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**Moore-Miller Administration Announces New Grain Transloading Facility at Port of Baltimore**

**ANNAPOLIS, MD** – The Moore-Miller administration today announced a new grain transloading facility at the Helen Delich Bentley Port of Baltimore that makes it easier for Maryland farmers to export their soybeans, corn, wheat, and other grains to Europe, Asia and South America.

The facility, located at the Seagirt container terminal operated by Ports America Chesapeake, encompasses four acres, includes three grain silos and functions as a full-service grain elevator with the capacity to load more than 200 containers per week. The three silos have a combined capacity of 60,000 bushels and support inbound shipments from both truck and rail. The project was successfully completed through a partnership agreement between Ports America Chesapeake and Frey Commodities.

“The Port of Baltimore remains the economic engine of our state, connecting Maryland’s economy to markets around the globe,” **said Gov. Moore.** “This new shipping facility is an exciting opportunity for Maryland farmers and agricultural partners to expand their reach and further solidifies our state’s importance in the global supply chain, supporting our economy and benefitting our farmers, agricultural partners and communities back home.”

Up until now, there was no direct transloading facility at the Port of Baltimore to move grains from trucks into containers for export shipping operations. Farmers had to place their products into empty shipping containers located offsite, which were then picked up and brought into the Port. With the new facility, a farm truck will come directly into the Seagirt terminal and deposit its grain onto a conveyor system, which will transport it directly into a silo. Ports America Chesapeake will then remove the grain from the silo when it's ready to ship and place it into containers for export operations.

"The opening of this new facility shows the Port of Baltimore continues to serve as an efficient economic engine for all of Maryland, including our farm community," **said Maryland Department of Transportation Secretary Katie Thomson.** "Thanks to the Moore-Miller Administration's leadership and our partnership with Ports America Chesapeake and Frey Commodities, together we are working toward our goals to grow the port and move more goods and products."

"Along with our great partners Ports America Chesapeake and Frey Commodities, the Port of Baltimore is further showing why it is the best agricultural port in the nation," **said Maryland Port Administration Interim Executive Director Samantha J. Biddle**. "We handled more farm machinery last year than any other U.S. port and now with this new on-dock grain transloading facility, we will make it easier than ever for our farmers to export their products to customers worldwide."

A groundbreaking for the facility was held on April 9, 2026.

"This new partnership with Frey adds transloading capabilities at the Port of Baltimore and creates a more efficient, streamlined supply chain for farmers while strengthening the region's competitive position," **said Mark Schmidt, President of Ports America Chesapeake**. "Direct delivery to Seagirt reduces complexity and cost for producers and allows the Port of Baltimore to expand agricultural exports."

"This project is a major win for grain producers in Maryland, Delaware, and Pennsylvania by providing a more efficient supply-chain model that connects them to growing overseas demand," **said Mike Adamchak, Chief Commercial Officer at Frey**. "It also strengthens our ability to connect producers across North America with global markets."

"The opening of this new facility marks an exciting step forward in connecting Maryland agriculture to markets around the world," **said Maryland Secretary of Agriculture Kevin Atticks**. "By reducing transportation and handling costs and providing our farmers with more efficient access to the Port of Baltimore, this important infrastructure investment strengthens the agricultural supply chain and creates new opportunities for Maryland producers to compete in global markets."

Having container transloading directly at the Port of Baltimore eliminates the current process of traditional offsite loading and additional truck transfers. This will enable the project to also be more environmentally beneficial by reducing emissions by eliminating offsite loading, also significantly reducing truck miles, lowering transportation costs, and streamlining the supply chain for regional producers.

"When we gathered at the Port earlier this year to break ground on this facility, we talked about what it could mean for Maryland farmers and for the Port's role as a gateway to global markets. Now we are seeing that vision become reality," **said Maryland Commerce Secretary Harry Coker, Jr.** "This facility will make it easier and more cost-effective for agricultural producers to get their products from the farm to customers around the world, while reducing unnecessary handling and truck miles. The partnership between Ports America Chesapeake and Frey Commodities is a great example of what happens when Maryland's infrastructure, private-sector investment, and agricultural strength come together to create a more competitive supply chain. That is good for our farmers, good for the Port, and good for Maryland's economy."

Ports America Chesapeake operates the Seagirt container terminal under a public-private partnership agreement with the Maryland Port Administration. Ports America Chesapeake will operate the facility exclusively for Frey Commodities for export commodities. Short line rail access to CSX and Norfolk Southern will enhance connectivity for Midwest producers, providing a more direct and efficient export route to markets through the Port of Baltimore.

The Port of Baltimore ranked 10th among U.S. ports for foreign cargo value and 11th for total tonnage in 2025. It generates more than 20,300 direct jobs, with nearly 273,000 jobs in Maryland connected to the Port of Baltimore.

Last year, the Port of Baltimore handled approximately 50 million tons of cargo, its second-best year ever. Baltimore also set new records last year for the number of shipping containers in and out of its Seagirt container terminal as well as for the number of ship calls into its terminals. The Port handled more roll on/roll off farm and construction equipment and imported forest products than any other U.S. port, while finishing second among all ports for autos, imported gypsum, salt, and sugar, as well for exported coal.

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