



# The Maryland Port Administration

# PRESS RELEASE

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## PORT OF BALTIMORE CONTINUES CLIMB FROM COVID-19 LOWS WITH STRONG OCTOBER

*Containers Show First Year Over Year Gains Since Onset Of Pandemic*

**(BALTIMORE, MD)** – The state-owned, public marine terminals of the Helen Delich Bentley Port of Baltimore continue to show significant gains in the most recent October reporting compared to cargo volume lows during the COVID-19 emergency. General cargo, containers and roll on/roll off (farm and construction machinery) each posted double-digit improvements, while autos/light trucks had a triple-digit increase compared to the low months early in the pandemic. And for the first time since the impact of the pandemic, containers and general cargo showed year-over-year monthly gains in 2020 compared to 2019.

“As Maryland continues to fight COVID-19 on the health and safety front, the numbers we’re seeing at the Port of Baltimore give us optimism for our state’s economic resiliency,” said Governor Larry Hogan. “The Port’s dedicated workforce has worked hard – and with strong safety precautions – throughout the emergency. Their efforts are helping us navigate the economic impact of this health crisis.”

### **CARGO REBOUNDS FROM COVID-19 LOWS**

October saw significant increases for autos/light trucks, general cargo, containers and roll on/roll off machinery compared to the COVID-19 low points in May and June.

- Autos/Light Trucks (46,791 units) +165.2% over low point in May 2020
- General Cargo (987,679 tons) +34.6% over low point in June 2020
- Containers (60,724 boxes) +28.1% over low point in June 2020
- Roll on/Roll off (56,578 tons) +14.6% over low point in June 2020

The October 2020 figure for containers represents a 10.5% increase compared to October 2019, the first year-over-year gain in this category since the pandemic began. The figure for general cargo is a year-over-year increase of 5.6% compared to October 2019.

### **OCTOBER 2020 GAINS OVER SEPTEMBER 2020**

Key cargos were also up in October 2020 compared to September 2020.

- Roll on/Roll off +23.5% over September 2020
- General Cargo +14.8% over September 2020
- Containers +10.5% over September 2020

**-MORE-**

Governor Larry Hogan | MDOT Secretary Gregory Slater | MDOT MPA Executive Director William P. Doyle

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## **Page Two—Port Continues COVID-19 Recovery With Strong October**

“The October numbers from the Port of Baltimore suggest a growing consumer demand, and show the confidence of the maritime industry and the strength of our team at the Port,” said Maryland Department of Transportation (MDOT) Secretary Greg Slater. “As Maryland navigates the uncertainties of COVID-19, our partnerships at the Port will continue to boost Maryland’s economic recovery.”

“E-commerce is playing a big role in our container gains,” said MDOT Maryland Port Administration Executive Director William P. Doyle. “We have several large distribution and fulfillment centers located near the Port of Baltimore. During the pandemic, consumers have been making more purchases online. While it is good news that we are seeing cargo increases, we are still dealing with COVID-19 and that continues to make this a very unpredictable maritime trade environment.”

In addition to higher volumes, the Port continues to gain new and increased business from customers. Examples include:

- U.S. Steel – The Port of Baltimore will handle more than 50 percent of new, state-of-the-art thin slab steel caster from U.S. Steel’s Braddock, Pennsylvania facility. The Port is scheduled to receive 2,400 20-foot containers in addition to additional breakbulk tonnage.
- Atlantic-Chesapeake auto terminals at the Port of Baltimore— They are expecting more than 35,000 auto units in November. Auto dealers are reporting strong sales.
- Grimaldi Lines– Grimaldi’s used vehicle market to Africa is adding additional calls per month at the Port of Baltimore.

As part of the Port’s continuing public-private partnership (P3) with partner Ports America Chesapeake, construction for a second, 50-foot deep berth at the Seagirt Marine Terminal is moving forward. The additional berth will allow the Port to handle two supersized ships simultaneously. Four new additional Neo-Panamax cranes are scheduled to arrive in April 2021 and be operational by summer.

The growing container business also accentuates the need for the Howard Street Tunnel expansion project in Baltimore, which will accommodate double-stacked rail cars to move cargo from the Port. That project is benefitting from public-private investment between the federal government, the state of Maryland, CSX and others.

The Port of Baltimore generates about 15,300 direct jobs, with nearly 140,000 jobs overall linked to Port activities. Last year the Port handled a record 43.6 million tons of cargo, including more than 11 million tons of general cargo at the state-owned, public terminals. The Port ranks first among the nation’s ports for volume of autos and light trucks, roll on/roll off heavy farm and construction machinery, and imported gypsum. It ranks 11th among major U.S. ports for foreign cargo handled and ninth for total foreign cargo value.

The health and safety of the Port of Baltimore workforce is paramount, and the public marine terminals have maintained stringent CDC-recommended health and safety measures to ensure safety of its labor force, tenants and partners. MDOT MPA encourages the use of face coverings and social distancing measures for individuals working at the marine terminals, and encourages teleworking for those able to do so. Temperature screenings and other preventative procedures are also continuing.

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