

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 Panama 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 Port Authority authorized a historic \$1.5 billion public-private partnership to design, build, finance, and maintain a replacement bridge directly south of the existing one. Now well under way, the new Goethals Bridge will feature three 12-foot-wide travel lanes in each direction. Approximately 75 percent of the trucks serving New York Container Terminal use the Goethals Bridge. Truck drayage moves to/from NYCT are now eligible for reimbursement of tolls at all Port Authority Staten Island crossings via E-ZPass, through a program of the terminal operator in partnership with the Port Authority.

Harbor Deepening

**\$1.6
Billion
Invested**

Harbor Deepening Project will allow the next generation of larger, longer, and wider ships to access the nautical corridor leading from the Ambrose Channel into the Upper Bay and Newark Bay. Considered mission-critical to the port's preeminence as a center of trade, the Harbor Deepening Project represents a \$1.6 billion investment.

Roads



The port has adopted an expansive roadway capital plan to improve its network of vital roadways servicing Port Newark/Elizabeth and Port Jersey. Every facet 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/renewing 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.
- Regrading 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.

**2019
Scheduled
Completion**

Rail



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.

**5.5 Million
containers
processed
since 1991**

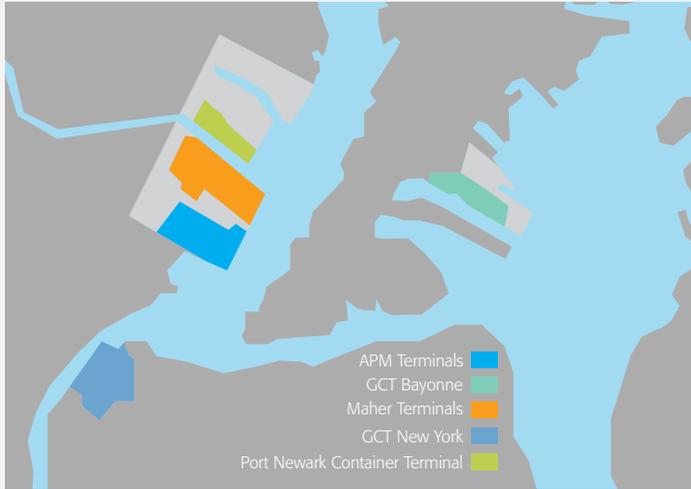
The Port Authority's ExpressRail service has handled approximately 5.5 million containers since its first rail facility opened for business in 1991.

53,000 ft.

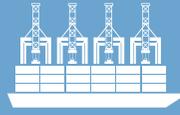
ExpressRail Elizabeth, which serves APM and Maher terminals, has expanded to 53,000 feet of on-dock track, enough to accommodate four 10,000-foot trains.

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.



GCT New York

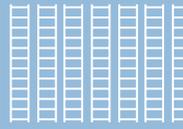


Increased length of berth from 2,500 to 3,000 feet and constructed an intermodal rail facility.



Mile-Long Trains

Linked to transcontinental rail routes by the terminal's own on-dock rail operation, *ExpressRail Staten Island*, which is capable of producing mile-long trains.



7 Total Tracks

Added two new working tracks that increased capacity to handle containerized municipal waste, bringing the total number of tracks at GCTNY to seven.

Port Newark Container Terminal (PNCT)

2x

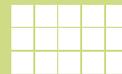
Intermodal Capacity

ExpressRail Port Newark was completed in 2014. The facility now has four loading tracks totaling approximately 10,000 linear feet and capacity of approximately 250,000 lifts, twice the previous amount.



x3

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



High-Density Container Yard

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

APM Terminals



x4

Added four new cranes whose 22-row reach can handle the largest ships afloat.

3x

Processing Capacity

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.



x6

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.

6,000 FT



50 FT

Maher currently has more than 5,000 feet of berth dredged to a depth of 50 feet. Efforts are under way to extend this to 6,000 feet.

GCT Bayonne



Augmenting Port Jersey Boulevard to increase access to GCT Bayonne.



x20

Now the port's first terminal operator to deploy automated rail-mounted gantry cranes (RMGs), 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.



New Rail

Phase 1 of the Greenville Yard Cross Harbor project will commence in 2015 to make the Global Intermodal Container Transfer Facility operational in early 2017 with capacity of 125,000 lifts.

Lucy Ambrosino
lambrosi@panynj.gov
Tel: (212) 435-4259

Kevin McGee
kmcgee@panynj.gov
Tel: (212) 435-4264

Richard Breffeilh
rbreffeilh@panynj.gov
Tel: (212) 435-4250

Sharon McStine
smcstine@panynj.gov
Tel: (212) 435-4251

Bob LaMura
rlamura@panynj.gov
Tel: (212) 435-4247

Amanda Valdes
avaldes@panynj.gov
Tel: (212) 435-7841