



## 2025 PIDP Grant Application

### Seagirt Marine Terminal Berth I/II Modernization Project Description

Seagirt Marine Terminal (SMT) is the Port of Baltimore's dedicated container handling facility, accounting for 99% of the Port's container traffic. Owned by the Maryland Port Administration (MPA) and operated by Ports America Chesapeake (PAC) under a long-term concession agreement, SMT is projected to handle 1.46 M TEU in 2025.

Seagirt was originally constructed in 1980 to serve as a placement site for material dredged as part of the I-95 Fort McHenry Tunnel project, with 75 cellular steel cofferdams installed to provide the waterside containment structure. MPA acquired the site in 1982 with the mission to develop a state-of-the-art container terminal. Construction of a 3,128' long marginal wharf along the Patapsco River frontage of the cofferdam cells was completed in 1988, consisting of three berths, designated as Berths I, II, III. This marginal wharf was designed to handle Post Panamax vessels with a quayside dredge depth of 42' MLW.

PAC constructed the 1,250' long Berth IV with a quayside dredge depth of 50' MLW in 2010. Berth IV is designed to handle Ultra Large Container Vessels (ULCV), including the capability to support the cranes capable of loading and unloading these ships. In 2021, 1,500 linear feet of Berths II/III were strengthened to deepen the berth pocket and allow for ULCV berthing, and the berth pocket was dredged to 50' MLW. It is projected that because of the enhanced capabilities at Berth III and Berth IV and the continued growth in average vessel size, these berths will account for 90% of the ship calls in 2025. The current berth configuration is shown in Figure 1.

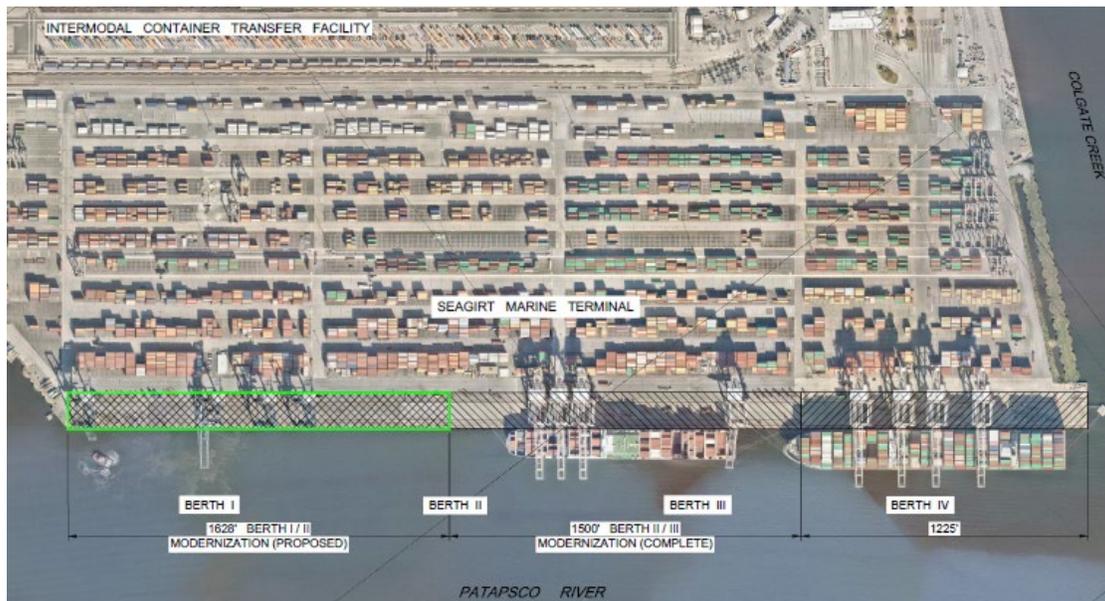


Figure 1: SMT Berth Configuration

With container ship sizes steadily increasing over the trade routes that serve Baltimore, the limitations within the 1,628' of Berths I/II to accommodate these ships impose a capacity

constraint. This berth constraint along with the present container yard configuration limits terminal capacity to 1.72 M TEU. Demand is expected to reach this capacity threshold by 2030.

PAC is considering investing approximately \$430.5 M in capital projects, cargo handling equipment, and annual infrastructure maintenance to expand capacity over the next 10 years to provide a new threshold of 2.10 M TEU. One of the crucial investments – if not the crucial investment – is modernizing Berths I/II to be fully capable of handling ULCV’s.

The Berth I/II Modernization Project consists of four major components:

1. Repairing the existing concrete piles and cap beams that have been identified as defective to restore full load capacity.
2. Installing an outboard steel sheet pile toe wall and dredging the berth pocket to 50’ MLW depth.
3. Modifying or reconstructing the fascia wall and crane beams to accommodate loads imposed by both the larger ships and by the new ship to shore (STS) cranes.
4. Installing new fenders and mooring devices while maintaining the current berthing line.

A representative cross-section of Berths I/II showing the proposed improvements is presented in Figure 2.

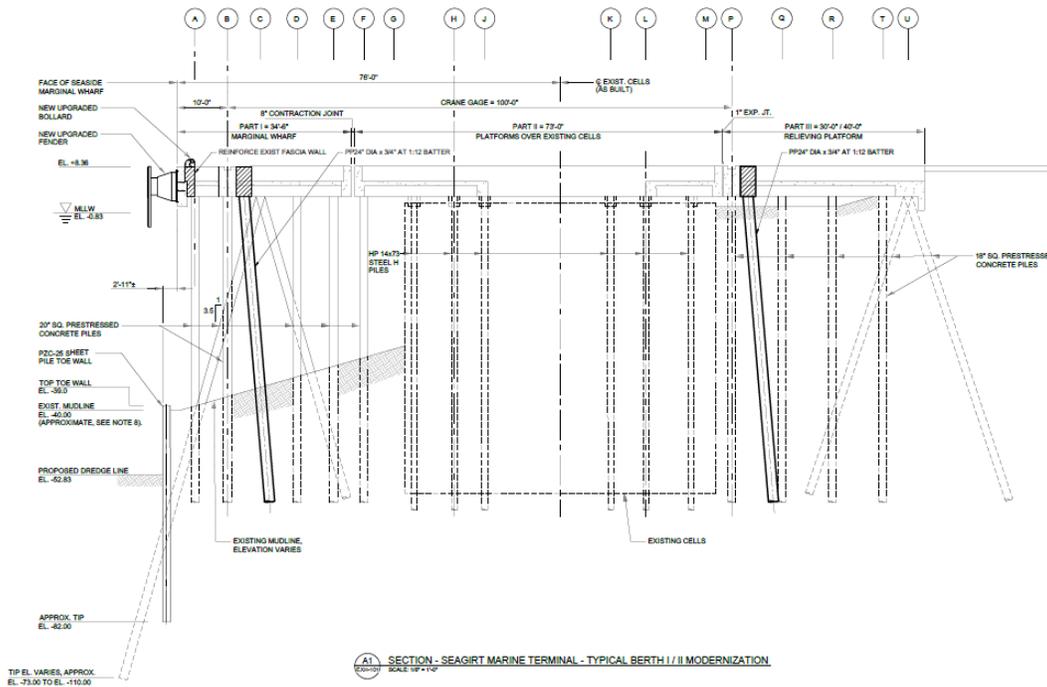


Figure 2: Typical Section – Berth I/II Modification

The estimated cost for the Berth I/II Modernization Project is \$58.25 M. The requested Federal contribution is \$25 M, with PAC providing the remaining \$33.25 M. MPA fully supports this project and will be the sponsoring agency. PAC is currently proceeding with engineering and will be ready to start construction at the anticipated obligation date of Q1 2027.