporting. This unit maintains and operates the passenger boarding bridge for all cruise visits and the three MPA mobile cranes.

Richard Rehberger, Jr. is the Manager of Trade Operations and Logistics. This unit is responsible for snow removal, maintains all MPA owned marine terminals, including HVAC, plumbing, electrical, underground utilities, carpentry, general maintenance, and life safety, and reviews engineering projects and assists construction contractors as needed.

Edward Kaczmarek, Contract Manager, oversees contracts that supplement the maintenance department including rail maintenance, elevator inspection, landscaping, employee uniforms and PPE. A three-person team was recently created to handle smaller scale repairs, resulting in cost savings of approximately \$200K in comparison to the quotes for outsourcing the repair work.

CONRACTS, Trish O'Neal

Trish O'Neal, Deputy Director of Procurement, presented the following contract for approval by the Maryland Port Commission.

1. **Contract # 523010** – Inter-connector Bridge Service Life Extension & Structural Improvements spanning between Dundalk Marine Terminal and Seagirt Marine Terminal, Joseph B. Fay Co., Pittsburgh, Pennsylvania; Amount: \$7,249,146; Term: 231 workdays from Notice to Proceed.

After discussion, a motion to approve Contract #523010 was made by Commissioner Richardson, seconded by Commissioner Webb and approved unanimously by the Commission.

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 4:44 p.m.