Cargo Facility Charge
Annual Report – 2026

The Cargo Facility Charge (CFC) Annual Report provides Port of New York and New Jersey stakeholders informational updates on projects covered by the CFC, changes in rates assessed, and updates on upcoming infrastructure projects that are expected to be added to the CFC once the projects are completed and the capacity brought online.

The CFC is a cost-recovery program for Port Authority capital infrastructure investments that provide additional intermodal and roadway capacity. These investments decrease rail, roadway, and terminal gate congestion, truck idling time, and their attendant negative impacts on the environment. This ultimately decreases the cost of doing business in the Port and provides for an efficient, safe, and environmentally sustainable Port. The region also benefits from increased economic growth realized by the Port's continued trade competitiveness both on the East Coast and nationally.

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2026 Rate Changes

In 2026, the CFC increased to $14.80 per/loaded TEU which is 5.3% or $0.75 over the 2025 rate.

The 2026 per TEU CFC rate is made up of five components:

1. Original CFC projects
   – $12.26
   ($0.47 INCREASE YOY);
2. ICTF offsite rail improvements
   – $0.05
   (NO INCREASE);
3. ExpressRail Port Jersey
   – $1.55
   (NO INCREASE);
4. Port Jersey Access & Roadway Improvements Project
   – $0.19
   (NO INCREASE).
5. Port Street Corridor Improvement Project (Stage 2)
   – $0.26
   (NEWLY ADDED IN 2026).

Historical Rates, Revenue and Volume

The CFC started in March of 2011 and since that time, rates have increased an average of 2.1% per year through 2018. In 2019, the CFC was modified to charge only laden containers. From 2019 through 2026, with the addition of new projects, CFC rates have increased an average of 7.7% per year.

Table 1 below shows historical rate changes along with the revenue collected since the CFC's inception.

Table 2 displays historical volume since the CFC's inception.

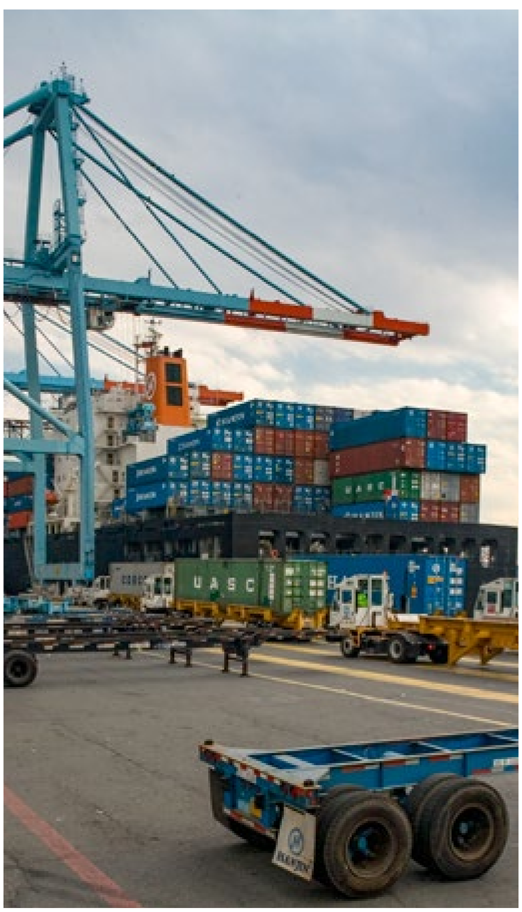
Table 1. Cargo Facility Charge: Rates and Revenue

Year	Container (TEU)	Auto (Unit)	Bulk (Ton)	Total Revenue (Millions of Dollars)
2011	$4.95	$1.11	$0.13	$22.30
2012	$4.95	$1.11	$0.13	$27.60
2013	$4.95	$1.11	$0.13	$27.30
2014	$4.95	$1.11	$0.13	$29.20
2015	$5.10	$1.14	$0.14	$32.90
2016	$5.30	$1.19	$0.15	$33.60
2017	$5.51	$1.24	$0.16	$37.50
2018	$5.73	$1.29	$0.16	$42.60
2019*	$8.80	$1.34	$0.17	$47.60
2020*	$10.13	$1.40	$0.19	$54.10
2021*	$12.08	$1.46	$0.20	$73.30
2022*	$12.69	$1.51	$0.20	$78.80
2023*	$13.13	$1.57	$0.21	$70.50
2024*	$13.58	$1.63	$0.22	$80.90
2025*	$14.05	$1.70	$0.23	$85.90
2026*	$14.80	$1.77	$0.24	N/A

*Rate change to reflect charge on laden containers

Table 2. Port of New York and New Jersey Historical Volume

Year	Port Volume	
	TEUs	Percentage Change
2010	5,292,020	–
2011	5,503,485	4.0%
2012	5,529,908	0.5%
2013	5,467,347	-1.1%
2014	5,772,303	5.6%
2015	6,371,720	10.4%
2016	6,251,953	-1.9%
2017	6,710,817	7.3%
2018	7,179,792	7.0%
2019	7,471,131	4.1%
2020	7,585,819	1.5%
2021	8,985,931	18.5%
2022	9,493,664	5.7%
2023	7,810,005	-17.7%
2024	8,698,526	11.4%
2025	8,897,531	2.3%



Upcoming CFC Project – Port Street Corridor Improvement (PSCI) Project

The $220 million Port Street Corridor Improvement (PSCI) Project will modernize the primary ingress/egress roadway on the northern end of the Port Newark and Elizabeth Port Authority Marine Terminal (EPAMT) complex. Upon completion, this project will provide increased capacity, safety, efficiency, and fluidity for vehicular traffic serving the Port complex. Construction of the PSCI Project began in the summer of 2023 and is expected to be completed in May 2028. Of the estimated $220 million total project cost, $176 million will be recovered through the CFC program and $44m will be paid through USDOT's INFRA Grant funding.

Stage 2 of the Port Street Corridor Improvement Project was completed in 2024. This stage included the construction of a new Kellogg Street, approximately 200-ft south of the original Kellogg Street, reconstruction of Marlin Street between Port and Kellogg Streets, and reconstruction of the Port Street & Doremus Avenue intersection. The total construction costs associated with Stage 2 were $23.5 million.

Construction costs for Stage 2 of the Port Street Corridor Improvement Project have been included in the CFC rate effective April 1, 2026. The CFC rate associated with PSCI Stage 2 will remain fixed for a 30-year recovery period at $0.26 per loaded TEU. Costs associated with additional phases of the Port Street Corridor Improvement Project will be added to the CFC upon each phase's completion and placement into beneficial use.

Stage 3 of the Port Street Corridor Improvement Project is expected to be completed in 2nd quarter of 2026. This element is comprised of the demolition and reconstruction of the Corbin Street Ramp. The expected total construction cost for Stage 3 is $30.9m. Cost recovery for Stage 3 begins in 2027 and will equate to an additional $0.33 per loaded TEU in the CFC rate.

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For additional information about the PSCI Project, visit Port Street Corridor Improvement Project (arcgis.com).

Frequently Asked Questions

1) **How will rates be calculated when new projects are brought into the CFC?**
The original CFC projects will follow a 25-year payback schedule originally established in 2011. This timeframe was used to align with the bonding approved for the original projects. Any new projects will be evaluated on their usable life and the rate added to the CFC calculation to make up the new charge. When a project's recovery is complete, that rate component will be removed from the charge.

2) **If revenue recovered in a year is less/greater than anticipated, how will it be handled?**
Each year the CFC rate and revenue are evaluated to determine recovery levels. If the revenue generated is greater than expected, rates may be lowered in the future to compensate. Likewise, if rate/volume changes are not on target for recovery, the rate could be increased. If revenue is greater over time due to greater than expected volume growth, the CFC for certain projects could be removed.

3) **If volume fluctuates dramatically during a year, will the CFC be adjusted to compensate?**
No, the CFC will only be evaluated yearly to determine whether rates and volumes are in line with expectations. We do not anticipate a need for any rate adjustments other than yearly changes.

4) **How will new projects be introduced into the CFC?**
Once a project has been completed and is available for use, the total project cost will be evaluated against the existing volume forecast and the rate will be established for addition to the CFC. The rate change will not go into effect until the next scheduled tariff update. For example, if a project is completed in June of the current year, the CFC will not reflect the cost change from that project until January 1 of the following year.

4 World Trade Center, 150 Greenwich Street, 17th Floor,
New York, NY 10007
www.portnynj.com
Port of New York & New Jersey