WHEREAS, the first so-called “Panamax” ships transited the newly widened and deepened Panama Canal on Sunday, June, 26, 2016; and

WHEREAS, the Panama Canal was widened and deepened so it could compete for global shipping traffic which had been using the Suez Canal; and

WHEREAS, these new, deep-draft cargo ships are ushering in a new era in shipping; and

WHEREAS, many of Delaware’s competitors along the Eastern Seaboard, including the Port Authority of New York and New Jersey, are making major capital investments in the improvements needed to accommodate these ships; and

WHEREAS, The Port of Wilmington has been an unqualified success since its takeover by the state in 1995, serving as one of the nation’s major ports for fruit imports and has provided a good, middle class income for the people who work at the port; and

WHEREAS, Delaware’s strategic location on the Delaware River and Bay shipping channel make it an attractive location for either expanding and improving the current Port of Wilmington, which currently is operating at near capacity, or developing a new port to accommodate these new vessels; and

WHEREAS, a study looking at the long-term future of the Port of Wilmington, including analysis of alternative port sites was recently completed; and

WHEREAS, current financial realities dictate that the state enter into a joint operating agreement of any major port expansion or development of a new port facility;

NOW, THEREFORE:

BE IT RESOLVED by the Senate of the 148th General Assembly of the State of Delaware, the House of Representatives concurring therein, that we call upon Governor Jack Markell, the Diamond State Port Corporation, and the Delaware Economic Development Office to aggressively pursue development of expanded port facilities in the Wilmington
area, including seeking private sector development partners, allowing the port to accommodate new, deep-draft marine
traffic.

SYNOPSIS

This Resolution calls on the Governor, Diamond State Port Corporation, and the Delaware Economic Development
Office to pursue plans to develop the Port of Wilmington or other Wilmington area facilities to accommodate the deep-
draft shipping that will be heading to the United States via the Suez Canal and the newly widened and deepened Panama
Canal.

Author: Senator Marshall