The Port of Philadelphia
Pennsylvania’s Economic Engine
Overview | PhilaPort

- **Independent Agency of the Commonwealth of Pennsylvania**
- **Created in July 1989**
- **Landlord Port** leases terminals out to operators, tenants.
- **11 Member Board**
  - 4 Appointed Directly by Governor
  - 4 Appointed by Legislative Caucus Leaders
  - 3 Appointed by Governor at recommendation of County Government
- **Rebranded PhilaPort - The Port of Philadelphia in 2017**
Chairman Gerard H. Sweeney
Brandywine Realty Trust
(Governor)

Rocky Bryan ¹
Teamsters Local 929
(House Minority)

James H. Shacklett, III
National Label Company
(House Majority)

Anthony V. Mannino ²
(Senate Minority Leader)

Ward Guilday ²
Pilots’ Association
(Senate Majority - President Pro Tempore)

Yassmin Gramian ¹
Parsons Brinckerhoff
(Governor)

John J. Dougherty
IBEW Local Union 98
(Governor – Recommendation of Mayor)

John S. Skoutelas
Waste Management
(Governor – Bucks County)

Robert J. Clark ²
Ballard Spahr LLP
(Governor)

Paul D. McNichol ¹
McNichol Byrne Matlawski, P.C.
(Governor – Delaware County)

Michael K. Pearson
Union Packaging
(Governor)

NOTES: ¹ Member of Capital Funding Committee ² Member of Finance, Audit & Legal Committee
Facilities | PhilaPort

- Piers 38 & 40
- Philadelphia Forest Products Center
- Pier 82
- Pier 84
- Piers 96, 98 and 100
- Packer Avenue Marine Terminal
- Southport Auto Terminal
- Pier 122
- Pier 124
- Philadelphia Auto Processing Facility
- CSX Intermodal Greenwich Yard
- Conrail Loop
- Norfolk Southern Intermodal

- Tioga Marine Terminal
- PhilaPort Main Offices
- 3200 E. Tioga Street
- Tioga Liquid Bulk Terminal (Kinder Morgan)

- Philadelphia Wholesale Produce Market
- PhilaPort Lot
- Philadelphia Distribution Center

**PhilaPort Footprint**

17 facilities  
Over 1,000 Acres
## Waterborne Cargo: Commodity > Units/Tonnage | Year 2017

### Port Rank*

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Units/Tonnage</th>
<th>2010</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Container</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>» Container</td>
<td>545,408 TEUs</td>
<td>17th</td>
<td>16th</td>
<td>16th</td>
<td>16th</td>
</tr>
<tr>
<td>» Container</td>
<td>3,737,867 Metric Tons</td>
<td>16th</td>
<td>16th</td>
<td>16th</td>
<td>16th</td>
</tr>
<tr>
<td><strong>Auto Ro/Ro</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>» Auto Ro/Ro</td>
<td>164,901 Units</td>
<td>16th</td>
<td>12th</td>
<td>10th</td>
<td>9th</td>
</tr>
<tr>
<td><strong>Forest Products Breakbulk</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>» Forest Products Breakbulk</td>
<td>880,444 Metric Tons</td>
<td>9th</td>
<td>4th</td>
<td>4th</td>
<td>8th</td>
</tr>
<tr>
<td><strong>Cocoa Beans</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>» Cocoa Beans</td>
<td>178,345 Metric Tons</td>
<td>1st</td>
<td>1st</td>
<td>1st</td>
<td>1st</td>
</tr>
<tr>
<td><strong>Steel (BB)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>» Steel (BB)</td>
<td>280,231 Metric Tons</td>
<td>19th</td>
<td>12th</td>
<td>9th</td>
<td>8th</td>
</tr>
<tr>
<td><strong>Liquid Bulk</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>» Liquid Bulk</td>
<td>1,517,121 Metric Tons</td>
<td>8th</td>
<td>10th</td>
<td>10th</td>
<td>10th</td>
</tr>
</tbody>
</table>

*Among U.S. Ports

### Waterborne Cargo Commodity Share | Year 2017

- Liquid Bulk: 22%
- Steel: 4%
- Cocoa Beans: 3%
- Forest Products: 13%
- Auto: 4%
- Re却er Container: 24%
- Dry Container: 30%
PhilaPort
Container Volumes

<table>
<thead>
<tr>
<th>Year</th>
<th>Import TEUs</th>
<th>Export TEUs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>151,823</td>
<td>135,860</td>
</tr>
<tr>
<td>2012</td>
<td>143,182</td>
<td>130,008</td>
</tr>
<tr>
<td>2013</td>
<td>184,368</td>
<td>183,131</td>
</tr>
<tr>
<td>2014</td>
<td>222,605</td>
<td>226,517</td>
</tr>
<tr>
<td>2015</td>
<td>209,825</td>
<td>217,805</td>
</tr>
<tr>
<td>2016</td>
<td>231,826</td>
<td>227,875</td>
</tr>
<tr>
<td>2017</td>
<td>268,265</td>
<td>277,143</td>
</tr>
<tr>
<td>2018</td>
<td>545,408</td>
<td></td>
</tr>
</tbody>
</table>
Delaware River Main Channel Deepening Project
Deeper in 2018

- **Current v. Future Depth:** 40 ft. to be deepened to 45 ft. mean low water*
- **Length:** 103 miles
- **Cost Estimate:** $392 million
- **Material:** 16 million cubic yards of dredge materials
- **Progress:** 95% complete
- **Target availability:** December-2018

*The Delaware River has a 6 ft. (1.83 meter) tide.

Jan 2018: PhilaPort granted $90,000 in funds to the Pilots’ Association to the Bay and River Delaware a five-day simulation training program to handle ULCV.
Port Development Plan | Phila Port

$300 Million Investment

### Present vs Future

<table>
<thead>
<tr>
<th>Category</th>
<th>Present</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Containers</td>
<td>500,000 TEUs</td>
<td>900,000 TEUs</td>
</tr>
<tr>
<td>Jobs</td>
<td>10,341</td>
<td>17,020 (65% increase)</td>
</tr>
<tr>
<td>Diesel Operated</td>
<td></td>
<td>Diesel to Electric</td>
</tr>
<tr>
<td>Cars</td>
<td>155,000 Units</td>
<td>350,000 Units</td>
</tr>
<tr>
<td>Small Panamax</td>
<td></td>
<td>Large Super Post-Panamax</td>
</tr>
<tr>
<td>Tax Benefit</td>
<td>$69.6m Annually</td>
<td>$108.4m Annually</td>
</tr>
<tr>
<td>Forest Products*1</td>
<td>465,000 mt</td>
<td>540,000 mt</td>
</tr>
</tbody>
</table>

*Number represents pulp moving through Togo Marine Terminal as per port plan.
*PhilaPort handles over 1m ton of Forest Products annually.
*Note: Yellow-highlighted properties represent PhilaPort-owned land. Current Port facilities/terminals. Purple-highlighted properties represent future and potential land acquisitions. And Red-highlighted portions represent all roads in discussion to become Port-use only.
Packer Avenue Marine Terminal
PhilaPort
Current Vessel Capability » 12,200 TEUs

In August 2016 > Neo-Panamax vessels began calling PhilaPort’s Packer Avenue Marine Terminal
Current Vessel Capacity

12,200 TEUs

• Ultra Large Container Vessels (ULCV) calling PhilaPort’s Packer Avenue Marine Terminal.

At 12,200 TEU MSC Shuba B became the largest vessel to call PhilaPort’s Packer Avenue Marine Terminal on February 13, 2018.

• BIG SHIP READY 2018
Port Development Plan
Packer Avenue Marine Terminal

First Set of Super Post-Panamax Cranes Arrive
(March 24, 2018)

*Another three super post-Panamax cranes to arrive in Spring 2019
Southport Auto Terminal
Pier 122 at Southport | PhilaPort

• 2nd berth was required for automobile discharge
• First ship arrived June 26, 2017
• Projected number of vessels: 65
• Tenant invested over $1 million to ready the berth
Tioga Marine Terminal (Multi-Use)
Phila Port
## Port Development Plan

### Tioga Marine Terminal

### $12 Million Investment • Tioga Marine Terminal

<table>
<thead>
<tr>
<th></th>
<th>2016 (Start of Plan)</th>
<th>2018-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Warehouse Capacity</strong></td>
<td>300,000 sq. ft. (food grade)</td>
<td>397,500 sq. ft. (food grade)</td>
</tr>
</tbody>
</table>
| **Cranes**           | 2 · Panamax container cranes (13 wide)  
1 · Mobile Harbor Crane | 2 refurbished gantry cranes or 2 new mobile harbor cranes |
| **Support Structure** | Trailer Park         | New 100,000sq.ft. Building                     |
Thank you!