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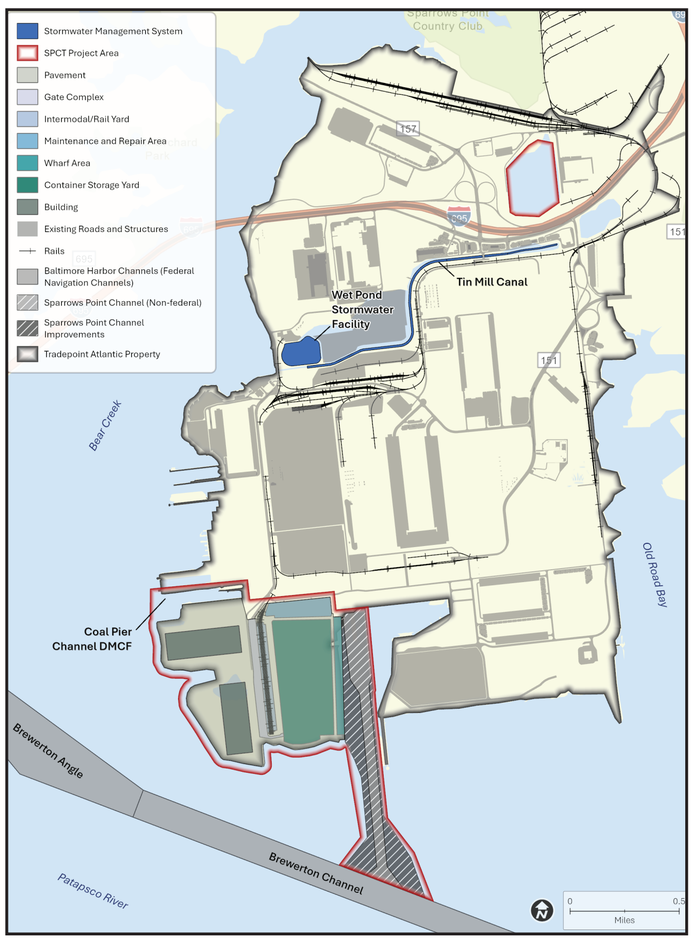
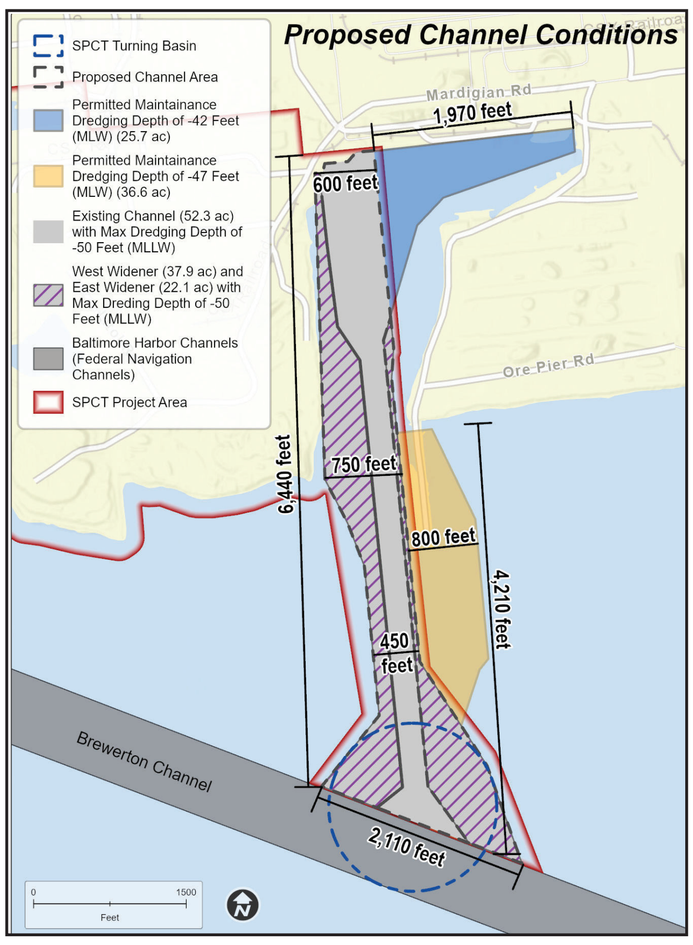
PROPOSED ACTION

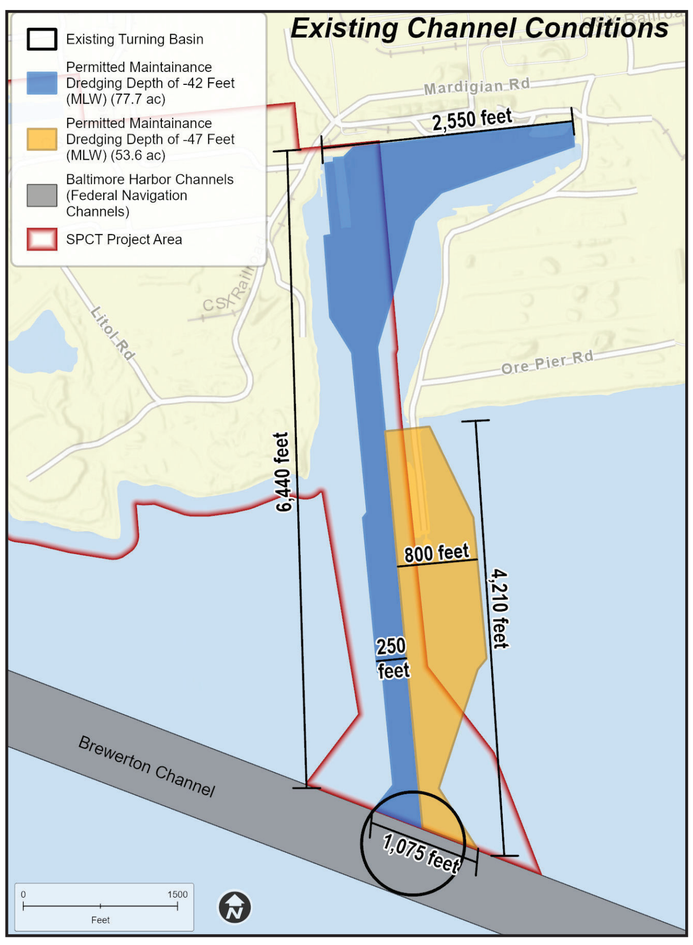
US Army Corps of Engineers®

Maryland Department of the Environment

CONTAINER TERMINAL LAYOUT AND ACCESS CHANNEL







The team evaluated options for the container terminal layout, configuration of the approach channel, and required dredging.

Land-side and water-side proposed design elements of the SPCT have to meet fiscal, environmental, resiliency and long-term maintenance requirements.

Container Terminal Minimum Requirements:

- Approximately 3,000 linear foot marginal wharf face
- Capacity for up to nine ship-to-shore cranes
- Vessel shore power and partial terminal electrification
- Container yard with storage for approximately 50,000 containers
- Intermodal / rail yard loading zone with six working (loading and unloading) tracks
- Gate entry complex
- On-terminal buildings

Vessel Access Area:

- Channel design coordinated with Association of Maryland Pilots and US Coast Guard
- Channel width and turning area optimized by vessel simulation
- Initial dredge depth of -50 feet mean lower low water (MLLW) to match the existing Brewerton Channel and Baltimore approach channels
- Two berths to accommodate ultra large container vessels
- Berth face on the east side of Coke Point
- Turning basin adjacent to Brewerton Channel
- Channel alignment takes advantage of existing Sparrows Point Channel to limit dredging