

The Port of New York & New Jersey

# Setting the Pace for a Stronger Future

A comprehensive guide to our port infrastructure investments.

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# Port-Proximate 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:

## Bridges



### 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 80-year-old Goethals Bridge plays an essential role in moving more than \$33 billion worth of regional goods throughout the New York/New Jersey metropolitan area 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. 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.

## Roads



Maximized Logistics Efficiency

The port has adopted an expansive roadway capital plan to improve its network of vital roadways servicing Port Newark/Elizabeth. Every facet of this plan contributes to maximized logistics efficiency by creating greater roadway capacity, increased traffic flow, and enhanced safety standards.



Widened Thoroughfares

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.



Updated Traffic Signals

The port's roadway plan is scheduled to be implemented in its entirety by 2019.

**2019**  
Scheduled Completion

## Harbor Deepening

**\$1.6 Billion Invested**

Now on the brink of conclusion, the port's 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 and is on track to finish in 2014.

## Rail



4 New Tracks

The Port Authority continues to expand rail facilities by adding footprint, capacity, and two tracks at both New York Container Terminal and Port Newark Container Terminal. Simultaneously, it maintains its ongoing augmentation of Port Jersey Rail while continuing efforts to redevelop the Greenville Yard rail facility adjacent to Global Terminal.

5 Million containers processed since 1991

In May of this year, the Port Authority's ExpressRail service surpassed 5 million containers handled 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.

# Terminal Investments

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.



- Port Newark Container Terminal
- New York Container Terminal
- Maher Terminals
- Global Terminal
- APM Terminals

## APM Terminals



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



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

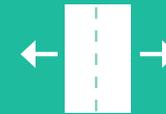


Expanded its terminal area to 350 acres from 266 acres.



Added two low-emission, rubber-tired gantry cranes to its fleet, which reduce the terminal's overall emissions by 40%.

## Global Terminal

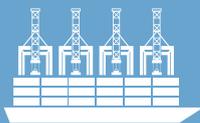


Augmenting Port Jersey Boulevard to increase access to Global Terminal.



On track to become the port's first terminal operator to deploy automated rail-mounted gantry cranes (RMGs), maximizing efficiency on the Port Jersey Channel. The first five (of 20) cranes off-loaded are expected to be in full operation by March 2014, greatly increasing the facility's ability to process cargo.

## New York Container Terminal (NYCT)



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.



New Waterborne Business

Adding two new working tracks that increase capacity to handle containerized municipal waste, bringing the total number of tracks at NYCT to seven by 2014.

## Maher Terminals



Over the past five years, improved the infrastructure, acquired equipment, and upgraded pivotal technology.



Features one of the world's largest straddle carrier fleets, speeding the flow of containers between ships and rail connections.



Added two Liebherr Megamax STS cranes, each with a waterside outreach of 200 feet, a span of 100 feet, and a landside back reach of 75 feet, which will substantially increase the capacity of the terminal.

## Port Newark Container Terminal (PNCT)



Building out *ExpressRail Port Newark* to double PNCT's intermodal capacity from 125,000 lifts per year to 250,000 by the end of 2014.



High-density Container Yard

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



Adding three new cranes rated to support Super Post Panamax vessels. These will come online next year, as well as the berths to support the cranes, which are now receiving upgrades such as wharf power augmentation, duct bank conduits, vaults, and cables. By 2015, a new gate will increase PNCT's throughput.