

NEWS



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DATE: April 22, 2005

WHO/

WHAT: Today, the Maryland Port Administration took its first steps toward demolishing and removing its old North Locust Point grain conveyer system and pier/pilings.

Cianbro, who was awarded the \$3.685 million contract, hired Controlled Demolition Inc. (CDI) to implode 2/3 of the grain conveyer system. *(Note: Demolition DID NOT include grain elevator; this property is being converted to condominiums.)*

WHEN: 9:01 a.m., Friday,
April 22, 2005

WHERE: North Locust Point, Maryland's Port of Baltimore

HOW: ♦ 150 lbs. linear-shaped charges (for cutting through steel)
♦ 350 individual charges
♦ Fourteen 17-millisecond delays between truss sections (to keep down air overpressure generated by explosive detonation)
(Implosion was deemed safer than manual removal.)

www.controlled-demolition.com

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HISTORY: CSX was original owner of grain conveyer system and pier. MPA leased and later purchased pier from CSX. CSX sold grain conveyer system to Archer Daniels Midland Company (ADM). In transfer of property from CSX to MPA, CSX reserved an easement to allow ADM to run grain over MPA's pier. ADM ceased waterborne export operations in June 2001.

Soybeans are main Maryland crop affected by ADM's closure in March 2003.

Other Effects:

Ended export outlet and eliminated substantial storage facility.

Maryland farmers experienced loss in value of soybeans: costs Maryland farmer about \$.30 - \$.50 per bushel.

Trucks now have to haul soybeans to next closest export elevator in Chesapeake, VA.

Norfolk, VA and Brunswick, GA have shown increased exports.

Nationwide, soybean production has been increasing and exports have shown general increase.

Nationwide, Maryland is relatively small player in soybean export trade (Iowa and Illinois at top).

Asia is main market for U.S. soybeans, accounting for over half of exports (People's Republic of China and Japan)

Gulf ports dominate grain export trade.

Task force analysis of grain export trends and associated transportation economics indicate it would not be feasible to reestablish large-scale grain export facility in Baltimore.

Gulf and Great Lakes ports are more cost-competitive.

Local area cannot produce enough soybeans to support an export pier (3-4 bushels in MD compared with 10 million in PA).

Maryland's best opportunity to help mitigate loss of North Locust Point elevator is to assist in developing transportation alternatives resulting in lower costs to ship soybeans to other markets.

Barge trans-shipment alternative appears to be most cost-effective method to assist Maryland farmers in short-term. Maryland Department of Agriculture (MDA) and MPA have drafted a Request for Interest (RFI) in developing barge trans-load facility (See MDA's release, included).

Barge Trans-Load Facility study identified 12 potential barge sites.