The Port of New York & New Jersey

An Unwavering Commitment to Continued Success

A comprehensive guide to our port infrastructure investments.
The largest and busiest port on the nation’s East Coast continues its long-standing commitment to serving consumers and the mercantile community by investing in its infrastructure. The ambitious slate of projects at the Port of New York and New Jersey includes the following:

**Port Proximate Investments**

### The Bayonne Bridge

The Port Authority of New York and New Jersey has undertaken construction to "Raise the Roadway" of the Bayonne Bridge to 215 feet. The 64 feet of additional air draft will accommodate larger, more efficient vessels as they arrive at our port through the newly widened Panamá Canal.

### The Goethals Bridge

The Goethals Bridge plays an essential role in moving more than $33 billion worth of goods throughout the New York/New Jersey region each year. In spring 2013, the new Goethals Bridge will be completed. The realignment of Port Jersey Blvd. will be completed in 2016 and the Port St. Corridor Improvement Program will commence in 2016 providing easier, safer, and more efficient access to the terminals. The Goethals Bridge plan’s specific features include:

- Expanding the roadway to six lanes in each direction.
- Widening and realigning critical thoroughfares.
- Installing central barriers and retaining walls.
- Replacing/renewing critical stretches of pavement.
- Upgrading synchronizing traffic signals.
- Relocating signage and lighting to improve maximum visibility.
- Eliminating certain turns to streamline traffic flow and reduce safety concerns on critical thoroughfares.
- Improving existing drainage systems.
- Replacing critical turns to allow freight vehicles to use them at higher speeds and with greater safety.

The North Avenue St. Widening project was completed in 2014. The realignment of Port Jersey Blvd. will be completed in 2016 and the Port St. Corridor Improvement Program will commence in 2016 providing easier, safer, and more efficient access to the terminals. Overall, the port’s roadway plan is scheduled for complete implementation by 2019.

### Roadways

- **Maximized Logistics Efficiency**
- **Widened Thoroughfares**
- **Updated Traffic Signals**

#### 2019 Scheduled Completion

### Rail

Harbor Deepening Project will allow the next generation of larger, longer, and wider ships to access the port. The port continues to expand its on-dock rail facilities. Two loading tracks were added to New York Container Terminal, bringing their total number of tracks to four and boosting capacity to approximately 200,000 lifts per year. Two tracks have been added to Port Newark containers terminal, bringing their total to four and offering 10,000 linear feet with capacity for approximately 250,000 lifts per year.

The Port Authority continues to expand its on-dock rail facilities. Two loading tracks were added to New York Container Terminal, bringing their total number of tracks to four and boosting capacity to approximately 200,000 lifts per year. Two tracks have already been added to Port Newark container terminal, bringing their total to four and offering 10,000 linear feet with capacity for approximately 250,000 lifts per year.

The Port Authority’s ExpressRail service has handled approximately 5.5 million containers since its first rail facility opened for business in 1991. ExpressRail Elizabeth, which serves APM and Maher terminals, has expanded to 6,000 feet of on-dock track, enough to accommodate four 1,000-foot trains.

### Harbor Deepening

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### Roads

The Bayonne Bridge

The Goethals Bridge

### Port Newark Container Terminal (PNCT)

#### APM Terminals

- Added four new cranes whose 22-row reach can handle the largest ships alfult.
- Added refrigerated container racks that tripled the terminal’s processing capacity to 1,964 reefer containers at a time.

#### NEW Equipment

- APM has also added 12 new toploaders, four new empty handlers, and 44 new yard hustlers.

#### Maher Terminals

- Maher Terminals features the world’s largest straddle carrier fleet. They added 13 new Kone straddles in 2014 with eight more to be added in early 2015.
- After adding two Liebherr cranes in 2014, Maher will add four more in late 2015. Each new crane will boast a span of 100 feet, back reach of 75 feet, outreach of 225 feet, and lift height of 165 feet.
- Maher currently has more than 5,000 feet of berth dredged to a depth of 50 feet. Efforts are underway to extend this to 6,000 feet.

#### GCT Bayonne

- Augmenting Port Jersey Boulevard to increase access to GCT Bayonne.
- Now the port’s first terminal operator to deploy automated rail-mounted gantry cranes (AMGs). GCT Bayonne has maximized efficiency on the Port Jersey Channel. The first five (of 20) cargo occured in March 2014, greatly increasing the facility’s ability to process cargo.
- Phase I of the Greenville Yard Cross Harber project will commence in 2015 to make the Global Intermodal Container Transfer Facility operational in early 2017 with capacity of 125,000 lifts.
The largest and busiest port on the nation’s East Coast continues its long-standing commitment to serving consumers and the mercantile community by investing in its infrastructure.

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**Port Proximate Investments**

| Roads | Rail | Roads
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<td>Updated Traffic Signals</td>
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| Widened Thoroughfares | 5.5 Million containers processed since 1991 | The port has adopted an expansive roadway capital plan to improve its network of total roadway serving Port Newark/Elizabeth and Port Jersey. Efforts of this plan contributes to maximized logistics efficiency by creating greater roadway capacity, increased traffic flow, and enhanced safety standards. The plan’s specific features include: • Creating additional lanes in some locations. • Widening and realigning certain critical thoroughfares. • Installing central barriers and retaining walls. • Replacing/renovating critical stretches of pavement. • Updating/synchronizing traffic signals. • Relocating signage and lighting to promote maximum visibility. • Eliminating certain turns to streamline traffic flow and further reduce safety concerns on critical thoroughfares. • Improving existing drainage systems. • Reducing critical turns to allow vehicles to use them at higher speeds and with greater safety.

2019 Scheduled Completion

The North Avenue St. Widening project was completed in 2014. The realignment of Port Jersey Blvd. will be completed in 2016 and the Port St. Corridor Improvement Program will commence in 2017.

**Harbor Deepening**

Harbor Deepening Project will allow the next generation of larger, longer, and wider ships to access the newly widened Panama Canal.

The Harbor Deepening Project represents a $1.6 billion investment.

$1.6 Billion Invested

**Terminals**

Commitments from the Port Authority of New York and New Jersey and its terminal-operating partners will ensure that the Port of New York and New Jersey is ready to handle your cargo.

**APM Terminals**

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- Added refrigerated container racks that tripled the terminal’s processing capacity to 1,964 reefer containers at a time.

**Maher Terminals**

- Maher Terminals features the world’s largest straddle carrier fleet. They added 13 new Kone straddles in 2014 with eight more to be added in early 2015.
- After adding two Liebherr cranes in 2014, Maher will add four more in late 2015. Each new crane will boast a span of 100 feet, back reach of 75 feet, outreach of 225 feet, and lift height of 160 feet.

**GCT Terminals**

- GCT New York
  - Increased length of berth from 2,500 to 3,000 feet and constructed an intermodal rail facility.
  - Linked to transcontinental rail routes by the terminal’s own on-dock rail operation, ExpressRail Station Island, which is capable of producing mile-long trains.
  - Added two new working tracks that increased capacity to handle contaminated municipal waste, bringing the total number of tracks at GCTNY to seven.

- GCT Bayonne
  - Augmenting Port Jersey Boulevard to increase access to GCT Bayonne.
  - Now the port’s first terminal operator to deploy automated rail-mounted straddle cranes (AMGs), GCT Bayonne has maximized efficiency on the Port Jersey Channel. The first five (of 20) cranes became operational in March 2014, greatly increasing the facility’s ability to process cargo.

**GCT New York**

- Phase 1 of the Greenville Yard CROSS project was completed in 2015 to make the Global Intermodal Container Transfer Facility operational in early 2017 with capacity of 125,000 lifts.

**GCT Bayonne**

- Added three new Super Post Panamax cranes. Plus, PNY has replaced and upgraded all of its container handling equipment. In 2015, a new gate will increase PNY’s throughput.

- Converting 33 acres of its on-dock container terminal transfer facility to serve as a high-density container yard.

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