

## 8 North Brooklyn



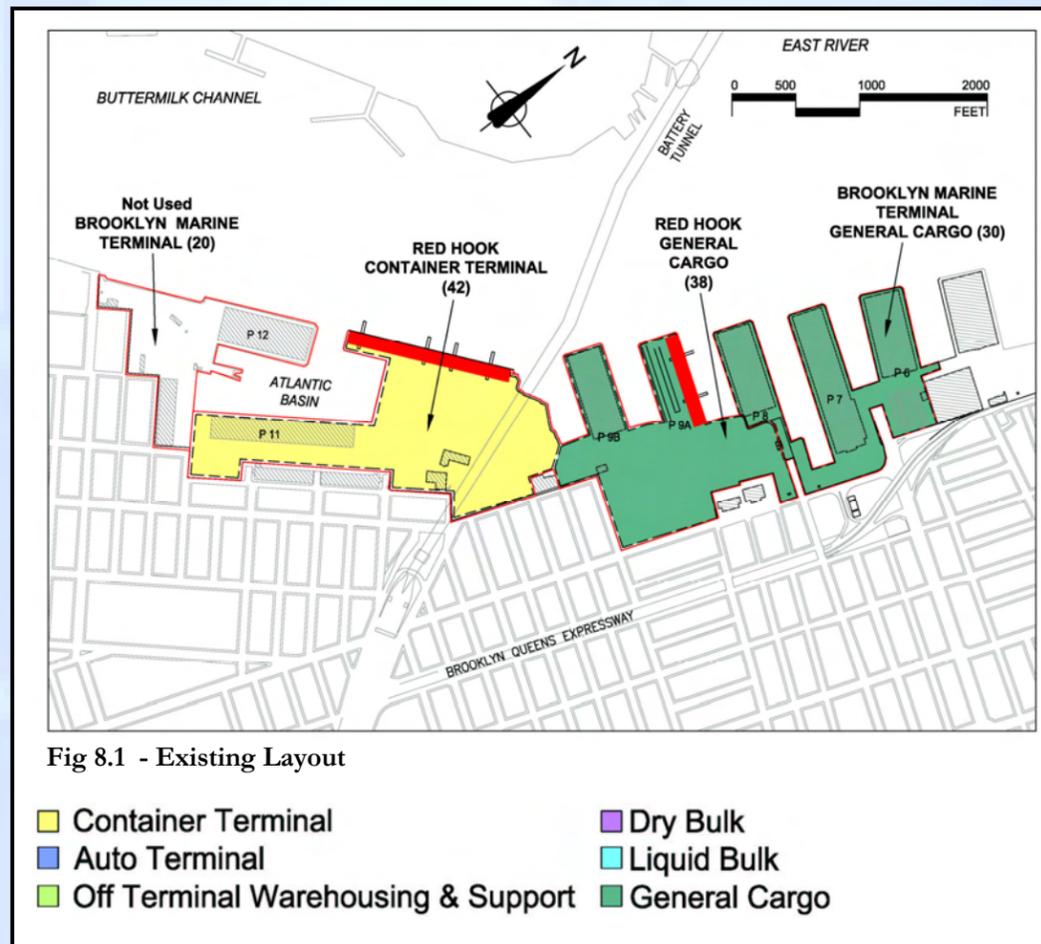


Fig 8.1 - Existing Layout



Fig 8.2 - Existing and Baseline Berth Depths

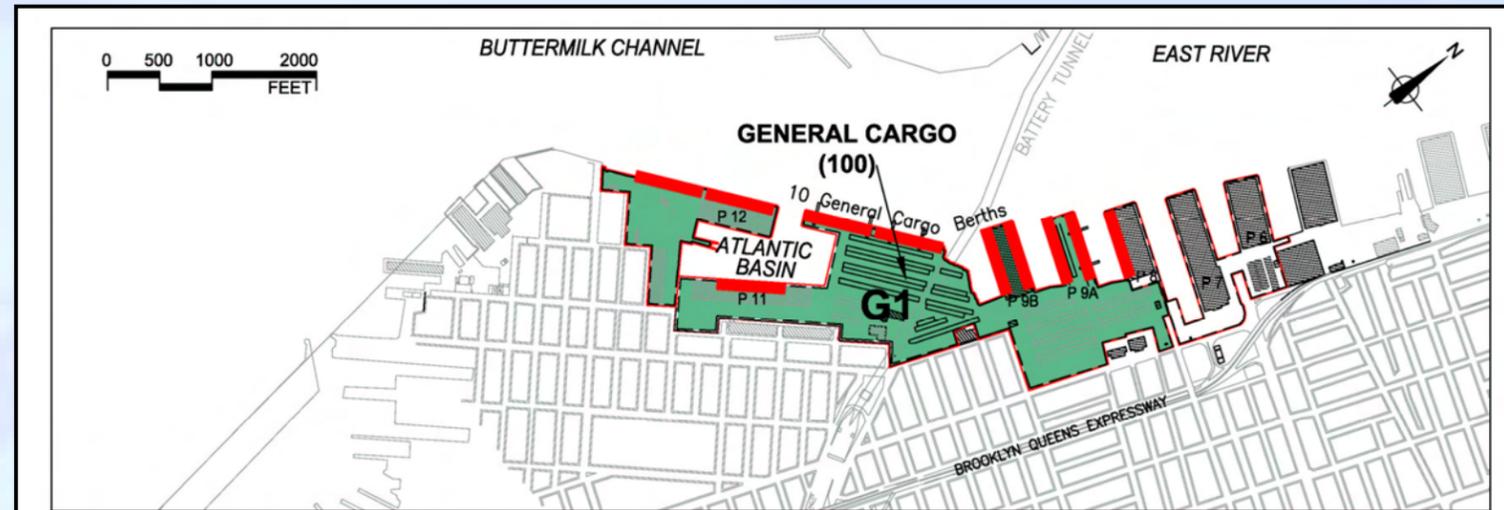


Fig 8.3 - Orange and Red Scenarios

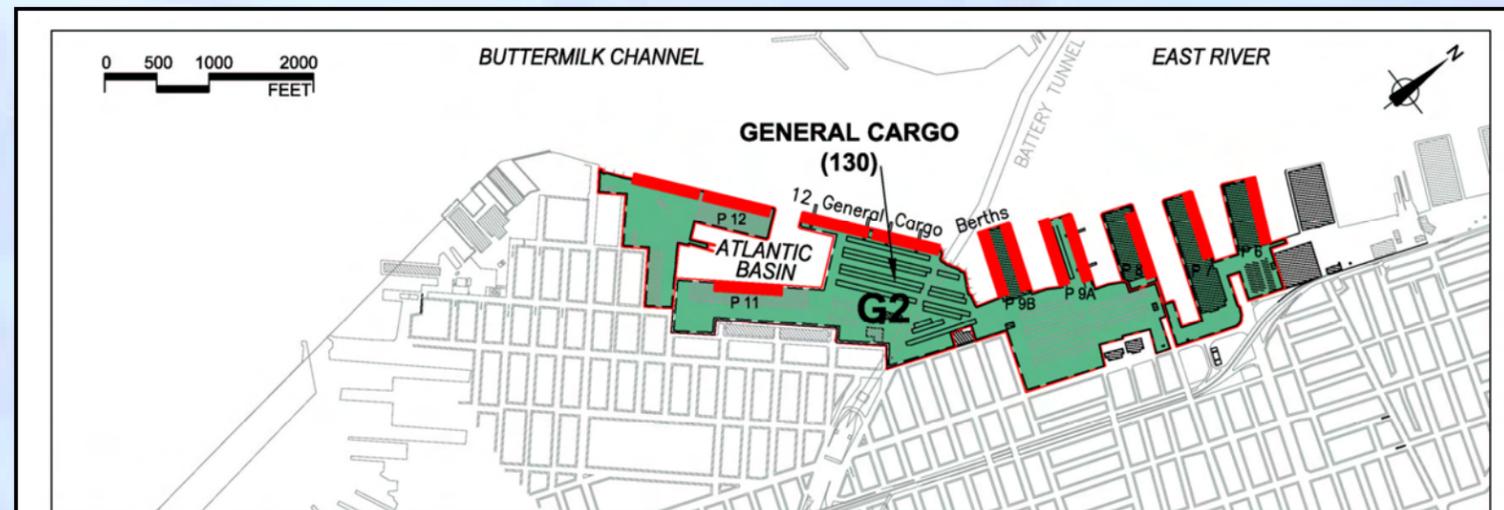


Fig 8.4 - Yellow Scenario

North Brooklyn is not used in Blue Scenario

Existing site area and berths			
Terminal	Type	Area (acres)	# berths
Red Hook	Container	42	3
Red Hook	General Cargo	38	Inc in above
Brooklyn Marine (piers 6 to 8)	General Cargo	30	6
Brooklyn Marine (pier 12)	Not used	20	1

**Table 8.1**

Ref: Chapter 5, Volume 1, CPIP.

Existing terminal assessed capacity		
Red Hook Container	42 acres	217,600 TEU/year
General Cargo	38 acres	1,185,000 TEU/year

**Table 8.2**

Ref: Chapter 5, Volume 1, CPIP.

Land allocation								
Scenario	General Cargo		Road & Rail	Warehousing & terminal support industries	Total area	Area made from		
	Option	Area				Existing	Waterfront fill	Acquired
Orange & Red	G1	100			100	80	0	20
Yellow	G2	130			130	80	0	50

**Table 8.3**

Ref: Chapter 7, Volume 1, CPIP.

2060 Site Options and provisions					
Terminal	Type	Area (acres)	# Berths	Land capacity	Berth capacity
G1	General Cargo	100	10	2,010,000 tons/year	2,186,000 tons/year
G2	General Cargo	130	12	2,613,000 tons/year	2,728,000 tons/year

**Table 8.4**

Ref: Chapter 7, Volume 1, CPIP.

## Option evaluation

G2	G1 + G3	Criterion
P2	P2	<b>Port Planning</b>
P3	P3	P1 Phasing, plan flexibility and relationship to existing land and berth use
P5	P5	P2 Appropriateness of land shape for cargo handling
E5	E5	P3 Ease of navigation to site along the main approach channels
T2	T2	P4 Space in the adjacent waterway for ship manoeuvring to the berth
P1	P1	P5 Effects of operations on neighbouring port operations
P4	P4	<b>Financial and Economic</b>
E1	E1	F1 Financial analysis – breakeven price
E2	E2	F2 Economic impact – job creation
E3	E3	F3 Economic impact – tax revenue created
T3	T3	<b>Environmental Issues</b>
F1	F1	E1 Light
E4	E4	E2 Noise
E6	E6	E3 Dust and odors
T1	T1	E4 Traffic
T4	T4	E5 Wildlife habitat
T5	T5	E6 Waterfront access
T6	T6	<b>Transportation Issues</b>
F2	F2	T1 Highway access
F3	F3	T2 Local highway congestion
		T3 Local highway improvement cost
		T4 Rail access
		T5 Rail terminal on-site availability
		T6 Rail terminal on-site cost

Key	Color	Description
F1	Yellow	Relatively good evaluation under financial criterion F1
E1	Blue	Indifferent evaluation under environmental criterion E1
P3	Red	Poor Evaluation under planning criterion P3
	White	Criterion is not applicable

**Table 8.5**

Ref: Chapter 15, Volume 1, CPIP.

## 1. Access Channels

Access to North Brooklyn is by the Upper New York Bay stretch of the Anchorage Channel above Port Jersey, and the Buttermilk Channel, which has 35 ft depth on the western half of the channel and 40 ft on the eastern half. No deepening is planned.

## 2. Restrictions

North Brooklyn is not affected by the air draft limitations of Bayonne Bridge which spans the Kill van Kull Channel.

The air draft at Verrazano Narrows Bridge is more than adequate for the foreseeable future.

## North Brooklyn

North Brooklyn's present depth is 40 ft in the Buttermilk Channel off the berths. The existing and currently planned depths at the berths are shown on page 8.1

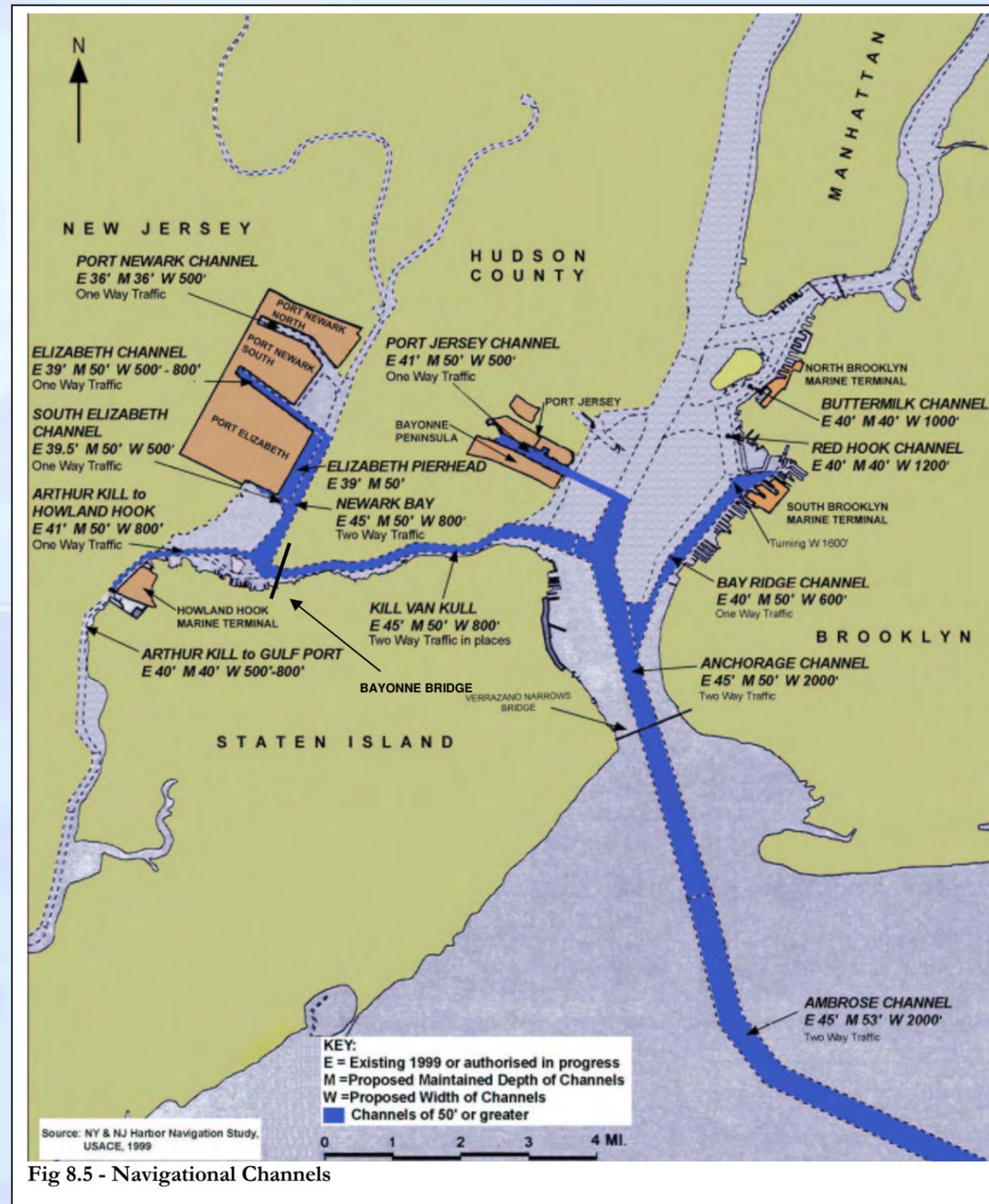


Fig 8.5 - Navigational Channels

Approach channel depths		
Channel name	Existing, or in progress, depth (ft MLW)	Future maintained depth (ft MLW)
Ambrose	45	53
Anchorage	45	50
Buttermilk	35/40	35/40

Table 8.6

Ref : Chapters 5 & 6, Volume 1, CPIP.

Berthing channel width		
Channel name	Serving	Overall channel width (ft)
Buttermilk	North Brooklyn	1000
Berths	Pier 9A -9B	265
	Pier 8-9A	265
	Pier 7-8	265
	Pier 6-7	225 - 275
	Atlantic Basin Entrance	230

Table 8.7

Ref : Chapters 5 & 6, Volume 1, CPIP.

Infrastructure capital cost				
	G1	G2	G3(South Brooklyn)	G1 + G3
Site clearance	5.5	18.4	4.6	10.1
Berths	64.6	127.7	25.6	90.2
Paving	0.0	0.0	2.8	2.8
Buildings	41.4	110.5	0.0	41.4
Other	4.2	5.7	5.4	9.6
Contingency & design	58.0	131.1	19.2	77.2
<b>Total \$m</b>	<b>173.5</b>	<b>393.4</b>	<b>57.6</b>	<b>231.1</b>

**Table 8.8**  
Ref: Chapter 11, Volume 1, CPIP.  
Costs are quoted at 2003 constant US dollars.

Financial ranking of general cargo terminal Options				
Rank	Project		Additional capacity (tons)	Breakeven price per unit
1	G4	Port Newark South	1,989,000	22
2	G1 + G3	Brooklyn	623,100	104
3	G2	North Brooklyn	623,100	167

**Table 8.9**  
Ref: Chapter 11, Volume 1, CPIP.  
Costs are quoted at 2003 constant US dollars.

Economic analysis is limited to Container and Auto terminal options only

No wetland usage has been identified in the proposed Options for North Brooklyn

