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Port Administration (MPA), Ports America Chesapeake completed development of a 50-foot container berth at the terminal in January. With the new and improved Seagirt Berth 4 in its arsenal, Baltimore becomes one of only two East Coast ports able to handle larger ships that will be making their way through the Panama Canal once a \$5.25 billion canal expansion is completed around the end of 2015.

"The arrival of these huge cranes is a momentous day for our state and for the Port of Baltimore," said Governor Martin O'Malley. "When we signed a 50-year agreement with our private sector partner, Ports America Chesapeake, in 2010, we did so with an eye on growing good-paying, blue collar jobs at our Port. Our partnership is one that will ensure the future of the Port of Baltimore and provide stability for Port workers."

Once the cranes are assembled and go through the appropriate electrical preparations and testing, training will be provided to members of the International Longshoremen's Association, making certain that everything is ready to go.

Getting the cranes here from Shanghai, China, where they were manufactured by ZPMC, required what Schmidt called "a significant amount of logistics coordination."

The move involved "engineers, quality control personnel, vendors and others located in Maryland, New York, New Jersey, California and China all working together to provide the

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