Maryland Port Commission Annual Report

FY 2025

Transportation Article § 6-201.2(c)

January 2026

Maryland Department of Transportation

Maryland Port Administration

Maryland Port Commission

Annual Report for Fiscal Year 2025

Transportation Article, §6-201.2(c)

December 2025

Purpose

The Maryland Port Commission Annual Report for Fiscal Year 2025 was prepared in response to Transportation Article, §6-201.2 (c), which requires:

> *"(c)(1) Subject to §2-1257 of the State Government Article, the Commission shall report by January 15 of each year to the General Assembly on the activities of the Port Commission during the previous year.*
>
> *(2) The report shall include a review of the port's competitive position during the previous year and any recommendations of the Commission for future changes in legislation, capital funding, or operational flexibility for consideration by the General Assembly.*
>
> *(3) The report shall also include any substantive changes in its regulations for procurement and personnel."*
>
> *(4) (i) The report shall also describe the vulnerability assessment information concerning public terminals submitted by the Administration to the United States Coast Guard under the federal Maritime Transportation Security Act of 2002.*
>
> *(ii) With respect to any vulnerability concerns reported by the Administration to the United States Coast Guard, the information reported under this paragraph:*
>
> *1. Shall provide an estimate of the cost of addressing the vulnerability concerns;*
>
> *2. Shall state the amount of any grants or other federal funds received or requested by the Administration to address the vulnerability concerns and shall include information on the status of any pending requests for federal funds; and*
>
> *3. May not include the specific details of any vulnerability concerns, the disclosure of which could compromise, in any way, transportation security.*

Maryland Port Commission

Samantha Biddle, Transportation Secretary (Acting)
Maryland Department of Transportation
Chair of the Maryland Port Commission

Ms. Karenthia Barber

Mr. John Brewer

Mr. Adam Neuman

Mr. Sandy Roberts

Mr. David Richardson

Mr. M. Scott Webb

Table of Contents

Executive Summary

The Helen Delich Bentley Port of Baltimore ("Port") is a leading economic generator for the State of Maryland and the greater Mid-Atlantic region. Following a challenging 2024 calendar year due to the collapse of the Francis Scott Key Bridge, which resulted in the closure of the Port's main shipping channel for nearly three months, the Maryland Port Commission ("MPC") is proud to report that the state of Maryland's Port continues toward a strong recovery. The MPC expresses sincere appreciation for the hard work, perseverance, and professionalism of those who lead and work at the Maryland Port Administration ("MPA"), as well as the many important private and public sector partners dedicated to fostering the growth and development of the Port of Baltimore.

The Port has a significant economic impact in Maryland, by supporting over 273,600 cargo-related jobs and serving as one of the top job-generating institutions in Maryland. Of the more than 20,190 direct jobs, those that keep the Port running strong, approximately 80 percent belong to residents of Baltimore City, Baltimore County, and Anne Arundel County. The Port generates more than $5 billion per year in personal income and about $4 billion in annual tax and business revenues. As such, it is a key contributor to the economic vitality of the region and for those who make their living through maritime commerce.

Prior to the collapse of the Francis Scott Key Bridge, cargo volumes at MPA terminals were up approximately 0.4% from the corresponding period in FY 2023. In fact, the Port achieved a record year for cargo handled and the dollar value of that cargo in 2023. The allision and collapse of the Key Bridge blocked the Port's main channel, preventing vessels from reaching the MPA terminals and all but one private marine terminal causing a significant loss in business and revenues for the Port. MPA general cargo volumes decreased approximately 21.3% from the prior year to 9.1 million tons. In 2024, the Port handled 45.9 million tons of foreign cargo, which was the second-highest tonnage recorded by the Port. Although a nominally good result, our analysis leads us to conclude that, but for the Dali's destruction of the Key Bridge, 2024 likely would have surpassed 2023's record for cargo.

In Fiscal Year 2025, the Port continued to be ranked among the top ports in the nation, finishing first for Roll on/Roll off (RoRo) farm and construction equipment, imported forest products, and imported gypsum. The Port finished second among all U.S. ports for cars and light trucks, sugar, and exported coal. Bulk cargos are predominately handled at the Port's private terminals, and they typically comprise approximately 73% of the total foreign cargo tons that move through the entire Port. The MPA state-owned, public terminals handle cars and light trucks, containers, RoRo farm and construction equipment, forest products, and breakbulk cargos.

Central to the MPA's primary mission of generating economic impact and jobs through waterborne commerce is its strong commitment to sustainable practices and the environment. The MPA's internationally renowned and award-winning dredging program rebuilds long-eroded Chesapeake Bay islands with sediment from Port channels. This creates new habitats and supports a diverse array of wildlife.

Equally critical, is the evolving initiatives on the marine terminals that are dramatically reducing air pollutants for the Port and its surrounding residential communities. The MPA believes strongly in the principle that stewardship, environmental and economic sustainability, and protecting employees and public health are essential components of its mission. The MPA's commitment to clean air, land, and water not only compliments good business, but it strengthens the competitive advantages for the Port. Similarly, strong relationships with stakeholders and a commitment to thriving communities fosters economic growth while benefiting people and the State. This year alone, MPA reached nearly 21,000 people across 800 education and outreach events.

While the Port's strategic advantages are many, the MPC acknowledges several ongoing challenges that may impact the Port's business opportunities and competitiveness, these include:

- The full extent of damages inflicted on the Port and the State resulting from the Dali's destruction of the Frances Scott Key Bridge, and the Port's subsequent forced closure for an extended period, remains to be determined.

- Continued capital funding needs for investment in system preservation, berth reconstruction projects, and the dredged material management program that are vital to the Port's long-term growth, competitiveness, and sustainability, while also increasing facility resilience to cope with a changing climate.

- Supporting key partnerships to add high-cube double-stack rail capacity via the Howard Street Tunnel, additional 50-foot-deep berth spaces, an enhanced loop channel at Seagirt Marine Terminal, and the Mid-Chesapeake Bay Island Ecosystem Restoration Project.

- Operating the MPA terminals and facilities in an environmentally responsible manner that supports neighbors, customers, and port business.

- Supporting privately owned terminals and facilities, which along with the state-owned facilities collectively make up the Port of Baltimore. This includes the placement of dredging material and related activities that allow the Port to satisfy the current and future needs of its customers.

- Factors outside of the MPA and State's control, including global geopolitical situations (*e.g.*, Red Sea and Suez Canal), international trade policies (*e.g.*, tariffs imposed by national governments), and labor-management relations by private port stakeholders (*e.g.*, the master contract negotiated by the International Longshoremen's Association and the United States Maritime Alliance).

The MPC is confident in the commitment and ability of the MPA to continue working diligently with all its partners and stakeholders to address and overcome these challenges, many of which remain tied directly to the competitiveness of the Port within a rapidly changing global environment.

Francis Scott Key Bridge Incident

In the early morning of March 26, 2024, the cargo ship the *M/V Dali* left the Port of Baltimore and struck the Key Bridge, causing it to collapse into the Patapsco River. The collapse prevented vessels from reaching MPA terminals, and all but one private marine terminal, in the Port. By the afternoon of March 26, the Unified Command and Joint Information Center were established to coordinate the response and disseminate information related to the incident. Unified Command included the U.S. Coast Guard, the Maryland Department of Environment, the Maryland Transportation Authority, the Maryland State Police, and Synergy Marine.

On April 1, the first commercial vessel to use the channel since the Key Bridge collapse transited the first temporary alternate channel created by Unified Command. During the next month, Unified Command opened two additional alternate channels and a limited access deep draft channel.

On June 10, after 78 days, the 700-foot-wide by 50-foot-deep shipping channel to the Port was safely reopened welcoming back global shipping businesses and cruises and getting Marylanders back to work. Although the channel was fully reopened on June 10, the Port's business did not immediately return to its pre-allision levels. Container volumes are exceeding pre-collapse levels in 2025, but there has been a delay in certain cargo returning to Baltimore. Therefore, as of this report, the Port's business is still recovering from the allision, and the full extent of the damages inflicted by the Dali will take time to determine.

Major Accomplishments

- **Maryland Tough, Baltimore Strong –** The Port of Baltimore continued to rebound strongly in 2025 from a challenging year in 2024 caused by the Dali's allision with the Key Bridge and the subsequent collapse of the bridge into the main channel of the Port. The incident resulted in the channel being blocked to normal ship traffic for nearly three months. The full extent of the damages suffered is still to be determined. The MPC is deeply indebted to the leadership of the Governor and his team, as well as hundreds of federal, state, and local officials and employees, including the staff of the MPA, who worked quickly, tirelessly, and collaboratively to open the Port and the federal channel eleven weeks after the DALI caused the collapse of the Key Bridge. Their leadership and quick actions demonstrated to the world that the Port of Baltimore is exceptionally resilient.

- **Launch of Double-stack Rail Service** – On October 28, 2024, CSX began double-stack rail operations to/from the Port of Baltimore as an interim milestone of the Howard Street Tunnel Project. While construction continues at several sites in Maryland, vertical clearance improvements at bridges and tunnels north of Baltimore are complete, providing CSX the opportunity to operate double-stack service on a temporary route from the Port along the CSX network in Delaware, Pennsylvania, New Jersey and New York and onto the Midwest until the remaining clearances are completed in 2026.

- **Construction Continues on the Howard Street Tunnel Project** – Progress is ahead of schedule on the CSX Howard Street Tunnel Project. CSX closed rail traffic through the tunnel in 2025 to allow for an expedited finish to the project. Scheduled for completion in 2026, the initiative reconstructs the tunnel and makes necessary vertical clearance improvements at 22 locations along the CSX Baltimore to Philadelphia rail network to create a double-stack rail corridor for the Port of Baltimore. The project will increase business for the Port of Baltimore by approximately 160,000 containers annually and create more than 13,000 additional jobs.

- **Growth Continues** – Cargo volumes at the Maryland Port Administration state-owned, public marine terminals were all up in Fiscal Year 2025 over the previous year for key targeted commodities (autos, containers, roll on/roll off farm and construction machinery, forest products, and breakbulk). Many of those cargos were also up over Fiscal Year 2023 volumes, which was a record year for the Port of Baltimore.

- **Come Sail Away** – Cruise ships continued to go out of the Port of Baltimore at full capacity. The Port's ideal cruise terminal location, immediately off Interstate 95 allows for easy access from neighboring states. The Port of Baltimore routinely welcomes cruise passengers from Pennsylvania, Virginia, Ohio, New Jersey, North Carolina, and other states. Carnival Cruise Line signed a new five-year contract to continue offering cruises from the Port of Baltimore and announced that they will bring a larger cruise ship to the Port of Baltimore in 2027.

- **Seagirt Loop Channel Deepening Project** – The Seagirt Loop Feasibility Study a partnership between the MPA and the U.S. Army Corps of Engineers ("USACE"), concluded in June 2023 with the signing of a Chief's Report by the USACE Commanding General and Chief of Engineers. The report recommended improvements to the Seagirt Loop Channel, including deepening to 50 feet and widening channel bends. These improvements, once constructed, will improve navigational efficiencies and safety to help meet demand for future capacity. The preconstruction, engineering, and design (PED) phase of the project began in October 2024, and construction is anticipated to start in October 2026, pending the appropriation of construction funding.

- **Top Security Rating Continues –** The U.S. Coast Guard awarded a top security assessment rating to the MPA for the 16th consecutive year. The U.S. Coast Guard's annual inspection of the state-owned, public marine terminal facilities included a detailed review of all security protocols and procedures with a specific focus on cyber security. In recent years, the MPA has installed high-mast lighting, fencing, additional signage and other physical security equipment, and strengthened gates and fence lines. Heightened cyber security and access control initiatives coupled with the MPA's closed-circuit television network have added to the MPA's robust and highly effective security program.

- **Mid-Bay Underway** – The $4.4 billion Mid-Chesapeake Bay Ecosystem Restoration Project ("Mid-Bay"), a top priority for the Port and Maryland's Congressional Delegation, progressed on schedule in FY 2025 with the completion of the first phase, and initiation of the second phase of construction for the restoration of Barren Island. The U.S. Army Corps of Engineers, Baltimore District, received $71.9 million for the Mid-Chesapeake Bay Island project in the federal fiscal year 2025 Work Plan for the Army Corps Civil Works Program. Design of James Island progressed in FY 2025 and is expected to begin construction in 2026. James Island will restore 2,072 acres of remote island habitat and accommodate an estimated 90 million to 95 million cubic yards of dredged sediment, providing at least 30 years of capacity.

- **Innovative Reuse of Dredged Material Makes Major Strides** – Implementation of the Innovative Reuse and Beneficial Use Strategy is well underway. Six of nine awarded Research and Development Innovative Reuse projects have been completed. These projects will allow the MPA to identify high-volume, sustainable reuse applications to support long-term strategic planning and identify the critical steps to making large-scale innovative reuse a reality at the Port. Additionally, in December 2022 the MPA acquired property adjacent to the Cox Creek Dredged Material Containment Facility, which is key to advancing large-scale innovative reuse. In preparation for innovative reuse activities, remediation and site development continued in FY 2025.

- **Engaging Port Communities and Growing Meaningful Partnerships** – The MPA stakeholder engagement, education and community outreach efforts continue to reach new partners and support neighboring communities. In 2024, MPA reached nearly 21,000 people across 800 education and outreach events. Port outreach programs continue to prioritize environmental justice, diverse representation reflecting the communities the MPA serves, and increase public knowledge about the Port and its benefit to all Marylanders.

- **Decarbonization Boost –** Working closely with its partners, the MPA began drawing down funding in Fiscal Year 2025 for the U.S. Environmental Protection Agency's Clean Ports Program which will support the procurement of 213 new zero emission vehicles and equipment and charging infrastructure to improve air quality at the Port as well as for our adjacent underserved communities.

- **Career Connections –** With support from the MPA, the Baltimore Port Alliance ("BPA") hosted its fifth and largest Hiring & Career Expo, bringing together 43 employers and nearly 300 job seekers.

Figure 1 Baltimore Port Alliance Hiring & Career Expo 2025

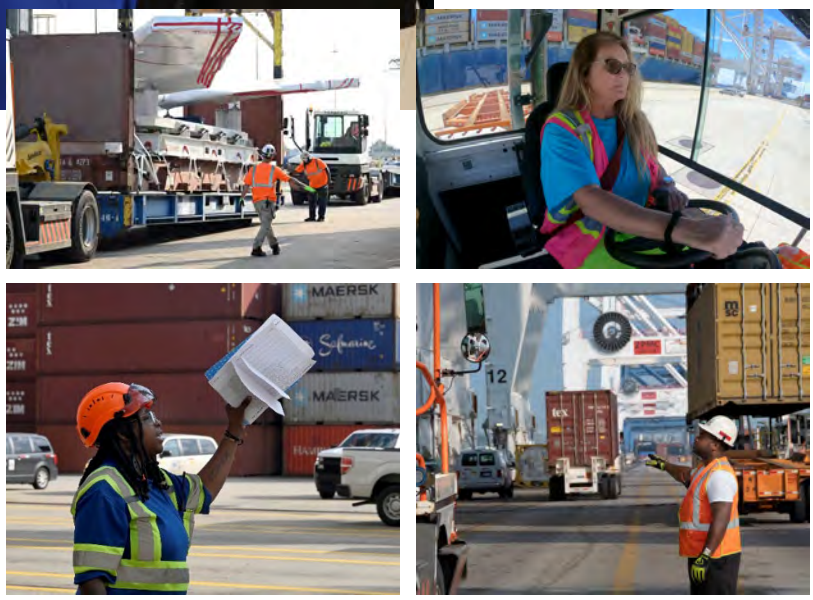
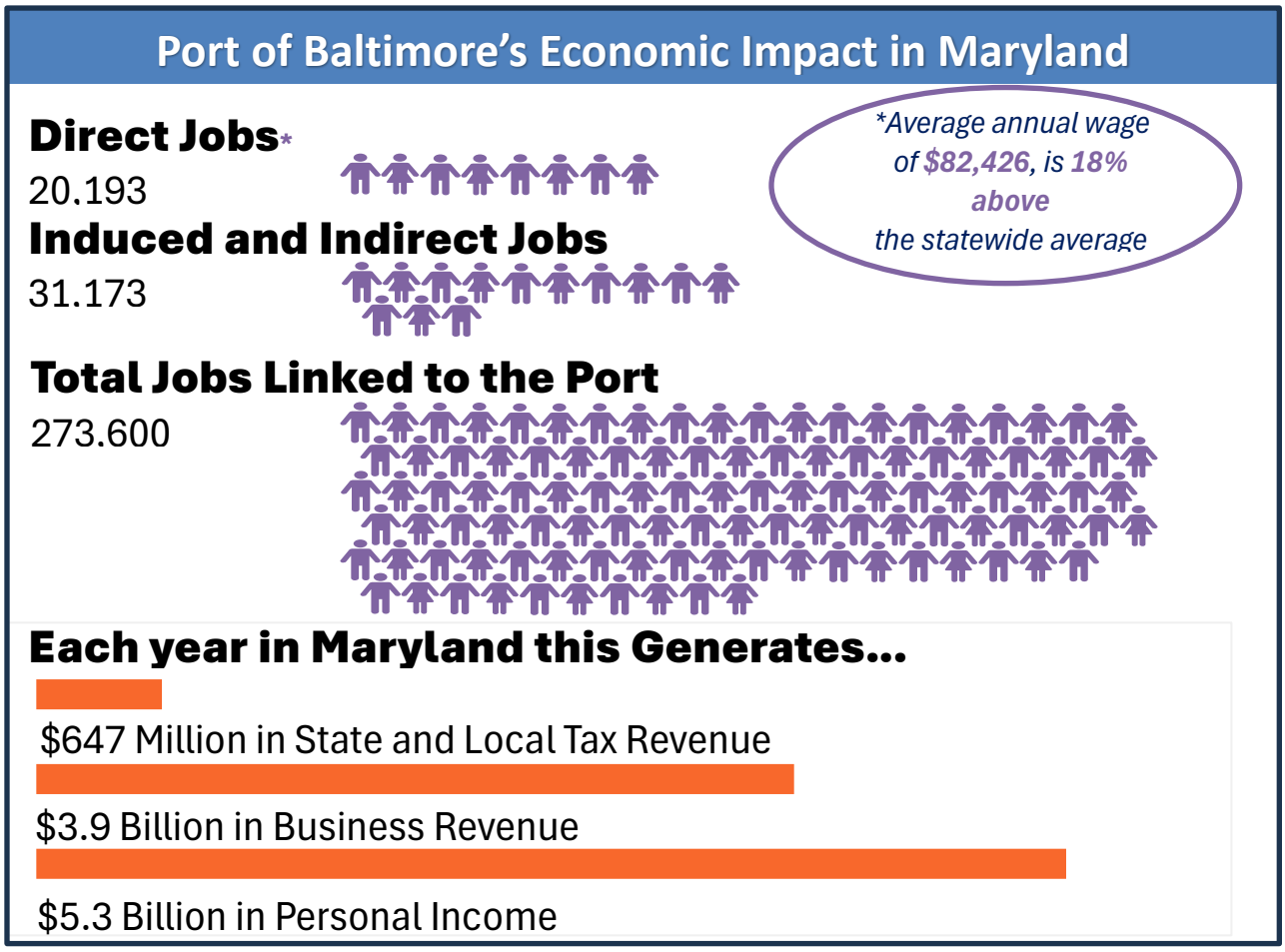


Figure 2 Port Workers Taking Care of Business

Economic Impact

Maryland's Port remains the economic heart of the greater Baltimore region and the State of Maryland by providing jobs, business activity, and revenues. In addition, the Port provides Maryland's manufacturers, shippers, wholesalers, and retailers with a competitive, cost-effective means of exporting and importing goods within the global marketplace.[1]

In 1956, when the Maryland General Assembly created the Maryland Port Authority, and later the Maryland Port Administration, it placed state-wide economic benefits at the core of its mission, to "increase the flow of waterborne commerce through the State of Maryland in a manner that provides benefits to the citizens of the State."

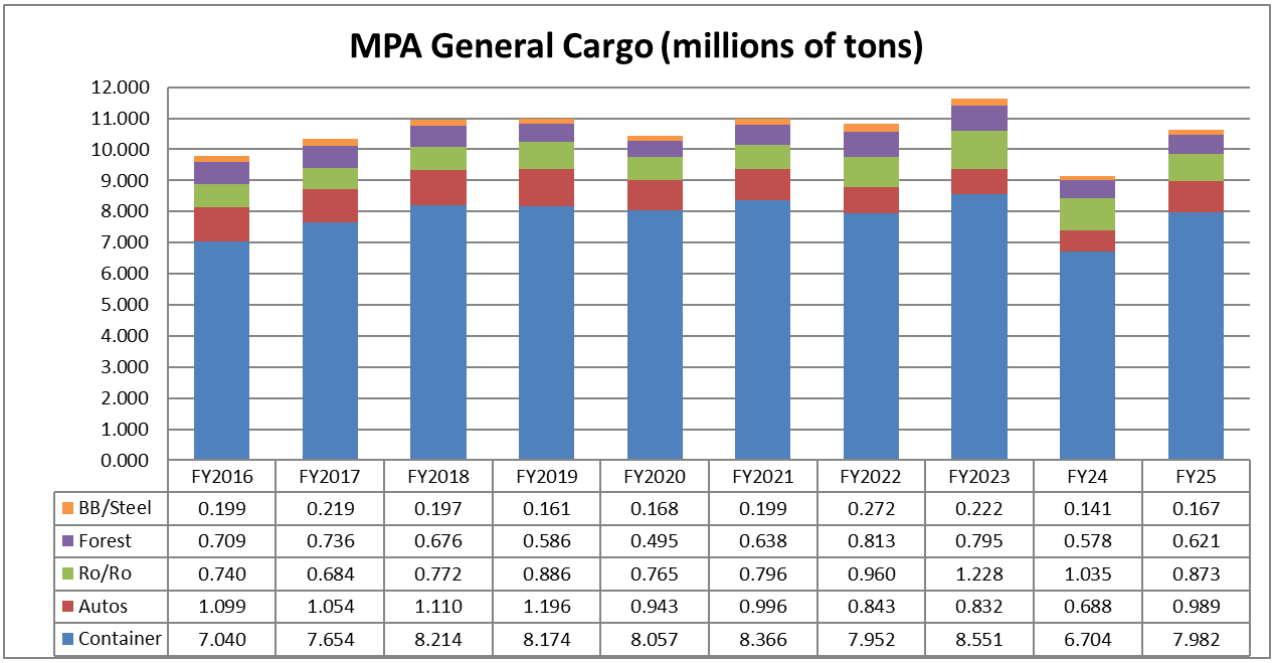


The Port, with more than 300 years of longevity, supports employment opportunities for people with a wide range of skill levels and provides an average annual salary of $82,426 for each direct job generated—**an average annual wage which is 18 percent higher** than the average annual wage for every job in the State of Maryland.

[1] From the most recent data available: "The Economic Impacts of the Port of Baltimore" Published March 2024, prepared by Martin Associates.

Cargo Activity

The MPA terminals handled 10.6 million tons of general cargo in FY 2025, a 16.3% increase from FY 2024.



	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY24	FY25
BB/Steel	0.199	0.219	0.197	0.161	0.168	0.199	0.272	0.222	0.141	0.167
Forest	0.709	0.736	0.676	0.586	0.495	0.638	0.813	0.795	0.578	0.621
Ro/Ro	0.740	0.684	0.772	0.886	0.765	0.796	0.960	1.228	1.035	0.873
Autos	1.099	1.054	1.110	1.196	0.943	0.996	0.843	0.832	0.688	0.989
Container	7.040	7.654	8.214	8.174	8.057	8.366	7.952	8.551	6.704	7.982

Internal MPA Data

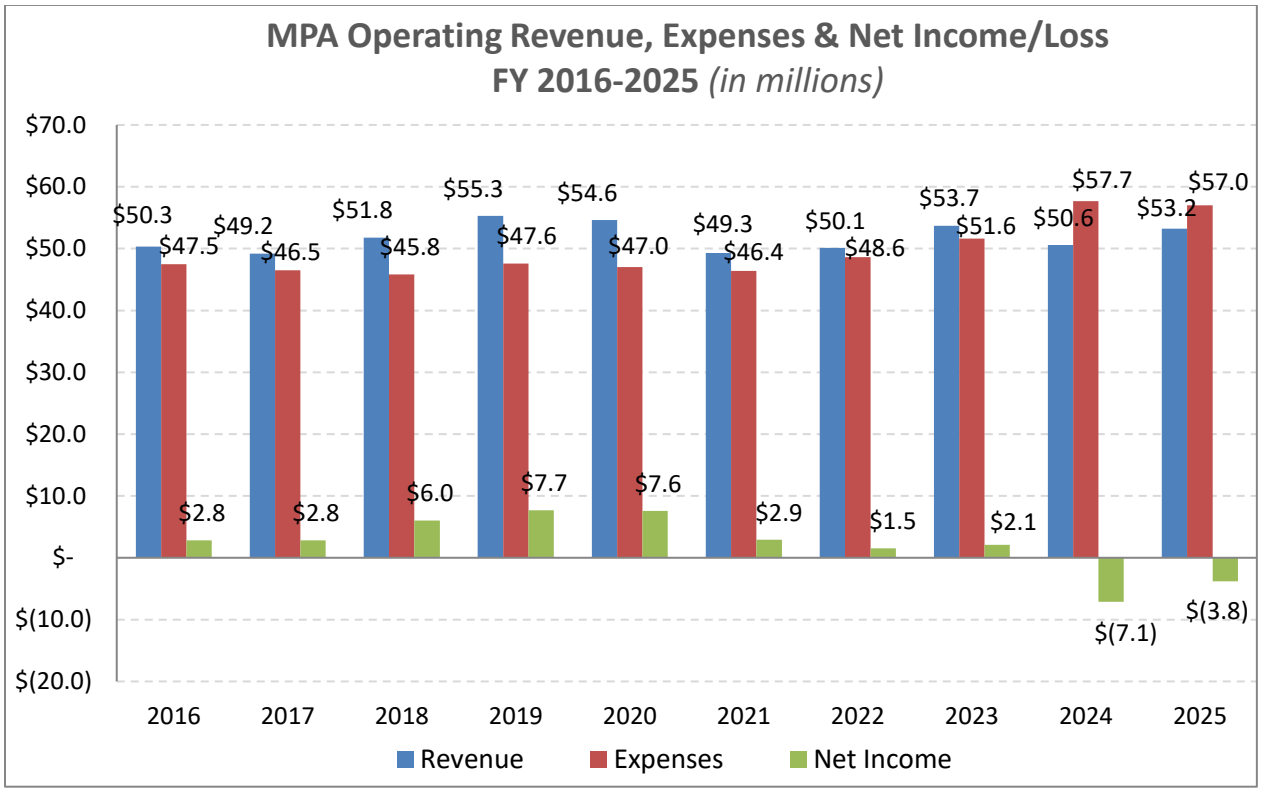
Operating Results

The MPA generates significant economic benefits for Baltimore City, the State, and the region, including operating revenues. The public-private partnership agreement with Ports America Chesapeake helps keep expenses low at Seagirt while generating a relatively steady revenue stream. The MPA also has several long-term agreements in place, providing predictability and sustainability.

The collapse of the Key Bridge impacted access to the Port at the end of FY 2024. Notwithstanding the channel being reopened during the same fiscal year, there has been a lag, especially with larger vessels returning to the Port, because vessel schedules are set well in advance and are not easily changed once set. It remains to be seen whether certain cargo diverted during the Port's closure will result in longer-term (or permanent) diversion of such cargo to competing east coast or other ports.

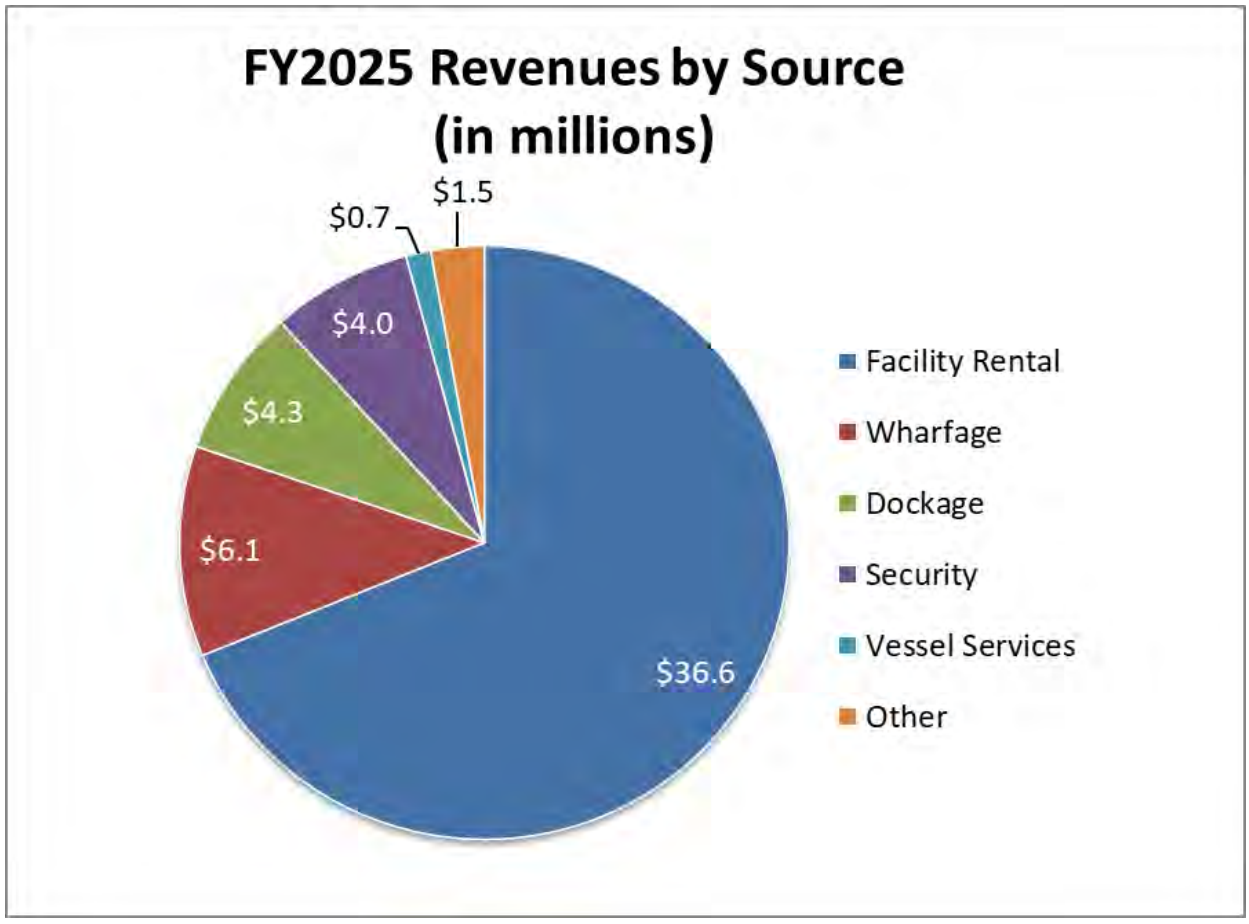
Both cruise lines returned with a full schedule for the entire year. Lease agreement revenues remained steady and have helped shield the MPA from fluctuations and uncertainties in other areas.

Total operating revenues for FY 2025 were $53.2 million. Total operating expenses fell slightly from FY 2024 levels, to $57.0 million, a 1.2% decrease over the prior year. The MPA continues to recognize the potential for higher expenses related to utility costs, security, materials and supplies, and investments necessary to keep the MPA's terminals operating safely and efficiently.



Internal MPA Data

Operating Results, *Continued*



Internal MPA Data

Figure 3 RoRo at Dundalk Marine Terminal

Environmental Stewardship and Decarbonization

The 2022 Climate Solutions Now Act enacted in Maryland is among the most ambitious climate change laws in the country, and it has shaped MPA's approach to sustainability. The law aims to reduce greenhouse emissions in Maryland 60% by 2031, and to achieve net zero emissions by 2045. Accordingly, MPA has launched efforts to adapt its port operations in a way that helps mitigate the causes of, prepares for, and adapts to the consequences of climate change.

The MPA continues to work to closely align its statutory mission to increase waterborne commerce through the ports in Maryland with stewardship of Maryland's natural resources, and the health and well-being of the environment and our neighboring communities.

The MPA decarbonization accomplishments in FY 2025 include:

- **EPA Clean Ports Program**—In October 2024, the MPA was awarded $147 million in grant funding from the U.S. EPA Clean Ports Program. The planning project includes an updated and expanded emissions inventory, an alternative energy analysis with an emissions reduction strategy plan, a workforce analysis, and the development of a comprehensive community engagement plan. The MPA has submitted documentation to the EPA for approval to initiate the emissions inventory and efforts are swiftly proceeding to obtain input from key communities impacted by the project. The deployment project is a combination of the MPA and collaborators from around the Port (PAC, Wallenius Wilhelmsen, SSA Marine, C. Steinweg) and beyond (CALSTART, Capital Logistics). The deployment effort is focused on terminal electrification and decarbonization through the procurement of 220 new zero-emission vehicles and equipment and critical infrastructure upgrades at Dundalk and Seagirt Marine Terminals. The MPA is working to expedite the implementation with our collaborating partners. Three partners have signed subrecipient agreements and the others are underway. The MPA is currently procuring equipment requested in the application. Our partners, PAC, WW and Steinweg, have also initiated placing orders for equipment.

- **Diesel Emissions Reduction Act ("DERA") 2021 Grant Progress**— Ports America Chesapeake (PAC) received delivery of four (4) electric-powered Terminal Tractors, which are used to transport containers within Seagirt Marine Terminal. This equipment is part of a wider effort to transition their fleet in Baltimore to zero-emission vehicles and cargo handling equipment, replacing older, diesel-powered counterparts.

- **Energy audits and net zero assessments**—As a part of the MPA's ongoing efforts to support the Climate Solutions Now Act goal of net-zero greenhouse gas ("GHG") emissions by 2045, the first phase of energy audits and net zero assessments were completed in June 2024. The first phase focused on buildings at Dundalk Marine Terminal, South Locust Point Marine Terminal, and the Baltimore World Trade

Center. The MPA is working to implement new LED lighting upgrades and develop a climate implementation plan to further outline opportunities to meet Maryland's carbon emission reduction goals.

- **Facility upgrades**—At MPA's headquarters in the World Trade Center Baltimore, various upgrades and modernizations were made to improve building efficiencies, including converting to LED lighting, modernizing the elevator system to reduce energy use by up to 50%, and rehabilitating four air handler units (AHU) to reduce air leakage, remediate corrosion, and replace outdated components. Designs for replacing the main AHUs at the Cruise Terminal, part of the South Locust Point Marine Terminal are in development, with plans to implement a heat pump system to replace the existing gas-fired heating system, thereby reducing fossil fuel emissions and improving overall energy efficiency.

MPA Environmental Stewardship accomplishments also include:

- **Sustainability Program** - The MPA has invested in prioritizing the development of a Sustainability Program. The MPA published the first annual Sustainability Report to present a wholistic summary of MPA's economic, social and environmental efforts and success. The program is creating a Sustainability Strategy that will provide a framework for performance through sustainability lens by identifying new or enhanced goals driven by improved processes, projects, programs and initiatives. The second edition was published in August 2025 and is available on the MPA website under Sustainability.

- **Coastal Resilience and Climate Change Vulnerability Assessment** – The MPA was awarded a $150,000 Federal Emergency Management Administration grant under its Building Resilient Infrastructure and Communities Program to develop a flood and storm vulnerability assessment for its marine terminals. The "bathtub" analysis includes understanding the potential inundation from three sea level rise and storm surge scenario projections to inform design and permitting considerations that may enhance climate resiliency for MPA's assets. It will be completed by the end of 2025.

- **Stormwater management improvements**—The MPA continued its implementation of stormwater management and total maximum daily load ("TMDL") improvements to reduce pollution entering local waterways and ultimately the Chesapeake Bay.

- **Best Urban BMP in the Bay Award –** Captain Trash Wheel, the solar powered trash collector located at Masonville Cove received a Best Urban BMP in the Bay Award (BUBBA), for best education and outreach programs.

- **Port's Air Quality Partnership continues**—The MPA completed the ninth successful year working with the Maryland Department of the Environment ("MDE") to implement air quality improvement projects under the Voluntary Air Agreement. Originally signed in 2015 and updated in 2021, the agreement commits MDOT, MPA, MDE, and Maryland Energy Administration to develop and implement projects that reduce air emissions or increase energy efficiency at the

Port, while recognizing the importance of climate change and providing a greater focus on stakeholder engagement with underserved and overburdened communities. Air quality benefited from the Workgroup's 2024 actions, collaborations, and partnerships. As in the past, the Workgroup identified new federal and state grant opportunities to pursue. Since 2008, approximately $190 million has been secured to upgrade or replace older equipment and vehicles servicing the Port with cleaner models.

- **Stakeholder engagement**—Throughout FY 2025, the MPA environmental outreach team members participated in events such as the Baltimore Port Alliance (BPA) Environmental Committee "Air Tour" of the Port of Baltimore, Port Safety & Environmental Committee Annual Meeting, and participated in a community garden cleanup. Through MPA's continued engagement with the BPA's Environmental Committee, several donations of port-related material for reuse to communities around Baltimore were made in FY 2025, including steel framing and wood dunnage for use in community gardens and landscaping, composite wharf logs used to deter illegal parking in area communities, plastic totes used to store water for use at an urban farm, and refurbished containers used to store equipment for community gardens.

Figure 4 Masonville Cove Volunteer Event

Dredged Material Management Program

Each year, between four and five million cubic yards ("mcy") of sediment accumulate and must be removed from Maryland's shipping channels to maintain the Port's continued viability. The State's Dredged Material Management Program ("DMMP") operates under a 20-year plan for developing, operating, and maintaining placement options or alternative solutions for the management of the dredged sediment from both annual maintenance and new dredging projects. Citizen and stakeholder involvement is emphasized throughout the process.

In FY 2025, the MPA was responsible for operating three active DMMP sites, including the Masonville Dredged Material Containment Facility ("DMCF"), Cox Creek DMCF, and the Poplar Island Aquatic Ecosystem Restoration Project. Progress continued this year to develop solutions for adding long-term capacity for both Bay and Harbor channel material.

The MPA continues to expand traditional placement options, such as the vertical and upland expansions of the Cox Creek and Masonville DMCFs, as well as beneficial use solutions, such as the Mid- Chesapeake Bay Island aquatic ecosystem restoration project and other innovative reuse projects.

Figure 5 MPA DMMP Placement Sites

Cox Creek DMCF expansion progressed to the next phase of development in FY 2025, with design efforts underway to raise the dikes to +80 feet.

Masonville DMCF expansion is underway and construction to raise the dike to +30 feet continues. The expansion will result in the site gaining approximately 4 mcy of capacity. Design for the next phase of dike raising to +42 feet began in the spring of 2024 and continued in FY 2025.

The MPA continues to explore new solutions for Harbor channel placement capacity including **Confined Aquatic Disposal** ("CAD") cells. A second pilot project has been paused due to stakeholder concerns, a CAD Subcommittee under the DMMP Bay

Enhancement Workgroup convened throughout FY 2025 to evaluate the feasibility of CAD as a dredged material management option under the DMMP.

The **Seagirt Loop Feasibility Study**, a three-year feasibility study between the MPA and USACE, concluded in June 2023, three months ahead of schedule, with the signing of a Chief's Report by the USACE Commanding General and Chief of Engineers. The report recommended improvements to the West Seagirt Branch Channel that included deepening to an authorized depth of -50 feet mean lower low water and an authorized average width of 760 feet with widening at bends as necessary for the safe navigation of vessels. These improvements, once constructed, will improve navigational efficiencies to help meet demand for future capacity including efficient handling of increased container volume at Seagirt Martine Terminal as well as faster and safer movement of vessels transiting the channel. The next phase of the project, preconstruction engineering, and design began in October 2024 and is progressing. Construction is anticipated to begin in October 2026, pending the appropriation of funding.

The **Mid-Chesapeake Bay Island Ecosystem Restoration Project** is a top priority for the Port and Maryland's Congressional Delegation. The first phase of construction activities for the restoration at Barren Island was completed and the second phase was initiated during FY 2025. James Island design continues, and extensive agency coordination is underway to optimize the resiliency and ecological benefits for the project. The MPA and USACE continue to host Mid-Bay public outreach and stakeholder engagement efforts including tours of Poplar Island, informational Open House meetings, distribution of updates via newsletters and email, and regular habitat development workgroup and NEPA collaboration meetings.

Significant **Innovative Reuse** of dredged material activities and developments continued to advance in FY 2025. Nine contracts have been awarded under the Innovative Reuse Research & Development Request for Proposals to study feasibility of dredged sediment for a variety of end uses and marketable products including permeable bricks and pavers, topsoil, sod, concrete alternative products, and lightweight aggregate and vegetated berms to support ecological health in urban wetlands. Six of the awarded contracts have been completed and all show promising results for implementation on a large scale.

In 2022, MPA acquired the property adjacent to Cox Creek DMCF to serve as a hub for advancing the innovative reuse program and implementing large scale capacity recovery efforts. Phased remediation planning continues for the site, now named the **Cox Creek Sediment Technology and Reuse ("STAR") Facility.**

Seaport Security and Cybersecurity

The MPA achieved a perfect U.S. Coast Guard's annual security inspection for the 16th consecutive year, ensuring the safety and security of the MPA's public marine terminals and supporting technologies. Significant partnerships have been established with the Maryland Natural Resources Police, Baltimore County Police, Baltimore City Police, State Fire Marshal's Office, Maryland Emergency Management Agency, Maryland Coordination and Analysis Center, Federal Bureau of Investigation, and the U.S. Department of Agriculture. The MPA collaboratively exercises inspection capabilities biannually with the U.S. Coast Guard involving various agencies including Customs and Boarder Protection, Maryland Transportation Authority Police, Transportation Security Administration, Maryland State Police, U.S. Homeland Security Investigations, and other law enforcement and regulatory entities with a shared jurisdictional interest in the inspection of containerized cargo, Transportation Worker Identification Card validity, commercial vehicle inspections and licensing checks, and hazardous material compliance.

The MPA engages in a continuous and dynamic assessment process to meaningfully enhance the security of its terminals and headquarters at the World Trade Center. The MPA utilizes the Federal Emergency Management Agency's Port Security Grant program to protect transportation, critical infrastructure, and security initiatives. These funds have been utilized to enhance and maintain a sophisticated Closed-Circuit Television system, access control processes, install anti-vehicle borne Improvised Explosive Device barriers and develop and implement a sound cyber security annex to the MPA's Facility Security Plan and program

The MPA received the 2025 Maritime Security Excellence Award in honor of leadership, coordination, and responsiveness for working with federal, state and local agencies during the Key Bridge incident.

The MPA monitored the International Longshoreman Association (ILA) strike until the ILA and United State Maritime Alliance came to an agreement. The preparations for the strike involved careful planning and communication with the MDTA Police, and our internal and external stakeholders.

The MPA also hosted a Global Entry and Passport event at the Port of Baltimore Cruise Terminal in conjunction with U.S. Customs and Border Protection (CBP) and the U.S. Department of State (DOS) for all MDOT employees and their families.

The MPA has consistently worked towards building and implementing a strong cybersecurity defense strategy closely aligned with the policies and guidelines of the MDOT Enterprise. The MPA, with its domain expertise in the field of maritime transportation, has played a significant role in the adaptation of cybersecurity resilience and risk management approaches. The MPA has also played a liaison role in applying cybersecurity technology and strategies in a maritime business environment, meeting the essential requirements mandated by the federal agencies such as the U.S. Department of Homeland Security, the Transportation Security Administration, and the U.S. Coast Guard. Consistent with the Secretary of Transportation's mandate, MPA Information Technology is now consolidated with

MDOT Information Technology (MDOT IT). All cyber improvements will be closely monitored by the MPA moving forward.

The MPA continues to enhance its cybersecurity program and address necessary improvements. Cybersecurity projects recently completed include:

- The MPA utilized the U.S. Coast Guard's Cyber Protection Team's services to assess vulnerabilities and cyber risks associated with MDOT IT's support of MPA business functions.
- MDOT IT completed an implementation project for cybersecurity resilience enhancements for critical services.
- A Port-wide vulnerability assessment to cover gaps in CCTV monitoring and implement the installation of up-to-date camera technology.
- Implementation of Critical Cybersecurity Procedures Requiring System and Network Changes; and,
- Enhancing Cybersecurity of Port-Wide Wireless Links by Replacing Legacy Wireless Links.

Figure 6 MDTA Police Marine Unit

Cruise Maryland

The cruise industry in Maryland generates nearly 223 jobs and $71 million in annual revenues for local business. The Port has offered year-round cruising since 2009 and is currently served by Royal Caribbean and Carnival Cruise Lines. Located in South Locust Point, the terminal is conveniently located near BWI airport and Interstate 95. In the last year, Cruise Maryland saw more than 444,000 passenger movements from Baltimore to destinations ranging from the Bahamas, Bermuda, and the Caribbean to Canada, New England, and Greenland.

The Port's location, at the heart of the Baltimore-Washington-Northern Virginia corridor combined statistical area, serves the nation's third most affluent consumer market and its third most populous region. Having a facility dedicated solely to cruising, in addition to the Port's enviable location immediately off Interstate 95, makes it extremely marketable and provides marquee visibility for cruise ships while in port.

Figure 7 Cruise Maryland Terminal, Baltimore, Md

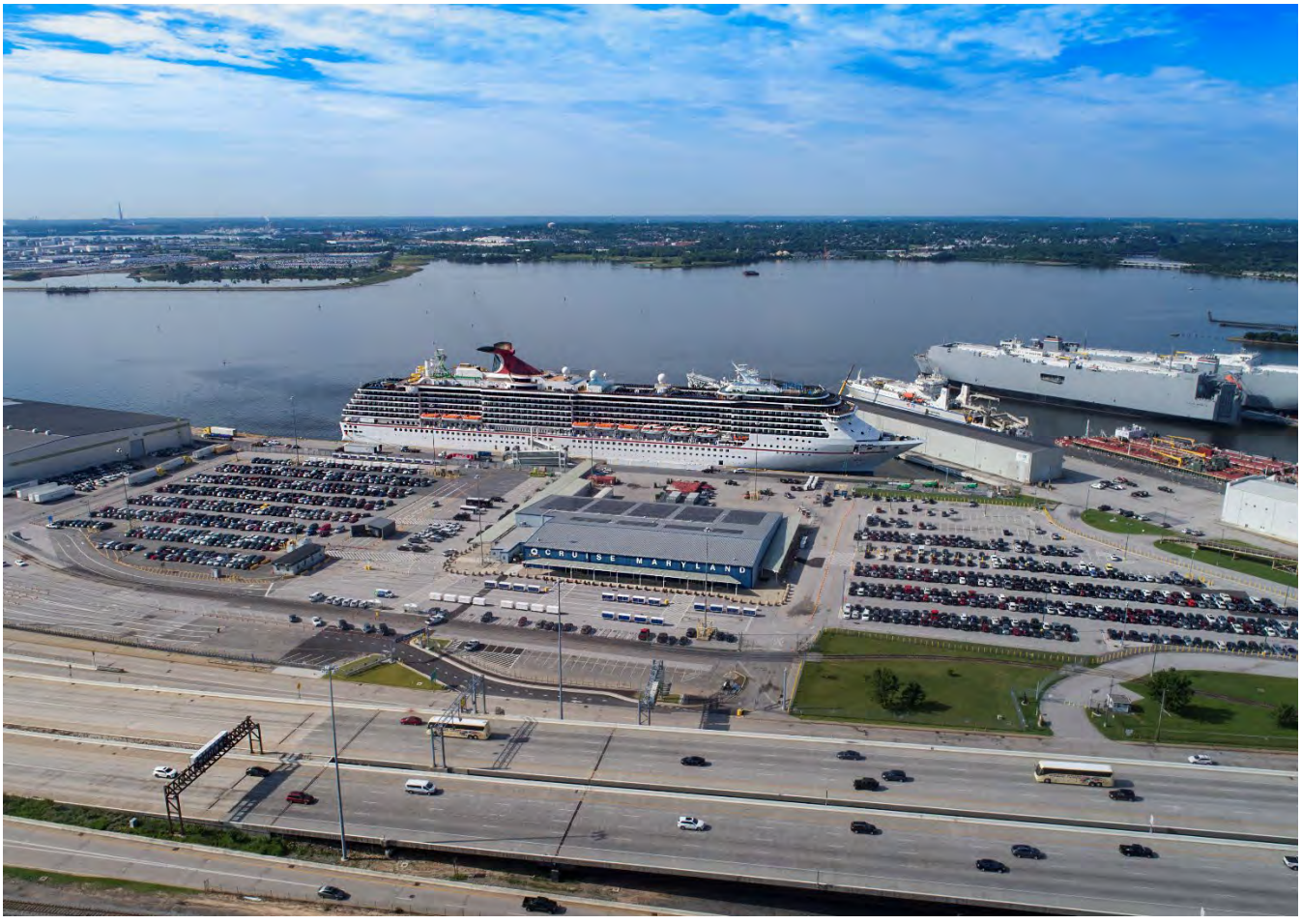


Figure 8 Carnival Cruise Ship at Cruise Maryland Terminal

Operations

SEAGIRT MARINE TERMINAL

In 2009, MPA entered a 50-year Public-Private Partnership with Ports America Chesapeake ("PAC"), which continues to make investments at Seagirt Marine Terminal. Since taking operational control of Seagirt Marine Terminal, PAC has invested over half a billion dollars in capital improvements. The total PAC investment totaled $535 million by the end of January 2025.

In the past year, PAC has completed installation of additional radiation portal monitors and US Customs workstations, making these improvements operational in November 2024. The completion of this project has allowed an average of 500 transactions per day be conducted at New Vail Street, relieving congestion on the Broening Highway gate.
Other future projects in the works for the Seagirt Marine Terminal include:

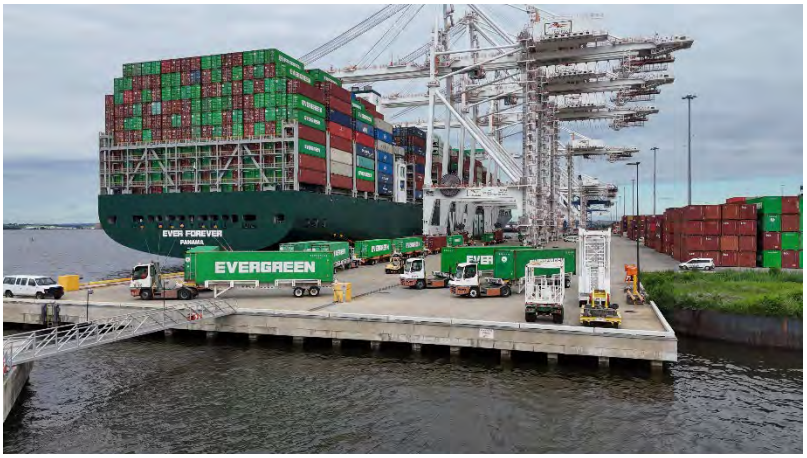


Figure 9 Seagirt Marine Terminal

- Redevelopment of the 37-acre Point Breeze Business Center property to allow for expanded capacity.

- Designs for a new export grain transload facility at the Intermodal Container Transfer Facility ("ICTF") is complete. Construction is currently scheduled to begin in January 2026, with the goal of having the facility fully operational by Q1 of 2026.

- Ports America Chesapeake was a successful subrecipient of the MPA's EPA Clean Ports Grant Program. These grant funds will allow PAC to migrate their entire fleet of internal yard tractors from diesel to electric. Full implementation of this conversion is scheduled to be realized by 2028.

- Design of the ICTF modernization project has been completed. This project will double throughput capacity at the ICTF by adding five new rail tracks and upgrading yard handling equipment. Construction is scheduled to start in Q4 of 2025. Full double stack capability will be reached by the summer of 2026, with full project completion forecasted for mid-2027.

- An empty depot at 2501 Broening Highway is currently in the design and permitting phase, with an expected completion in 2025. This depot will reduce Seagirt Terminal traffic and allow for quick turnaround of empty containers; and,

- PAC is working on installing additional reefer racks at SMT. The project includes the installation of 16 racks, each with the capacity to store 30 refrigerated containers. This project will double the reefer capacity at SMT, from 300 to 600 plugs and is scheduled to be completed by the end of 2026.

RAIL

Railroads continue to play a vital role in our network, handling containers, project cargo, military cargo, forest products, autos, grain, cement, coal, and liquid bulk cargo moving through Maryland's Port of Baltimore. The MPA facilities are serviced by both Class I railroads operating in the eastern United States: Norfolk Southern handles freight at the Dundalk Marine Terminal and CSX operates in Seagirt, North Locust Point, South Locust Point, Hawkins Point, and Fairfield/Masonville Marine Terminals.

The Seagirt Marine Terminal is the Port's only dedicated container terminal with track rights belonging to the Canton Railroad, a short-line rail carrier owned by the Maryland Transportation Authority. Ports America Chesapeake has direct operational control of the ICTF at Seagirt Marine Terminal which allows rail access for CSX and Norfolk Southern through their agreement with the Canton Railroad. CSX currently provides daily international and domestic service to Chicago.

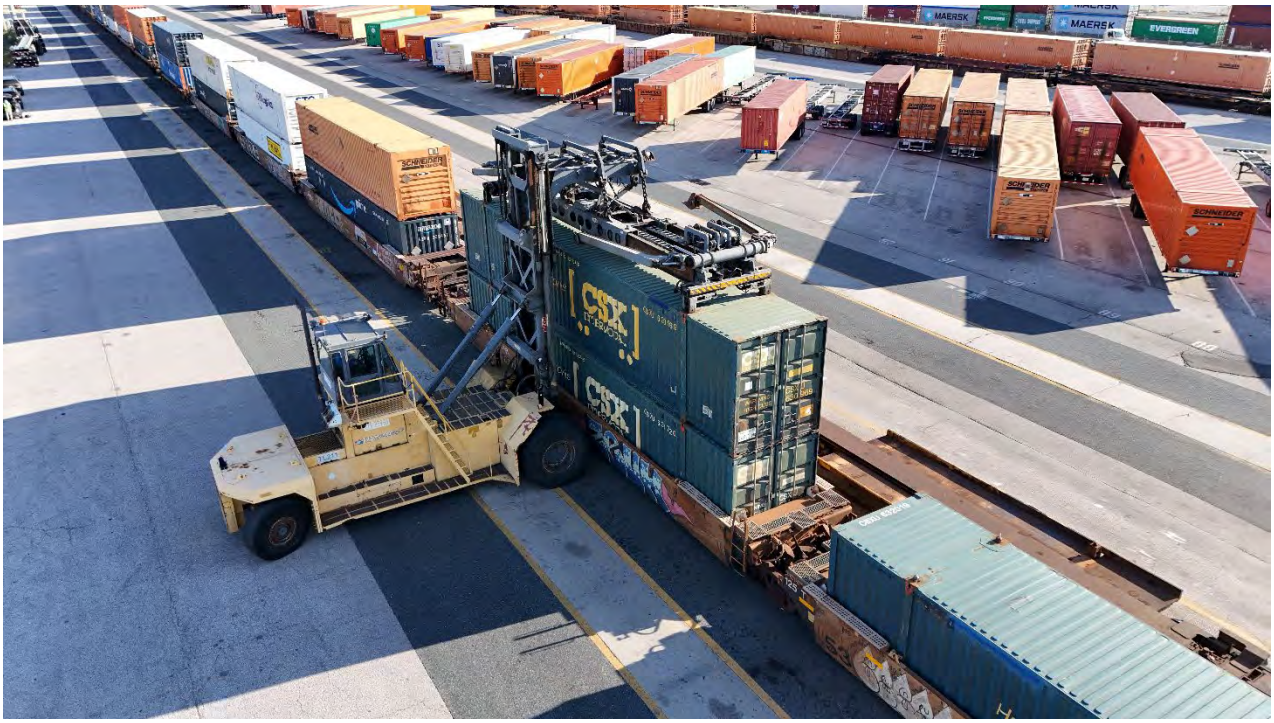


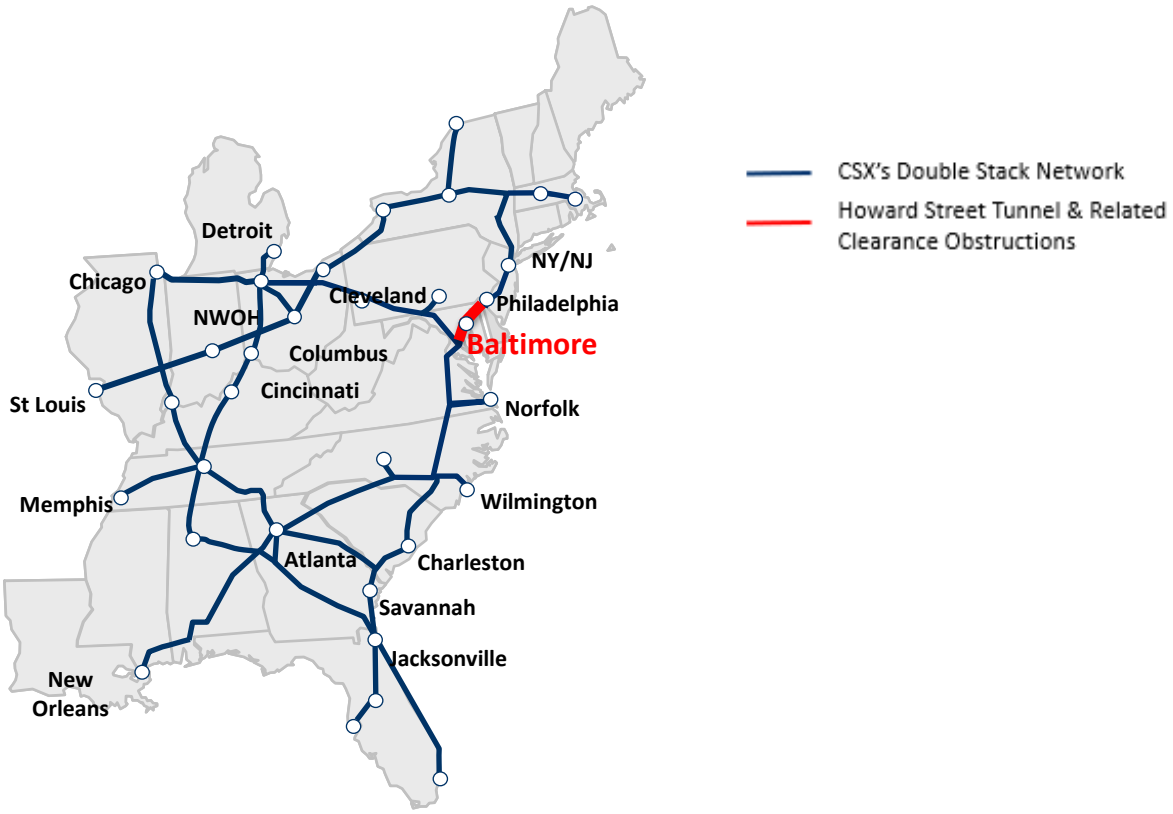
Figure 10 Double Stack Rail Underway at the ICTF

Major Projects

HOWARD STREET TUNNEL PROJECT

Double-stack capability on CSX's rail network has long been a priority for the MPA. The primary obstacle to achieving that goal has been CSX's Howard Street Tunnel ("HST"), a 130-year-old, 1.7-mile-long railroad tunnel through the heart of Baltimore City that is approximately 18 inches too low to accommodate double-stack intermodal trains. For years, it was thought that improvements to the existing tunnel would cost billions of dollars and be highly disruptive to the surrounding communities. Using advances in engineering technology, the MPA and CSX have developed a solution that can be delivered at a fraction of the original cost estimate with limited impacts to the public.

The HST Project is estimated to cost $566 million and consists of vertical clearance improvements to the HST and 21 bridges located between Baltimore, Maryland and Philadelphia, Pennsylvania. The tunnel itself is being reconstructed within the existing envelope to provide the additional 18 inches of clearance needed for double-stack trains. For the bridges, most only required track lowering beneath the bridge. There are three bridges in Baltimore City that require more extensive work to their superstructure: North Avenue over CSX, which will have a portion of its superstructure modified and rebuilt, along with Guilford Avenue over CSX and Harford Road over CSX, which will both be fully replaced with new structures. Once complete, the project will provide double-stack access to the Port's Seagirt Marine Terminal and connect the Port to 100 percent of CSX's primary intermodal network.



In July 2019, the State of Maryland was awarded a $125 million INFRA grant from the USDOT for the HST Project. The remaining funding for the project will come from the State of Maryland, CSX, and Pennsylvania Department of Transportation. The Federal Railroad Administration issued final National Environmental Policy Act approval for the HST Project in June 2021. Project agreements were signed in November 2021. Construction is ongoing and in 2024 CSX completed all clearance work north of Baltimore which has allowed them to operate double-stack rail service on a temporary route to/from the Port while the remaining sites in Maryland are under construction. The remaining sites will be cleared in 2026, at which point CSX will route double-stack rail service through the HST, which provides a shorter, more direct route to Midwestern markets.

Figure 11 Work Proceeds in the Howard Street Tunnel

Once complete, the project will generate an additional 160,000 containers per year through Maryland's Port, 6,550 construction jobs, and an additional 7,300 jobs coming from increased business. In turn, the long-term jobs generate over $1 billion annually in personal income, re-spending/local consumption, and business revenues, and an additional $65 million annually in State and local revenue.

DUNDALK MARINE TERMINAL CLIMATE RESILIENCY PROJECTS

The Maryland Port Administration (MPA) has initiated a series of projects at the Dundalk Marine Terminal, strategically designed to enhance resiliency and flood mitigation. These $71.4 million series of projects, which are being partially funded by a $10 million BUILD Grant and $41.3 million in PROTECT funding from the U.S. Department of Transportation (USDOT). These projects are a result of careful planning and foresight. The projects are strategically designed to provide storm surge protection for up to 318 acres, representing 72 percent of Dundalk's open storage area. The anticipated improvements

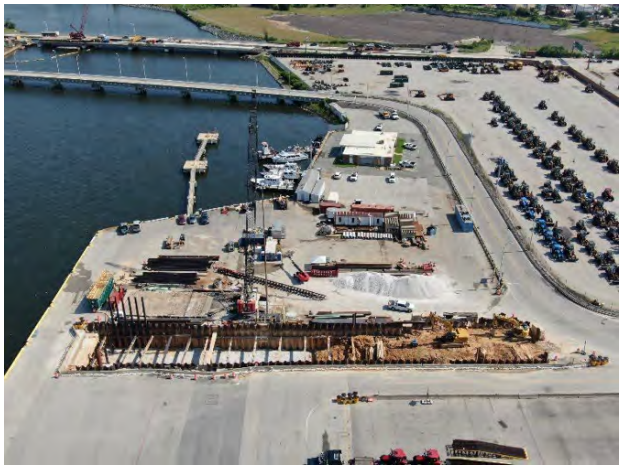


Figure 12 - First Street Box Culvert Construction

are set to reduce the risk of catastrophic flood damage by 70 percent and prevent flooding in currently affected areas.

Three separate construction contracts have been given Notice to Proceed, marking the commencement of significant undertakings. These projects, including the First Street Box Culvert, Sea Curb installation, and the installation of the Tidal Gate, are part of a large-scale effort. The installation of the First Street Box Culvert, for instance, involves the construction of a 5' high x 10' wide cast-in-place concrete box culvert storm drain along First Street, complete with an overflow storage area and a pump station. The Sea Curb project, on the other hand, is a meticulous approach to the selective demolition, removal, and salvage of existing features and components associated with DMT Berths 1–13. The project also includes the construction of barrier structures designed to withstand floods and storm surges, incorporating both fixed and movable concrete systems for enhanced resilience. The Tidal Gate project, focusing on improving resiliency and flood mitigation at the DMT terminal, is another testament to the scale of these projects. It involves the implementation of tidal protection devices at or near the outfalls of the terminal's storm drain systems, including the installation of fourteen backflow prevention devices. These devices aim to reduce disruptions to terminal operations during extreme tides and severe weather events, thereby minimizing potential losses in commerce.

The project completed National Environmental Policy Act (NEPA) requirements with a Finding of No Significant Impact. Construction began in March 2025.

FAIRFIELD MARINE TERMINAL - RECONSTRUCTION OF PIER 4

The original pier was constructed in 1943, primarily for shipbuilding and repair purposes. In 1988, the Maryland Port Administration took ownership of the pier and successfully transitioned it to accommodate RO-RO (Roll-On/Roll-Off) operations. During this time, extensive repairs were performed on the aging concrete beams that support the pier deck, especially in the original section from 1943.

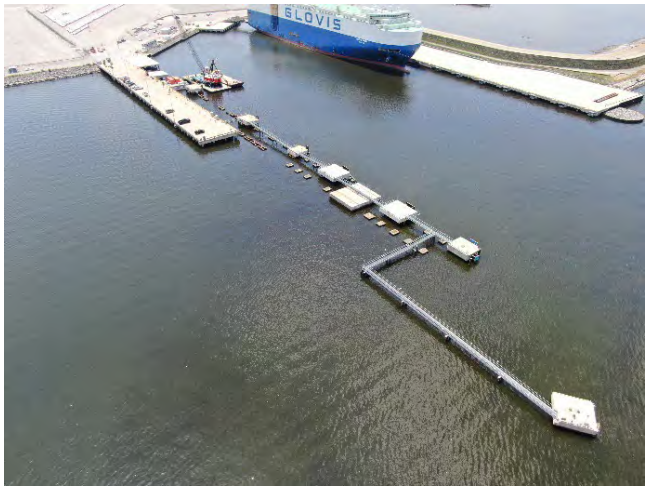


Figure 13 Fairfield Marine Terminal Pier 4, May 2025

In 2020, the pier was deemed structurally unsound, prompting the development of a reconstruction plan. The $19.7 million FMT Pier 4 Reconstruction project commenced construction in 2023, marking a significant step forward. This project involved the careful demolition and partial removal of approximately 902 feet by 50 feet (totaling 45,100 square feet) of the existing concrete pile-supported pier. Additionally, the project encompasses the construction of two new pile-supported concrete mooring dolphins, a pile-supported concrete stern ramp loading platform, and steel catwalks. It also includes the

installation of a new fire protection standpipe and fire department connections, as well as navigational work lighting, landside utility improvements, and pavement markings at Pier 4. We are pleased to share that this project was completed on July 28, 2025.

WTC ELEVATOR MODERNIZATION PROJECT

The $6.5 Million World Trade Center Elevator Modernization project is set to revolutionize the building's elevator system by replacing nine outdated gearless Direct Current (DC) machines, installed in 1975, with cutting-edge Permanent Magnet Alternating Current (AC) gearless machines. This ambitious initiative commenced in early 2024 and is on track for completion by early 2026.

Figure 14 New Alternating Current Gearless Machine for WTC Elevator **7**

The modernization not only includes the installation of advanced drive control systems featuring new regenerative AC drive units, but also enhancements such as new closed-loop linear door operators and upgraded LED lighting for both elevator cabs and hall areas. Additionally, we are reconditioning various existing mechanical and structural components to comply with the latest safety code requirements. This upgrade is pivotal for the building, delivering increased reliability, enhanced ride quality, and improved communication systems for individuals with disabilities. With DC machines falling out of favor in new installations for the past 20-25 years, support from manufacturers and repair services has become scarce. The new modern AC drive systems offer improved efficiency, lower energy consumption, and reduced operating costs, making them the optimal choice for long-term energy efficiency.

ASSET MANAGEMENT PROGRAM

The Asset Management Program of MPA has reached several new milestones in FY 2025. The assessments of the waterfront structures began in 2019 and have now completed a five-year cycle of evaluations. Additionally, the program gathered data on pavement conditions and facility condition ratings (FCI) for both administrative and tenant-occupied buildings, as well as the conditions of terminal underground utilities.

Engineers are utilizing these condition assessments to improve preservation decisions for the systems involved. The waterline assessments have led to the initiation of $30.5 million waterline replacement program. The first project, costing $2.0 Million, is currently in the final design phase and in the COPR area of DMT. Unmanned Aircraft Systems (UAS), commonly known as drones, have been an invaluable addition to the Asset Management Program. Drones enable safer inspections of roofs and high mast lights, while also providing up-to-date aerial imagery of civil features and construction activities. This technology helps save MPA resources, both internally and in terms of consultant contract capacity.

Challenges: FY 2025 and Beyond

There are a variety of challenges on the horizon for the MPA and Maryland's Port. In addition to aggressive competition for port business and a slowing global economy, the challenges being faced include:

- **Recovery from the Key Bridge Incident**—While the channel is fully restored, there remains a long road ahead as the Port works to return cargo activity and associated overland shipping capacity to pre-Key Bridge-collapse levels and beyond. The full extent of the cargo and other losses is still to be determined.

- **An increasingly competitive environment**—The competitive environment among East, Gulf Coast, and Canadian ports has increased in recent years. Global logistics patterns have been shifting in response to changing trade patterns and increased options for the movement of freight. The MPA must remain competitive in the future through strategic partnerships, targeted capital investments, aggressive rates, outstanding quality programs, and exceptional customer relationships and services to maintain its competitive position relative to other ports. The MPA will continue to seek new cargo opportunities along with private sector partners, including the development of an on-dock, marine-based agricultural shipping operation.

- **Terminal system preservation needs**—Continued system preservation funding is critical to adequately maintain vital waterfront structures, pavements, facilities, and utilities in an increasingly harsh marine environment. The Building Energy Performance Standard Regulation (BEPS) will pose significant challenges to MPA's system preservation funding in the coming years. BEPS mandates that all state-owned entities achieve zero carbon emissions by 2040, with progress milestones starting in 2030. Compliance fees are expected to be collected in 2030, totaling over $300,000. These fees will increase annually if carbon-emitting sources are not eliminated from buildings.

- **Sustainability of dredging and dredged material placement solutions**—Constraints on dredged material management solutions, the cost of dredging, and federal funding for ongoing maintenance dredging and dredged material management continues to be a focus of the MPA. Current capacity is inadequate to perform both maintenance dredging and new work private sector dredging projects without overloading the Harbor dredged material placement sites. The need remains to activate additional dredged material management solutions, such as large-scale Innovative Reuse, for the safe, long-term, and environmentally appropriate management of dredged material. Maintaining a sustainable, cost-effective, environmentally sensitive, and community-supported dredging program remains a considerable long-term challenge.

- **Continuing "ECO Port" and community initiatives**—The MPA has been an active partner in the protection and enhancement of the Chesapeake Bay, the communities surrounding the Port's facilities and the health of Maryland's citizens by supporting and advancing efforts to improve air and water quality. The MPA

prioritizes its commitments to community engagement and partnerships as essential to its long-term sustainability, success, and growth.

To ensure future growth at the terminals, the MPA must continue to seek innovative solutions to air emission issues, particularly reductions in the use of diesel fuel. Diesel emissions remain the most significant source of emissions for the Port. Future solutions could include electrification or alternative, low-carbon fuels for cargo handling equipment.

- **Limited space to grow**—As MPA seeks to expand cargo volumes, the availability of vacant space on our terminals proves a constraint. Without the ability to expand our footprint outwards, vertical development or higher velocity throughput of cargo out to surrounding distribution centers, warehouses, or storage lots will be vital.

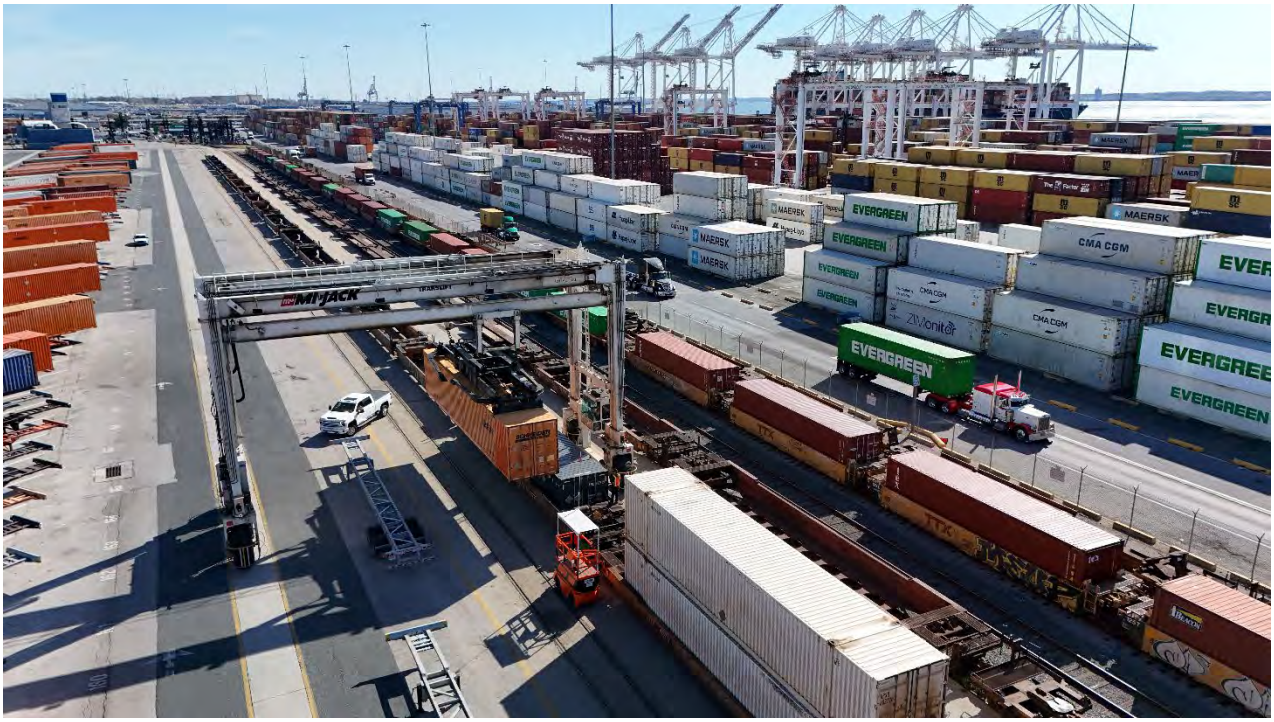


Figure 15 ICTF Adjacent to Seagirt Marine Terminal

Appendix

Contracts and leases approved by the Maryland Port Commission for FY 2025 (July 1, 2024 – June 30, 2025)

July 2024

1. Contract #222012B-IT, Modification No. 1, Renewal Option No. 1 – Geographic Information Systems Services, KCI Technologies, Inc., Baltimore, Maryland; $666,666. Term: January 8, 2026 – January 7, 2028 (Two Years).

2. Contracts #524058A and #524058B – Construction Management and Inspection Services (Work Order Based Contracts for MPA Facilities). Total Amount – $7,000,000. Term: August 8, 2024 – August 7, 2029 (Five Years)

    - Contract A – iCivil Inc., Woodstock, Maryland; $3,500,000.
    - Contract B – O'Connell & Lawrence, Inc., Olney, Maryland; $3,500,000.

August 2024

No meeting was held in the month of August.

September 2024

1. Contract #2220021-S, Modification No. 1 – Railroad Maintenance Services at Maryland Port Administration (MPA) Marine Terminals, Amtrac Railroad Contractors of Maryland, Inc., Hagerstown, Maryland; $2,115,099. Term: September 12, 2024 – February 28, 2026.

2. Contract #220005I-S – Innovative Reuse of Dredged Material, HarborRock Holdings, LLC dba HarborRock Reuse, LLC., Somers Point, New Jersey; $291,640. Term: One Year from Notice to Proceed.

October 2024

There were no contracts requiring Maryland Port Commission approval.

November 2024

There were no contracts requiring Maryland Port Commission approval.

December 2024

1. Contract #224003-S – Hazardous and Nonhazardous Waste Management at Dundalk Marine Terminal, Elk Transportation, Inc. dba Elk Environmental, Reading, Pennsylvania; $6,800,000. Term: January 9, 2025* – January 8, 2028 (Three Years with Two (2) Two-Year Renewal Options) *(*or earlier upon BPW approval).*

2. Contract #222012A-IT, Modification No. 1 (Renewal Option #1) – Geographic Information Systems (GIS) Services for the Engineering Division of the Maryland Port Administration (MPA), Johnson, Mirmiran and Thompson, Inc., Sparks, Maryland; $666,666. Term: January 8, 2026 – January 7, 2028 (Two Years).

3. Contract #521040R (Contract Award and Federally Mandated Modification) – First Street Box Culvert at Dundalk Marine Terminal (DMT), Joseph B. Fay Co., Pittsburgh, Pennsylvania; Contract Award Amount: $51,513,365.44 *(Part A)* and Modification Amount: ($500,000) *(Part B)* = Total Contract Amount *(Part A – Part B)*: $51,013,365.44. Term: 730 calendar days from Notice to Proceed. (*Modification Description: Part B* **–** Add federal terms and conditions required for Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant funding and eliminate from the contract price a line-item allowance not permitted by the PROTECT grant funding.)

4. Contract #521030 (Contract Award and Federally Mandated Modification) – Dundalk Marine Terminal Flood Resiliency & Mitigation—Sea Curb, Ballard Marine Construction, LLC, Baltimore, Maryland; Contract Award Amount: $9,824,199.88 *(Part A)* and Modification Amount: ($179,122.88) *(Part B)* = Total Contract Amount *(Part A – Part B)*: $9,645,077. Term: 490 calendar days from Notice to Proceed. (*Modification Description: Part B* **–** Add federal terms and conditions required for Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant funding and eliminate from the contract price a line-item allowance not permitted by the PROTECT grant funding.)

5. Contract #521020 (Contract Award and Federally Mandated Modification) – Dundalk Marine Terminal Tidal Gates, Ballard Marine Construction, LLC, Baltimore, Maryland; Contract Award Amount: $10,114,171 *(Part A)* and Modification Amount: ($536,706) *(Part B)* = Total Contract Amount *(Part A – Part B)*: $9,577,465. Term: 456 calendar days from Notice to Proceed. (*Modification Description: Part B* **–** Add federal terms and conditions required for Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant funding and eliminate from the contract price a line-item allowance not permitted by the PROTECT grant funding.)

January 2025

1. **Contract #521105, Modification No. 1** – Pier 4 Replacement at Fairfield Marine Terminal, McLean Contracting Company, Glen Burnie, Maryland; $1,029,631. Term: January 30, 2025 – July 31, 2025.

February 2025

There were no contracts requiring Maryland Port Commission approval.

March 2025

There were no contracts requiring Maryland Port Commission approval.

April 2025

1. **Contract #225002-S** – Janitorial Services at Dundalk Marine Terminal; Duncan Commercial Cleaning Services, LLC, Glen Burnie, Maryland; $545,663. Term: June 1, 2025 – May 31, 2030 (Five Years).

May 2025

1. **Contract #515925, Modification No. 3** – Cox Creek Expanded Dredged Material Containment Facility Construction (DMCF); Maryland Environmental Service, Millersville, Maryland; $16,000,000. Term: July 1, 2025 – June 30, 2032 (Seven Years).

June 2025

There were no contracts requiring Maryland Port Commission approval.

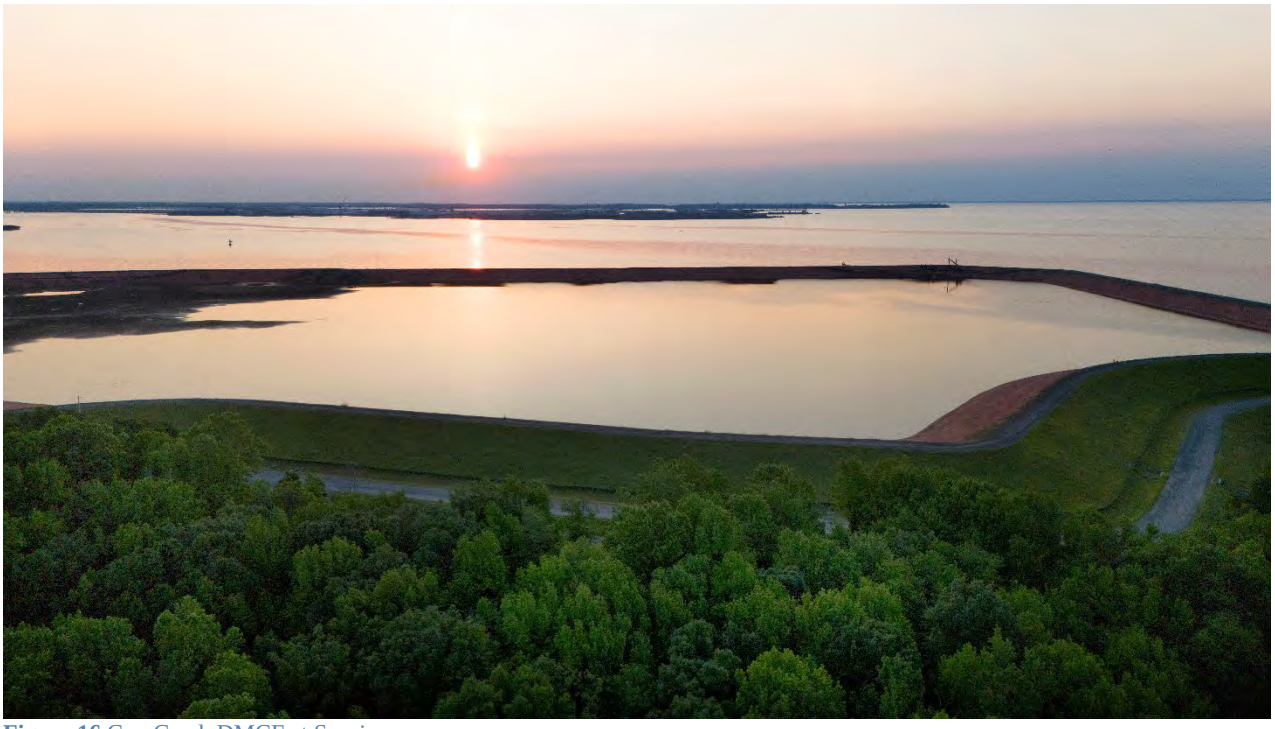


Figure 16 Cox Creek DMCF at Sunrise