

## Memorandum

To: Board of Supervisors  
From: Shirley Yannich  
Date: October 31, 2016  
Re: Philadelphia Port of Authority Workshop

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Fred Gaines and I attended a workshop given by the Philadelphia Port of Authority on Thursday, October 13, 2016. The following bulleted notes summary their presentation.

- They are the fifth largest seaport in the metropolitan area.
- The Delaware River has been or is undergoing a dredging of an additional five feet. Presently, 40 feet deep ultimately 45 feet deep.
- The tide can be 6 feet allowing for vessels with deeper draft to enter the port.
- Over 250 distribution centers are within the immediate area.
- They are able to move 32 containers off a ship in an hour.
- 1,400 containers come from IKEA on one load.
- Customers have migrated from the New York/Elizabeth ports to the distribution centers in the Easton/Allentown area increasing the use of the Philadelphia Port.
- Terminal improvements are underway including the development of a major port expansion.
- Honda is presently manufacturing 240,000 cars a year in Monterey, Mexico of which 25% go now through the Philadelphia Port rather than being shipped over land.
- Kia has changed its cars distribution using this port. In addition, wood pulp, paper, including newsprint, fresh produce, cocoa and burlap are all being shipped through the Port of Philadelphia.
- There are three rail lines that service the port. CSX, CP and NS ensuring competitive rates.
- The undergoing connection of I-95 to the Pennsylvania Turnpike as well as improvements to I-76 will increase the truck distribution significantly. For refrigerated goods it is merely an overnight trip to Florida, the Midwest and Canada.
- They are developing the Navy Yard consisting of 200 acres and bids are open for users.

- The Port of New York and New Jersey Authority has had to invest multi-million dollars to raise the Bayonne Bridge to accommodate large vessels. Philadelphia has no problem with bridge height.

Cruise ships have not been able to come into the port because the waterway is too shallow. They go to New York, Bayonne and Baltimore.

The shipment of oil and other products from the Marcella Shale extraction is often discussed but no decision to handle as of yet.

As stated in their handout: “The Philadelphia Regional Port Authority, an independent agency of the Commonwealth of Pennsylvania, is charged with the management, maintenance, marketing, and promotion of the public Port facilities along the Delaware River in Philadelphia.”

My interest in attending this meeting was to understand the emerging economic base that may or may not have an effect on Warrington in the future.

Fred’s interest was the effect of the Waste Water Management MS4 regulations on the bed of the river.

Cc: Barry Lubber, Township Manager  
Barbara Livrone, Township Manager  
Terry Clemons, Township Solicitor  
Tom Zarko, Township engineer  
Rich Rycharski, Planning Commission Chairman  
Township Website