



**2022 Delaware Freight  
Emphasis Area Summary:  
Commercial Ports**

## D.6 Commercial Ports

Commercial port activity and related facilities in Delaware are summarized in the main body of the Delaware State Freight Plan (refer to **Chapter 3.4**), which included highlights for:

- **Port of Wilmington:** handling nationally significant movements of produce and juices, 200,000 TEUs annually through their perishables terminal, 1 million tons of liquid petroleum products annually at their petroleum jetty on the Christina River, automobile and RoRo services, a wide variety of breakbulk and bulk cargo capabilities, livestock exports, and a popular gateway for specialty project cargo and wind energy shipments.<sup>11</sup>
- **Port of New Castle (Delaware City):** handling 9.2 million tons of cargo in 2019, with 94% as crude petroleum or related products such as fuel oils, gasoline, kerosene, lube oils, greases, solvents, and asphalt.<sup>12</sup>
- **M-95 Marine Highway:** with water route connectivity from Delaware to broader elements of MARAD's Marine Highway system, including access along the Atlantic Coast and connections to most major ports and other inland waterway systems along the east coast.<sup>13</sup>
- **Delaware River/Bay System:** offering connections between the Atlantic Ocean, the Port of Wilmington, and the other major regional port facilities, including the Philadelphia and South Jersey areas. Access via the Delaware River/Bay system also allows for ship/barge connections east of the Dover area to support localized pipeline and supply connections used for fuel storage at Dover Air Force Base.
- **Chesapeake & Delaware Canal:** offering connections between the Delaware River/Bay System and Port of Baltimore along a 46-mile canal maintained by USACE Philadelphia District.
- **Nanticoke River:** offering access through Maryland into Sussex County, Delaware, at Seaford, and carrying more than 1.2 million tons of sand, gravel, fertilizers, and agricultural products (2019 USACE data). This connection also relates directly to interests in exploring a new Seaford Barge-to-Rail Intermodal Terminal as highlighted in **Chapter 5** of this plan.
- **Wicomico River:** offering access to the river-based Port of Salisbury, Maryland, just seven miles from Delaware's southern border, and carrying more than 1.0 million tons of gasoline, fuel oils, sand, gravel, and agricultural products (2019 USACE data). This connection also relates directly to recent feasibility studies that focus on developing a multi-user river port facility in Salisbury as highlighted in **Chapter 1** of this plan.<sup>14</sup>
- **Other Eastern Shore (MD) Waterways:** including navigable stretches of water along the Pocomoke, Choptank, and Tred Avon rivers, each carrying roughly 100,000 tons per year of sand, gravel, or other periodic shipments (2019 USACE data).

<sup>11</sup> GT Wilmington, Cargo Portfolio, <https://www.portofwilmington.com/cargo-portfolio.html>.

<sup>12</sup> USACE, <https://ndc.ops.usace.army.mil/wcsc/webpub/#/report-landing/year/2019/region/1/location/299>.

<sup>13</sup> USDOT Maritime Administration, <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>.

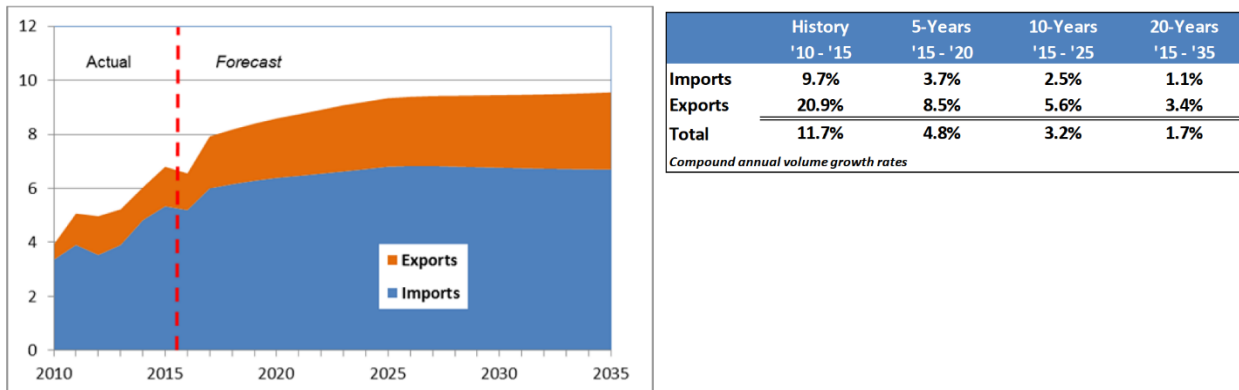
<sup>14</sup> CPCS, [https://www.swmpo.org/files/ugd/5c05e2\\_5a20a26e43f34c24b91295fdd78865dc.pdf](https://www.swmpo.org/files/ugd/5c05e2_5a20a26e43f34c24b91295fdd78865dc.pdf).



From the above list, one of the most significant impacts relative to Delaware freight and goods movement opportunities will include GT USA Wilmington’s planned expansion of the Port of Wilmington with construction of new 1.2 million TEU container facility at the former DuPont (Chemours) Edgemoor industrial site. This expansion reflects an ongoing realization of port improvements that were previously planned as part of the Port’s 2016 Strategic Master Plan (see Port project details in **Appendix H**, notably for the ALT 4 Edgemoor site). The site tentatively reflects a \$500 million investment with a goal of being operational by 2025, which is in addition to the \$118 million that has been spent to upgrade the Port since GT USA Wilmington signed a 50-year management deal in September 2018.<sup>15</sup>

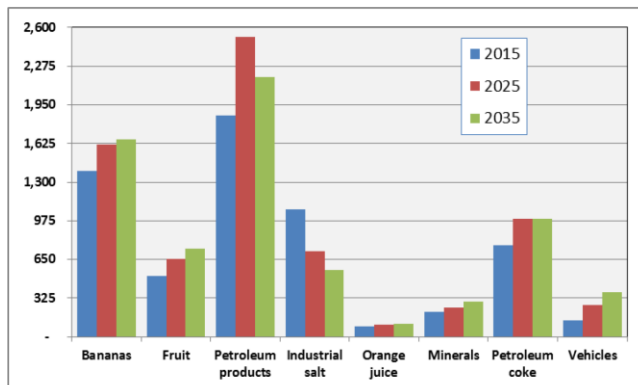
Based on the 2016 strategic plan, positive overall growth is expected to continue at the Port (**Exhibit D-18** and **Exhibit D-19**). Ongoing investments at the Port of Wilmington and the container facility expansion at the Edgemoor site will help to maintain the Port in a state of good repair while also supporting the future growth. Effective planning for dredge material management sites, multimodal rail/port connectivity and efficiencies, truck access and circulation enhancements, and truck parking opportunities as referenced throughout this freight plan will also help to support ongoing growth and future opportunities.

*Exhibit D-18: Port of Wilmington Projected Trade Forecast (in million short tons and growth rates)*



**Source:** 2016 Diamond State Port Corporation Strategic Master Plan, based on AECOM/R.K. Johns projections.

*Exhibit D-19: Port of Wilmington Key Commodity Volume Projections (in kTons)*



**Source:** 2016 Diamond State Port Corporation Strategic Master Plan, based on AECOM/R.K. Johns projections.

<sup>15</sup> Thompson, Tad, The Produce News, “GT USA Wilmington continues massive port expansion”, June 28, 2021, <https://theproducenews.com/deleware-ports/gt-usa-wilmington-continues-massive-port-expansion>.

