The Port of Baltimore

presented by

Maryland Port Administration

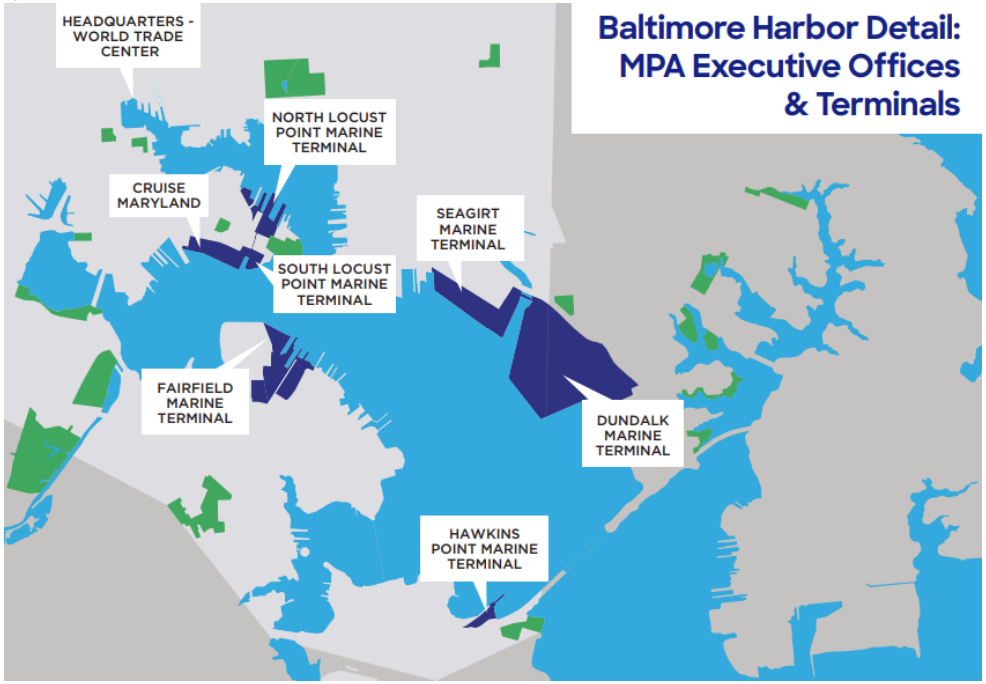
Port Overview

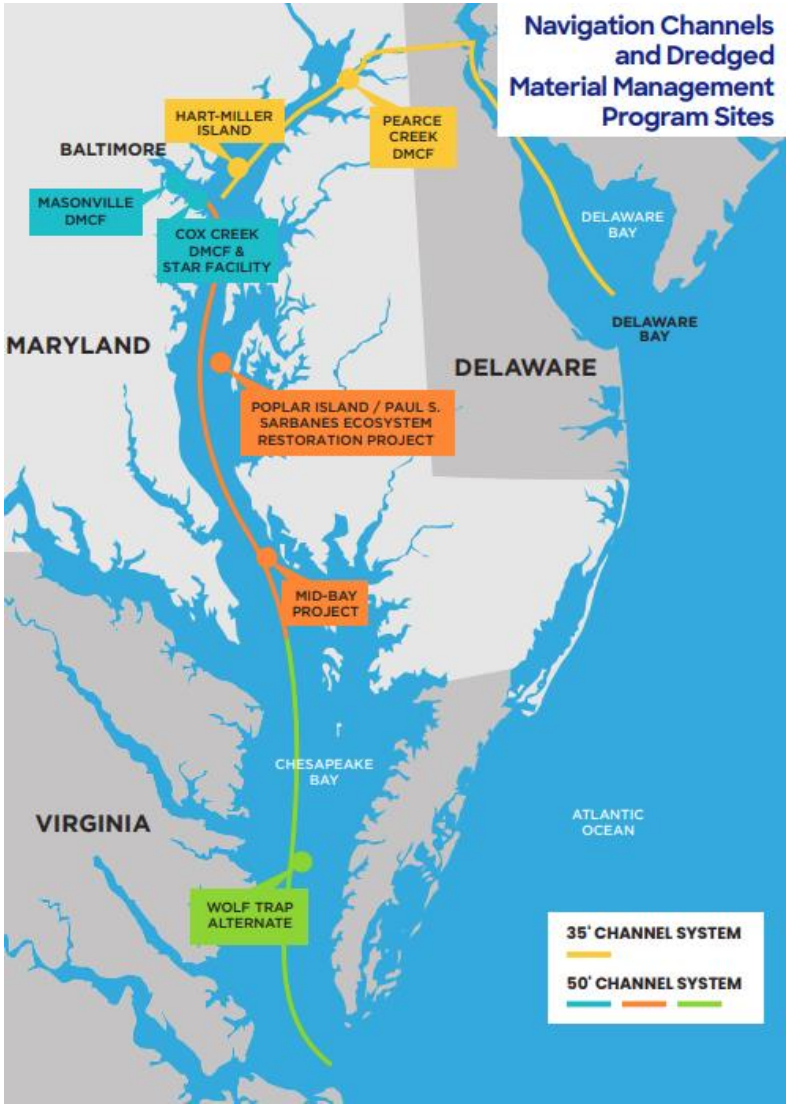
The Port of Baltimore consists of several state and private marine terminals and maritime companies

Maryland Port Administration

Mission To stimulate the flow of waterborne commerce through the ports in the state in a manner that provides an economic benefit to Marylanders.

MPA owns seven marine terminals, which includes Cruise Maryland, facilitating the movement of goods and passengers. The Army Corp of Engineers maintains 130 miles of navigation channels, working with the MPA for placement sites, which is critical for the Port of Baltimore.





20,193
DIRECT JOBS
60% OF JOBS BELONG TO RESIDENTS OF BALTIMORE CITY & BALTIMORE COUNTY

31,173
INDUCED AND INDIRECT JOBS

273,000
JOBS RELATED TO PORT'S CARGO

$647 M
IN MARYLAND STATE AND LOCAL TAXES

$3.9 B
IN MARYLAND BUSINESS REVENUES

$5.3 B
IN PERSONAL INCOME TO MARYLAND RESIDENTS

$66 billion

TOTAL CARGO VALUE THROUGH THE PORT

50 million tons

TOTAL TONS HANDLED THROUGH THE PORT

Current Readiness

How is the port currently equipped to handle inbound heavy-lift and over dimensional cargo?

Reinforced Heavy Lift Berth

- 1,400 feet of reinforced berth 25 ft. from waters edge to center of rail track
  - Rail track switching options can accommodate 15 empty railcars
- Layout of the berth allows sequencing changes with no delays at the hook
  - 5 miles of usable rail track inside DMT

Direct Discharge Vessel to Rail

- Port of Baltimore served on-dock by two Class I railroads
- The Port of Baltimore has direct rail discharge located at Dundalk Terminal Berths 3/4/5/6 serviced by Norfolk Southern

NORFOLK SOUTHERN

CSX How tomorrow moves

Direct Discharge Vessel to Rail

- Heavy lift pads in place to handle 80,000 lbs. or 36.3 MT per axle on railcar.

254 MT Direct to Rail

Operational Challenges

What are the most significant constraints you face today when handling high-heavy or over-dimensional cargo?

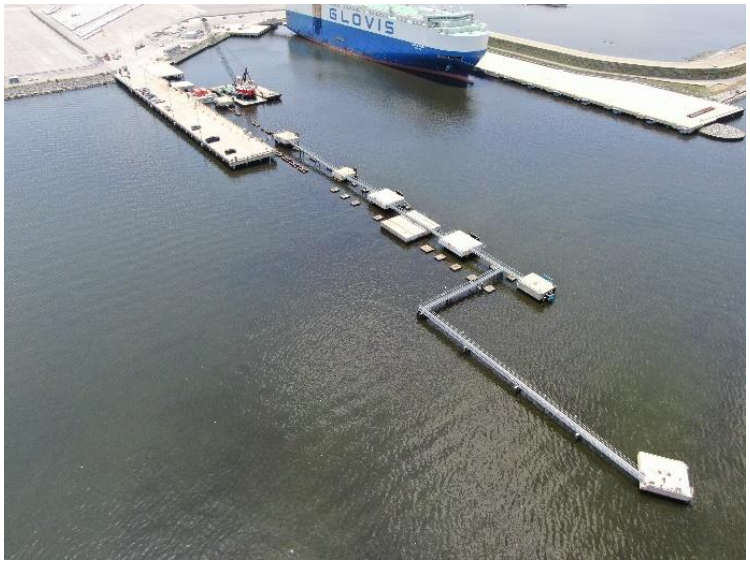
DUNDALK MARINE TERMINAL

- Aging infrastructure. DMT was acquired by the then Maryland Port Authority in 1958. Maryland Port Administration engaged in berth renovation projects now to address this.

- Storage Space and other cargo
    - 570 acres
    - POB one of the nations leading ports for auto and ro-ro cargo
    - Land locked for expansion

- No shore cranes on heavy-lift berths

- Amtrak
    - NS going north from Baltimore must use Amtrak tracks for the initial leg out of Baltimore.



Infrastructure and Investment

What steps is your port taking to address these challenges?

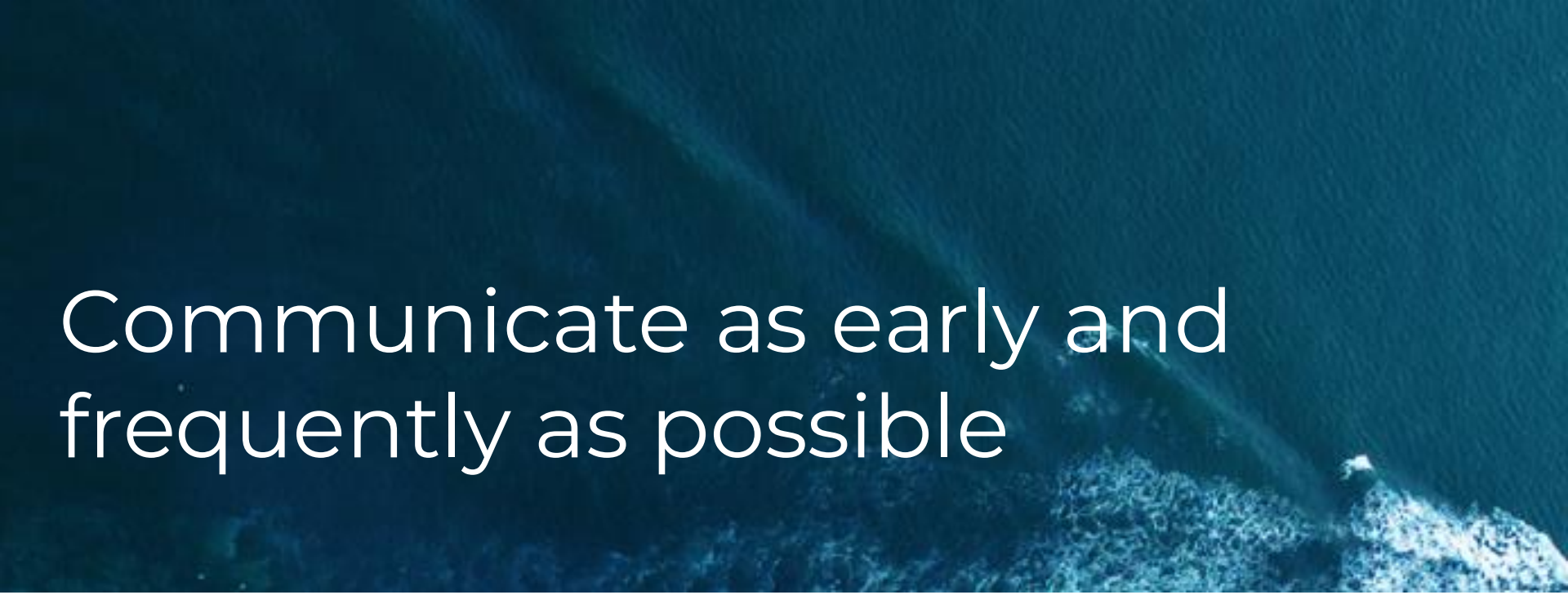
DUNDALK MARINE TERMINAL

- Terminal Berth Reconstruction
  - Berths 3-6 reconstruction recently completed
  - Berths 11-13 begin reconstruction 2027
    - Will take approximately 10 years to be completed in entirety.
    - Phase 1 scheduled to be completed in 2029
  - Berths 1-2 will be reconstructed after completion of the berths 11-13 reconstruction.

- Inland terminal investment
  - Continual investments made to the inland part of the terminal.
    - Rail Yard project completed in 2025
    - Several projects underway to ensure lasting infrastructure.

Logistics and Industry Support

What specific actions can shippers, ocean carriers, freight forwarders, railroads and project cargo providers take to better support the safe and efficient movement of cargo through your port?



Communicate as early and frequently as possible

QCHAT
Quality Cargo Handling Action Team

Port of Baltimore Rail Customer introduction sheet

Please find below the guidelines to assist in moving your cargo efficiently and safely through the Port of Baltimore.

The Maryland Port Administration (MPA): port security, vessel berthing, logistics planning, late gate requests, rail infrastructure updates and terminal maintenance.

Norfolk Southern (NS): Conducts load inspections and measurement in Dundalk Marine Terminal (DMT)**.** NS services Dundalk Marine Terminal and will move rail railcars to the destination or CSX interchange (Waybill required).

CSX: Will inspect and measure oversize loads within DMT prior to moving to the CSX network.

Shippers / Freight forwarders: Arrange bookings with NS and CSX, communicate pertinent information to terminal operators, prepare waybills, and oversee cargo movement. Designate a 24-hr contact for emergency/problem resolution.

Ports America Chesapeake, Mid Atlantic Terminal, Ceres Terminal and Balterm: Terminal operations**,** clean railcars, load / unload railcars, plan AAR securing, communicate with NS & CSX for car movement inside DMT, arrange securing inspection and perform vessel / barge stevedoring.

Pre- arrival (Please note: **ATC** = **A**verage **T**ime to **C**ompletion, **NS-OSS** = **N**orfolk **S**outhern **O**peration **S**ervice **S**upport. Contact information is on page two):

1. **Shipper / Forwarder:** Appoint one person to handle communication between all other stakeholders for rail moves. This person will represent all of the shippers and forwarders in addressing concerns with other stakeholders as cargo moves through the port. This is done so that multiple people do not call regarding the same issue, and so that the issue can be addressed in a timely manner.
2. **Shipper / Forwarder:** Order assigned loaded / empty railcars into terminal, and idlers/buffers, if necessary - ***Contact*** **NS**-OSS, and MPA Rail Manager (ATC – 2 to 3 weeks).
3. **Shipper / Forwarder:** Arrange berthing **-** ***Contact*** MPA operations (Advance Notice Required; subject to berth availability).
4. **Shipper / Forwarder:** Provide proper documentation with railcar loading / unloading instructions - **Contact** Terminal operations office, and NS-OSS (ATC 1 working day).
5. **Stevedore / Terminal operator:** Locate railcars, survey railcars and report condition to all parties - **Contact** Terminal operations office (ATC – 1 to 2 working days).
6. **Stevedore / Terminal operator:** Clean / flush rail cars if needed - **Contact** Terminal operations office (ATC – 1 to 2 working days each railcar)

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Cargo arrival:

7. **Stevedore / Terminal operator:** Position rail cars on berth or rail siding next to heavy lift cranes (requires MPA pre-approval) **- Contact** NS- OSS, Train Master, and MPA Rail Manager (ATC – 1 working day).
8. **Stevedore / Terminal operator:** Load / Unload cargo onto railcars - **Contact** Terminal operations office (ATC – 1 working day)
9. **Stevedore / Terminal operator:** Secure cargo per American Association of Railroads (AAR) standards - **Contact** Terminal operations office (ATC – 1 working day each railcar).
10. **Stevedore / Terminal operator:** Arrange inspections and report outcome to shipper - **Contact** Terminal operations office (ATC – 1 working day each railcar).
11. **Shipper / Forwarder:** Send rail waybill to terminal operator for rail inspector - **Contact** Terminal operations office (ATC – 1 working day).

Revised 10/15/24

Post inspection / clearance approval:

12. **Norfolk Southern / CSX:** Update clearance department**,** arrange movement, buffering / idling, "build the train." (ATC – 3 to 5 business days).
13. **Shipper / Forwarder:** Release railcars in Pacesetter system and follow up with NS trainmaster - **Contact** NS-OSS.
14. **The Maryland Port Administration:** Follow up with NS train master for movement schedule - **Contact** NS-Trainmaster.

Questions

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