



PortViews

Queen Mary II Drops Anchor in Brooklyn

The Port Authority and the City of New York welcomed the arrival of the Queen Mary 2 on April 15, when the ocean liner sailed into the Brooklyn Cruise Terminal (BCT) in the borough's Red Hook section. The PA will operate the BCT under a two-year agreement with the city, which owns the new facility.

The 182,000-square-foot, full-service cruise terminal represents a \$52 million investment in the city's booming cruise sector, now the third-largest cruise market in the U.S. The terminal also adds 330 new, permanent and part-time jobs to the Brooklyn waterfront.

The 1,132-foot-long QM2 is the first ocean liner in Brooklyn to offer regular trans-Atlantic service from Brooklyn. ☺



Welcoming the QM 2 at Brooklyn's Pier 12 are (from left) Janet Cox, Arie Van Tol, Steven Zuccaro, Chyril Wallace, Dennis Lombardi, Dave Warren, Jason Kirin, Bethann Rooney, Chris Jones, Trish Keough, and Port Commerce Director Rick Larrabee.

Port Authority Announces Addition of 407-Acre Site in South Kearny to Foreign Trade Zone No. 49

A 407-acre industrial site in South Kearny, N.J., has been granted Foreign Trade Zone status, providing its tenants with significant financial benefits.

The new status will provide companies located in the Port Authority-administered Foreign Trade Zone 49 with lower insurance costs, the ability to shorten transit time for their deliveries by removing delays from U.S. Customs clearances, and the ability to either defer duty rates, or eliminate them entirely if the goods are reshipped out of the country.

The Port Authority's Port Commerce Director Richard M. Larrabee said, "Our foreign trade zone has consistently been ranked No. 1 in the country, supporting billions of dollars in economic activity and more than 6,800 jobs. The 2,911-acre zone helps to stimulate economic growth and development in the region, while creating a stronger system to support international trade."

The South Kearny site consists of buildings totaling 5.5 million square feet, with a potential expansion that would total 500,000 square feet. It includes businesses that

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Ellen Nesheiwat, administrator for FTZ 49, displays a copy of the Foreign Trade Zones Board's latest report to Congress. For more information on FTZ 49, Ms. Nesheiwat can be reached at (212) 435-4260.

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Established in 1921, The Port Authority of NY & NJ is a bistate public agency that strives to meet the transportation and commerce needs of the region. It operates some of the busiest and most important transportation links in the region. They include: John F. Kennedy International, Newark Liberty International, LaGuardia and Teterboro airports; the Downtown Manhattan Heliport; AirTrain JFK and AirTrain Newark; the George Washington Bridge; the Lincoln and Holland tunnels; the three bridges between Staten Island and New Jersey; the PATH rapid-transit system; Port Newark; the Elizabeth-Port Authority Marine Terminal; the Howland Hook Marine Terminal on Staten Island; the Auto Marine Terminal, the Brooklyn Piers/Red Hook Container Terminal; and the Port Authority Bus Terminal in midtown Manhattan. Economic Development operations include The Teleport, waterfront development, and ferry transportation. The Port Authority also owns the 16-acre World Trade Center site and is developing the new WTC Transportation Hub and permanent PATH terminal as part of both the redevelopment of the site and Lower Manhattan revitalization. The Port Authority is self-supporting and receives no tax revenue from either state.

portviews

Harbor Pilots

*FRIEND OF THE PORT IS A
REGULAR FEATURE IN PORTVIEWS*

The Bureau of Labor Statistics ranks support activities for water transportation, including port operations, as one of the top 10 most dangerous jobs in the nation. No doubt what comes to mind is the ILA; but there is a small group whose work often goes unnoticed, yet are faced with serious risks every time they are on the job. The pilots working in the New York/New Jersey harbor are responsible for guiding and docking oil and other bulk carriers, containerhips, barges, cruise vessels, and more.

It takes skill, precision and nerve to transport a vessel through traffic, rocks, reefs, shoals, and narrow channels. Pilots have been serving this port since 1694 and while the equipment and technology has changed, the dedication to assuring safe passage for vessels has not.

Pilots are required to have four years of college followed by an apprenticeship which lasts between five and seven and a half years. After the apprenticeship, the individual will work for almost the same term as a deputy pilot before receiving the designation of a full branch pilot.

Harbor Pilots, such as the Sandy Hook Pilots, are the first to board vessels coming into the harbor. They reach the incoming vessel by launch and board it by climbing a ladder—while the ship is in motion—often in choppy waters, and in most cases regardless of the weather. They assist vessel captains in navigating the first stretch of the channel to the Constable Hook range (Bayonne vicinity) for New Jersey-bound vessels and to approximately one-half mile of the dock for New York terminals. At that point, a docking



pilot, who will board in the same manner as the harbor pilot, joins them. Using tugs to help navigate turns, docking pilots take control of a vessel and navigate it toward the Port's main channels and finally to its berth. They are also responsible for assisting the vessel as it departs the berth. "The pilots operating in our harbor are a special group of people who have kept the Port of New York and New Jersey running throughout critical channel and berth deepening projects," remarked Lucy Ambrosino, Manager of Port Outreach & Legislative Affairs at the Port Authority.

Captain Robert Flannery, the President of Metro Pilots (who are docking pilots), explained, "It's essential that we work closely with the Coast Guard, the Army Corps of Engineers and The Port Authority of New York and New Jersey while important channel deepening takes place. Communication, training and a sharp eye help us work through the temporary challenges. Right now our pilots have less than half the channel to work with, and are working with seven feet less of air draft. Working together as one team, we can navigate six or seven vessels during key queue times. It's a challenge, but the end benefit of having 50' deep channels is important for the future of the Port." 🌀



Port Authority Announces Addition of 407-Acre Site in South Kearny to Foreign Trade Zone No. 49

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manufacture, warehouse and distribute various kinds of merchandise. Tenants include distributors for garment companies, department and specialty stores, and handlers of perishable foods.

In addition to South Kearny, the zone includes the Port Newark/Elizabeth-Port Authority Marine Terminal complex; an industrial park in Elizabeth; the Port Authority Auto Marine Terminal; Global Marine Terminal and the Greenville Industrial Park, both in Jersey City; a site at Route 169 and Pulaski Street in Bayonne; and a 40-acre tank farm and fuel distribution system at Newark Liberty International Airport.

Foreign Trade Zone 49 also sponsors seven active subzones in New Jersey: Bristol-Myers Squibb Company in New Brunswick; Chevron Products Company in Perth Amboy; AZ Electronic Materials USA Corp. in Somerville; ConocoPhillips in Linden; Firmenich, Inc. in Newark and Plainsboro; Merck & Co. Inc. in Rahway; and Movado Group, Inc. in Moonachie.

More than \$3.9 billion in foreign merchandise was received in Foreign Trade Zone 49's general-purpose zone in the 2004 fiscal year, according to the latest report of the U.S. Commerce Department's Foreign Trade Zone Board. The value of total merchandise received and forwarded in the general-purpose zone and subzones was \$17.3 billion. ☺

FOREIGN-TRADE ZONE NO. 49 RANKS FIRST IN THE NATION

Foreign-Trade Zone No. 49 (FTZ 49), administered by The Port Authority of New York and New Jersey, ranked number one in the country out of 256 foreign-trade zones for value of foreign merchandise received in the general-purpose zone for Fiscal Year 2004. By these measures, general-purpose zone and foreign receipts, FTZ 49 has ranked first in the nation every fiscal year since 1992, with the exception of 2001.

Development of Brownfields

The Port Authority of New York and New Jersey has teamed with the New Jersey Economic Development Authority to develop the "Portfields Initiative," a public-private program to develop brownfields sites in New Jersey. The projects are designed to support the international trade infrastructure in and around the New York/New Jersey seaport and air cargo centers. This initiative provides opportunities for private developers, communities and others to transform underutilized and brownfield sites into productive warehousing and distribution centers. These centers will support and capitalize on emerging market opportunities for new ocean and air freight-related warehousing and distribution operations. The region's maritime and air cargo facilities are among the largest and most productive in the nation, supporting more than 300,000 jobs and \$17.7 billion in wages.

The Portfields Initiative has identified, and helped advance to "shovel ready" status, at least six brownfields or other underutilized sites. Each site will be able to accommodate at least 350,000 square feet of competitive, ocean or airfreight cargo distribution buildings. These sites should help accommodate the growing logistics market demand for high value, high velocity (cross dock) or value added distribution centers. These sites meet most and in some cases all of the desirable criteria: they are located within the Port District, have easy access to major highways,

attract substantial private investment, and they create jobs, tax revenues and related economic benefits for communities.

“The region's maritime and air transportation facilities are among the largest and most productive in the nation.”

Prologis, one of the leading global providers of distribution facilities and services with 388.6 million square feet (36.1 million square meters) in 2,337 properties, is headquartered in Denver, Colorado and has a Northeast regional office located in Cranbury, New Jersey. It is developing two important projects of the Portfields portfolio: Elizabeth Seaport Business Park in Elizabeth, NJ and Port Reading Business Park in Carteret and Woodbridge, NJ. These two sites represent over 4.2 million square feet of newly developed distribution centers that will support the initiative when completed. Another Portfields project under way is a 115-acre industrial park located at the northeast corner of Exit 12 of the New Jersey Turnpike, north of Roosevelt Avenue in Carteret, New Jersey.

The property is owned by Titan-PDC Carteret Urban Renewal, LLC and the proposed construction plans are for the erection of two warehouse facilities; the larger of which is to contain slightly over 1 million square feet, with the small building containing just over 200,000 square feet.

In addition, a fourth property in the Portfields portfolio is located in Perth Amboy, NJ, and is owned by PIA PDC Perth Amboy, LLC. This is a 176-acre industrial park located east of State Street and north of the Outerbridge Crossing in Perth Amboy. The plans for this site include the construction of six separate warehouse and office buildings, which together will contain more than 2.1 million square feet. The buildings will vary in size; the largest containing approximately 775,000 square feet, and the smallest 75,000 square feet. This accounts for a total of 7.9 million square feet of productive warehousing and distribution facilities on these sites. "These sites are classic brownfields redevelopment projects and will replace obsolete industrial facilities with new, master-planned, state-of-the-art facilities creating significant jobs and tax ratable revenue for their respective communities," said Peter Zantal, General Manager, Strategic Analysis and Industry Relations. The locations of these parks, within minutes of the Port, are important to maintain the viability of one of the nation's most important import-export hubs. ☺

On Port Warehousing Offers Quality Service

Twenty-three public warehouse operators affiliated with the Port of New York and New Jersey offer handling and storage capabilities, along with the unique ability to strip out overweights and transfer cargo to rail or truck. “Unlike many other East Coast ports, the Port of New York and New Jersey has a Marine Terminal Highway infrastructure. Roadways on the Port allow for the movement of over-dimensional and overweight cargo to be transferred from the terminals to any number of warehouse facilities so that the cargo can be transferred and redistributed,” explained Andy Saporito, Manager of NJ Marine Terminals.

Public warehousing at the Port of New York and New Jersey can not only be a cost effective means of paying just for space and labor, but is also a means for one-stop shopping and great personalized service. A number of the warehouse businesses at our Port are deeply rooted, where fathers, sons, grandfathers, sisters and brothers work closely to take care of their customers. “There’s something to be said about a family business,” said Bob Gaffney, Manager, Industry and Labor Relations. “In a larger organization, you run the risk of getting shuffled around, but here, customers often get to speak with the owners directly.”

But don’t let the concept of “family business” fool you. Businesses like ASA Apple and East Coast Warehouse have sophisticated

inventory tracking systems and highly secure facilities for safekeeping their customers’ inventory.

A number of the Port’s public warehousing operations provide one-stop shopping for their customers including all forms of transportation, specialized warehousing services, such as foreign-trade zone, customs-bonded warehouse and container freight stations. “The range of products handled by our on-site warehouse firms is impressive,” noted Gaffney. “They service just about anything—from textiles, building supplies, chemicals, edibles, spices, coffee, alcoholic beverages and distilled spirits, to plant machinery.”

“A number of the port’s public warehousing operations provide one-stop shopping for their customers...”

The Harbor Freight Transport Corporation, for example, specializes in project, over-dimensional, overweight and distressed cargo. The facility also offers customized export boxing that is stamped with an official seal of approval by the American Lumber Associates. Steve Liberti, President of Harbor Freight,



noted that their facility is equipped with a specialized 125,000-pound lift capacity indoor crane for handling heavy cargo.

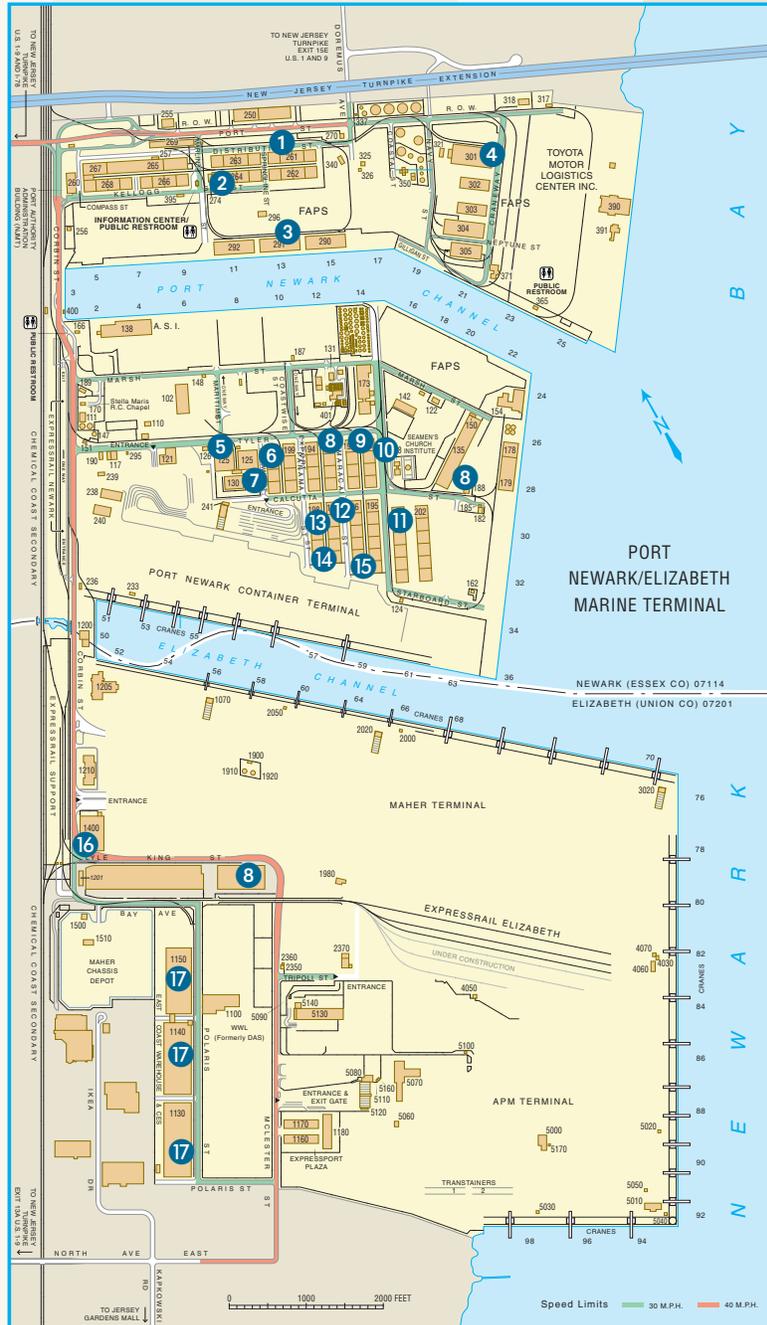
Trucking services complement on-port warehousing operations. Van Brunt Port Jersey Warehouse has recently teamed up with Romac Express. President Ken Gross said, “The new venture provides seamless transfer of product for its customers. Romac provides trucking service beyond the 100 miles that Van Brunt’s trucks service has been handling.” Some businesses have tailored their trucks with tri-axel chassis enabling 90,000 pound loads for sealed import containers being transported intra-state.

The newest warehouse facility at the Port of New York and New Jersey is located at Howland Hook and is managed by terminal operator New York Container Terminal (NYCT). “The 212,000 square-foot building was a former Procter and Gamble building and is in excellent condition,” noted John Atkins, vice president of operations for NYCT. “We upgraded the space by installing a fire suppression system and a heating system.” The building has the ability to be subdivided into two 106,000 square-foot facilities. There are delivery doors on both sides and the space has a separating wall down the middle with access doors. Refrigeration can easily be added to the crib area and office space is available. Utilizing deep-sea labor, NYCT asserts competitive rates for off-pier warehousing and will soon boast rail access via the new ExpressRail Staten Island, affording customers excellent inland transport capabilities. The facility is located within Foreign Trade Zone No. 1 affording additional economic benefits. 🌐



Public Warehousing & Distribution Services

- 1 **Mid States Packaging & Distribution**
261 Distribution St.
Port Newark
(973) 578-8266
- 2 **Pittston Warehouse Corporation**
264 Kellogg St.
& 263 Distribution St.
Port Newark
(973) 589-7941
- 3 **AZ Container Freight**
291 Marlin St.
Port Newark
(973) 491-0536
- 4 **Harbor Freight Transport**
301 Craneway St.
Port Newark
(973) 589-6700
- 5 **Port Newark Refrigerated Warehouse**
125 Tyler St.
Port Newark
(973) 589-4545
- 6 **Eastern Warehouse**
200 Mohawk St.
Port Newark
(973) 465-1600
- 7 **Export Transport Co.**
136 Mohawk St.
Port Newark
(973) 522-1700
- 8 **ASA Apple Inc.**
193 Maracaibo St.
Port Newark
(973) 465-1323
- 9 **Nationwide Transport & Warehouse**
192 Tyler St.
Port Newark
(973) 589-8301



- 10 **Glendale Warehouse & Distribution Corp.**
191-A Export St.
Port Newark
(973) 491-5164
- 11 **Port Elizabeth Terminal & Warehouse**
201A Export St.
Port Newark
(973) 491-0600 EXT.230
- 12 **Van Brunt Port Jersey Warehouse Inc.**
580 Division St.
Port Newark
(973) 344-2080
- 13 **Port Warehouse & Distribution Corp.**
198A Panama St.
Port Newark
(973) 589-3600
- 14 **Interglobo Morra**
198E Panama St.
Port Newark
(973) 589-6260
- 15 **TRT International Ltd.**
196E Maracaibo St.
Port Newark
(973) 344-7100
- 16 **Tyler Distribution Centers Inc.**
1400 Aruba St.
Elizabeth
(908) 355-8300
- 17 **East Coast Warehouse & Distribution Corp.**
1140 Polariss St.
Elizabeth
(908) 351-2800

The Lost Island

ENVIRONMENTAL PROGRESS
REPORT FOR THE PORT OF NY & NJ

Once upon a time there was a beautiful island near the Atlantic Ocean with plentiful oyster and clam beds, lush green plants and pristine beaches. But the island and its memories had been swallowed by the sea, and the noble island found itself submerged underwater. No, this is not the story of the mythical Atlantis, but actually of our own Jamaica Bay.

Sadly, this is not a myth. Since 1924, the Environmental Protection Agency reported that 1,400 acres of tidal marsh in Jamaica Bay, located off the coasts of Brooklyn and Queens, have eroded. Whether it was the result of one violent surge or simply a product of evolution, no one seems to know how or why this valuable land disappeared. Further, according to the United States National Parks Service (USNPS) in the five years between 1994 and 1999, an estimated 220 acres of salt marsh was lost at an alarming rate of 44 acres per year. If this trend continues all remaining salt marshes on the islands—a primary indicator of ecosystem health—will be lost within the next 30 years. Loss of wetlands has a negative impact on water quality and growth of wildlife habitat.



Elders Point is home to numerous species of birds, such as this one week old Oyster Catcher.

The Jamaica Bay wildlife refuge is over 2,500 acres, providing a variety of habitat for more than 300 species of waterfowl and shorebirds. A fact not widely known is that today it is the only refuge in the national parks system. At the turn of the 20th Century, it was renowned for its abundance and diversity of shellfish and its ecological importance as a nursery and feeding ground for countless species of birds and fish.

The Port Authority of NY & NJ, together with the NYS Department of Environmental Conservation, the Army Corps of Engineers, the US Department of Fish and Wildlife, the



Installation of a coir log by the US Army Corps and the Contractor Gavin Brothers. The *Spartina alterniflora* will be directly planted into the submerged coir log, which will provide stability and nutrients for the new plants.

NYC Department of Environmental Protection and the US National Parks Services are trying to change history.

The island is Elders Point, which is situated in the heart of Jamaica Bay. Once an impressive 134 acres, today it's a mere 77 acres when it's not submerged during high tide.

The NYS Department of Environmental Conservation approached the Port Authority with studies that they and the Environmental Protection Agency had undertaken. The studies confirmed that Elders Point was sinking and placed it at the top of their list for restoration. The study indicated the reasons for the historical loss were unknown but valuable salt marshes—home to clams, mussels, oysters and a breeding ground for horseshoe crabs—were vanishing. As part of the Port Authority's collaborative 50-foot Harbor Deepening Project, wetland mitigation at a two-to-one ratio is required. But a project of this magnitude had never been undertaken.

Through collaborative efforts, 370,000 cubic yards of sand is being hydraulically propelled via a specially created 3,700-foot pipeline from Brooklyn to Elders Point in an effort to build back the island's elevation to 1.5 to 2.25 feet above mean sea level. This is equivalent to the island's elevation 15 years ago, before the substantial erosion began. The sand used for this project is another example of the beneficial uses of dredged material. Sand is being relocated from the Ambrose Channel to Elders Point. A staging area at Floyd Bennett Field has been set up courtesy of the US National Parks Services. "This is a very unusual process for transporting sand," noted Atef Ahmed, Manager, Environmental Programs.



"To avoid disrupting the ecosystem, the DEC has asked us not to barge the sand. The weight of the sand would weigh down the barge too heavily and potentially destroy valuable remaining wildlife."



The Hopper & Conveyor Belt is being used to move the stockpiled sand from Floyd Bennett Field to the receiving pit and pipeline.

The rebuilding and planting will take place from May to July. The contractor, Gavin Brothers, is working 24/7 to recreate the Marshland. "Spartina alterniflora, a high quality marsh grass, is being planted. This particular plant must be planted by July, allowing it sufficient time to take root before the winter months," explained Sharon Heller, project manager for the initiative. "In a year from now, we expect that at least 80 percent of the newly planted grass will be flourishing," she added.

The mitigation of Elders Point includes the restoration of 29 acres of low marsh area and the enhancement of 11 acres of existing low marsh. ☺

Around the Port



Columbus Event

Customers Dolly and Jimmy Yang of the American Kenda Rubber Inc., Co., Ltd., with Bill Cronin, host of the New York Shipping Association and The Port Authority of NY and NJ Port Industry Briefing in Columbus, Ohio. The briefing offered shippers and ocean carriers an opportunity to hear first-hand about the Port's progress. ☺



Cleveland Event

On March 23, at the Marriott Cleveland Airport Hotel, presenters Mike Morrow, Port Elizabeth Terminal & Warehouse Corp., Beverly Fedorko, New York Shipping Association, Pete Zantal, PANYNJ, Bill Cronin, PANYNJ, Lori Leonardos, Norfolk Southern Corporation, and Bob LaMura, Port Newark Container Terminal, updated shippers about the port's expanding all-water service, ExpressRail system and terminal improvements. The Port Authority of NY & NJ and the New York Shipping Association jointly sponsored the event. ☺



photo by Frank Billman

New Vessels Arrive in the Port

The Port of New York and New Jersey greeted three new vessels on their maiden voyages to the Port, presenting a plaque to each ship's captain upon its arrival. NYK introduced two new vessels on its Asia to US East Coast Service. The sister ships, BELLAVIA and OCTAVIA, which are NYK's largest, newest and fastest vessels in this direct service, sailed directly from Honk Kong to the NYCT in 22 days. Both vessels can handle 5,117 TEU'S while operating at speeds of 25 knots. Mitsui O.S.K. Line's newest auto carrier, MIRACULOUS ACE arrived at the Maher Terminal on its maiden voyage carrying 950 Nissan automobiles. The vessel has an operating capacity of 6,400 autos and trucks. ☺



Global Attraction

Two fully assembled ZMPC post-Panamax cranes arrived at Global Marine Terminal on March 17, 2006. Taking only two days to off-load, the cranes were quickly installed and operational within two weeks after delivery. Global Terminal now boasts six post-Panamax cranes as part of its extensive facility upgrades. This year Global was also pleased to welcome additional all-water service through the Grand Alliance. The OOCL NY, with 5500-TEU capacity, offers weekly service from the Far East via the Suez Canal to the Port of New York and New Jersey. ☺

Containerization Marks Half a Century

On April 25, 2006, the Port Authority celebrated the 50th anniversary of an innovation that revolutionized cargo shipping worldwide—containerization—by unveiling a plaque at a ceremony at the Elizabeth-Port Authority Marine Terminal.

On April 26, 1956, Malcolm McLean launched his concept at Port Newark by rigging 58 containers to the Ideal X, a converted World War II tanker, and transported them to Houston, Texas. The Port Authority built the world's first containerport in Elizabeth in 1962.

Chairman Anthony R. Coscia said, "During the last 50 years, our seaport has blossomed into the leading destination on the East Coast for international shippers, in part because of the benefits that containerization provides." In addition, Executive Director Kenneth J. Ringler Jr. noted that containerization has also benefited consumers. "In addition to revolutionizing the maritime business,



Port Authority Chairman Anthony R. Coscia (at podium) and Executive Director Kenneth J. Ringler mark the 50th anniversary of containerization at EPAMT on April 25, 2006.

containerization has had a major impact on what all of us pay for the goods we use every day." ☺

Seamen's Church Events

The Seamen's Church Institute's 14th Annual Port Community Festival will be held on Friday, July 28th, from 5 PM until 9 PM, rain or shine at SCI's International Seafarers' Center, 118 Export Street at Port Newark. This community event—the only port block party in the nation—helps sustain the Seamen's Church Institute's International Seafarers' Center and its mission of providing dependable services for seafarers, truckers and port workers. For tickets to the event, please contact Jay Brooks by email, jbrooks@seamenschurch.org or by calling (973) 589-5828.

The Seamen's Church Institute, located at 241 Water Street in Manhattan, is currently running a special exhibit, "All Available Boats: Harbor Voices & Images, 9.11.01," now through September 30, 2006. The exhibit is open 9 AM to 4 PM, weekdays. The exhibit tells the little-known story of the everyday heroes who participated in the maritime evacuation of Lower Manhattan on September 11, 2001. ☺



**THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY**

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