



# PortViews

## Port Security Task Force Announces Recommendations to Better Serve the Port

**A** Port Authority port security task force released a series of recommendations calling on the federal government to do more to enhance security at the nation's 361 seaports. Port Authority Chairman Anthony Coscia organized the task force to continue to bring attention to the need for increasing port and supply chain security.

Those recommendations included:

- 1) Adopt federal legislation sanctioning minimum mandatory cargo security standards that utilize innovative technology and business processes to monitor every cargo shipment.
- 2) The Presidential appointment of a National Port and Cargo Security Director, reporting to the Secretary of Homeland Security, that has ultimate responsibility and accountability for



**NJ Governor Jon S. Corzine** joined Port Authority's Chairman Anthony Coscia at the press event on December 18, 2006, to unveil task force recommendations on security.

coordinating port and cargo security activities throughout the various federal agencies as well as the international community.

3) Establish a nationwide "Port Security User Fee," not later than January 1, 2008, dedicated exclusively to U.S. ports based on size, cargo volume and risk. This fee would be used in order to offset capital and operating costs incurred by port facility owners/operators associated with security installations and operations.

4) Establish response and recovery plans that are unique to the regional environment of each U.S. port, allowing individual ports to return to "normal business" as efficiently as possible after a disaster. Mandate and conduct annual exercises and drills that test the quality of each port's response and recovery plans.

5) Adopt federal legislation that requires every regulated maritime facility and Coast Guard Captain of the Port to implement a

*(continued on page 2)*

## ExpressRail Sets a New Record

**T**he ExpressRail System at the Port of New York and New Jersey broke the record for container volume in 2006, handling 11.8 percent more containers than in 2005.

The ExpressRail terminals handled 338,882 cargo containers in 2006, an increase of more than 35,000 over the previous record of 303,032 in 2005. Since 1999, the number of containers transported by rail from the Port of New York and New Jersey has grown by a phenomenal 113 percent.

The Port Authority Board of Commissioners authorized construction of the remaining major elements of ExpressRail Elizabeth and ExpressRail Port Newark in 2006.

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**Norfolk Southern and CSX** offer daily service at ExpressRail Elizabeth.

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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 WTC Transportation Hub and permanent PATH terminal, the Freedom Tower, and the WTC Memorial and Memorial Museum. The Port Authority is self-supporting and receives no tax revenues from either state.

# Friend of the Port—Harbor Ops

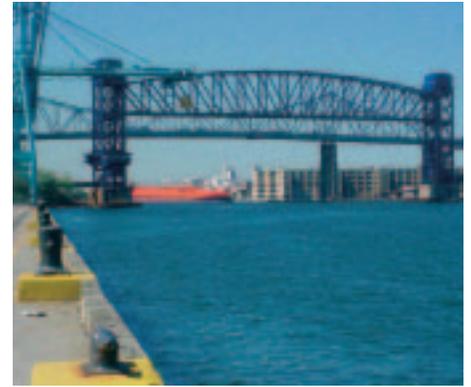
*FRIEND OF THE PORT IS A  
REGULAR FEATURE IN PORTVIEWS*

**T**he Harbor Safety, Navigation and Operations Committee is the Port of New York and New Jersey's forum for addressing issues such as waterway safety, mobility, and environmental protection of the Port and its waterways.

"Harbor Ops is different from the Coast Guard or the Army Corps of Engineers," explains Captain Robert O'Brien, USCG Captain of the Port. "The Coast Guard manages and oversees the movement of vessels, while the Army Corps safeguards the waterway from hazards to navigation, but Harbor Ops—as it's more commonly referred to—is the advisory group that reviews issues that may potentially hinder the Port's safe operation."

Membership is made up of volunteers from maritime businesses such as terminal operators, pilots, tug and barge operators, and recreational boaters. The Port Authority of NY & NJ is an active, voting member of the committee and holds positions on both the Steering and Executive committees. The Harbor Ops full committee meets bi-monthly on the third Wednesday of the month at Fort Wadsworth in Staten Island, NY.

In addition to the Steering Committee, Harbor Ops includes several sub-committees and, when needed, ad-hoc working groups. These sub-committees work closely with NOAA, the USCG and the Army Corps in



*The newly activated rail lift bridge that extends over the Arthur Kill will be utilized for rail cargo moving to and from Howland Hook Marine Terminal on Staten Island, NY.*

developing regulations and policies. Most recently, an ad-hoc committee assisted in developing operating procedures for the Arthur Kill railroad bridge. "Our members, especially the pilots, are navigating the channels in the harbor everyday. They are very aware of how development affects navigation and how navigation may affect development," said Sandy Hook Pilot Captain Andrew McGovern, Chairman of Harbor Ops. "Our input saves planners time and money, but most importantly assures safety."

For additional information on Harbor Ops meetings, contact Lucy Ambrosino at [lambrosi@panynj.gov](mailto:lambrosi@panynj.gov).

## Port Security Task Force

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comprehensive risk management plan that will form the basis for resource allocation decision-making, similar to the protocols for other state, urban area and mass transit funding.

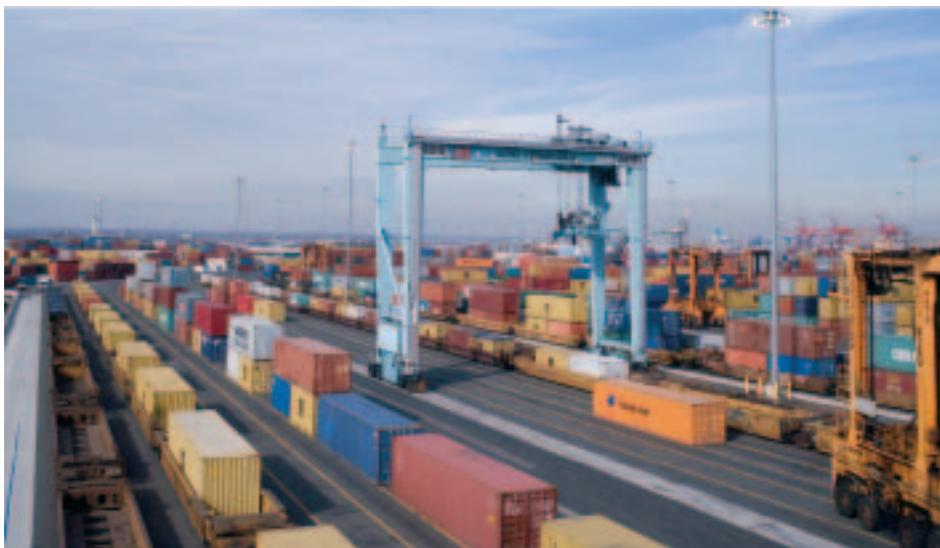
On December 18th, 2006, Governor Jon S. Corzine and Chairman Coscia as well as several members of the Port Security Task Force announced the findings of the group at a press conference held at the APM corporate facilities at the Port Authority-Elizabeth Marine Terminal. The Task Force is advocating these recommendations with the federal administration, members of Congress and business leaders in an effort to keep port and supply chain security at the forefront of the national debate. The Task Force is a non partisan group comprised of government and business leaders who recommended new measures and initiatives

to enhance port security in the United States. The Task Force met several times throughout the course of the year studying the different aspects of logistics and understanding current vulnerabilities. Meetings included a tour of the port facilities, the United States Coast Guard Captain of the Port of New York, and U.S. Customs and Border Protection to name a few. In August of this year, U.S. Senator Charles Schumer met with the Task Force members to discuss Congress's progress with these issues.

After nearly 10 months of deliberations, briefings and meetings the Task Force created this list of recommendations that are intended to build upon the national efforts included in the SAFE Ports Act of 2006, which was signed into law by the president in September 2006.

The projects will be completed by 2011. To date, the Board has authorized \$530 million to expedite the completion of these projects, and recently it approved a \$28.3 million contract for new rail infrastructure at Elizabeth-Port Authority Marine Terminal.

Port Authority Port Commerce Director Richard M. Larrabee said, "By March, completed rail infrastructure projects will provide capacity to move close to 600,000 containers annually. Last year we added 5,300 feet of track to the existing 22,000 linear feet of on-dock track at ExpressRail Elizabeth, providing the capability for the terminal to handle 400,000 containers. At ExpressRail Port Newark, an additional 7,200 linear feet of storage track will be operational in March, doubling the capacity of the terminal to more than 100,000 containers. In addition, a new rail terminal was completed at the Howland Hook Marine Terminal on Staten Island, which will provide capacity for 100,000 containers when service begins later in 2007. In conjunction with this work, we have partnered with the major railroads to improve the capacity of the rail routes by eliminating pinch points that lead to these on-dock terminals."



**Millennium Marine Rail**, a joint venture between *Maier Terminals* and *APM Terminals*, operates ExpressRail Elizabeth.

The dramatic increase in ExpressRail activity came during a year when container volumes at the port are up substantially. The Port of New York and New Jersey set a new cargo

record during the first six months of 2006, surpassing 1.7 million loaded 20-foot equivalent units (TEUs) handled during the period for the first time. ☺

## North Avenue Roadway Improvements: Efforts to Improve Traffic Flow and Reduce Truck Rollovers

For frequent travelers of McLester Street and North Avenue at the Port of New York and New Jersey, you will be pleased to learn that a major initiative has been launched to widen North Avenue. "We're making improvements to North Avenue and the North Avenue curve, near the intersection of Polaris Street," explained Andy Saporito, Manager, New Jersey Marine Terminals. "Ultimately, a new section of roadway will have three lanes outbound and two lanes inbound to improve the flow of traffic. Also, the street curve will be softened in an effort to reduce the number of truck accidents."

"We're making major investments in projects that are aimed at easing congestion and addressing safety," commented Erick Peterson, the Port Authority Chief Maritime Engineer. "The improvement project for North Avenue/McLester Street is a great example. Truckers represent a large portion of our customer base at our port facilities and this project will improve the level of service for these very important customers."

Drivers initially will not be impacted because the first step in the construction process is surcharging," noted Chuck King, Assistant Manager for the New Jersey port facilities. "This is being done adjacent to North Avenue. Basically this means that the construction team is placing sand to create a stable, level area for the new road construction," he explained.

“We’re making major investments in projects that are aimed at easing congestion and addressing safety...”

The engineering team at the Port Authority expects to award the construction contract in the late spring 2007. The plan is to build the additional roadway adjacent to the existing road to minimize impact to truckers. "In the event that we will need to close lanes during the construction," noted King, "we would do this during off-peak trucking hours.

We plan to work closely with the Bi-State Association of Motor Carriers, the terminals and all the tenants. We will have ongoing information available at our Sealink" desk and the Information Booth located at Kellogg and Marlin Streets."

This work is part of an ongoing effort to improve traffic flow in and out of the Port and to make the roadways safer for everyone. Some of the other improvements include better road markings and signage throughout the Port including the use of electronic message boards to alert people to conditions or hazards. The Port has improved the methods to get the "Burst Faxes" that advise customers of traffic problems, out faster. The Operations Control Center is now staffed 24 hours a day and the staff is trained to get this information out no matter when it may occur. The Port is also working closely with Transcom and the NJDOT to alert them of conditions in the Port or to get information to the trucking community of conditions that might affect their trip once they leave the Port. ☺

## NJMT Operations Center Up and Running

New Jersey Marine Terminals new Operations Center is up and running. The center was established as part of ongoing compliance with Coast Guard regulations. It's located on the second floor of 260 Kellogg Street. Andy Saporito, Manager NJ Marine Terminals said, "Our operations center is staffed around the clock. A staff of five operations services supervisors working on rotating shifts, are monitoring berth operations, ensuring Coast Guard compliance and managing traffic communications." Using CCTVs, vessel tracking systems and routine rounds through the port, the operations team's goal is quicker response time and to ensure incident response time is more fluid. Twenty cameras are strategically located throughout the port and 30 to 35 more will be added over the next 12 to 18 months. "We want to make sure all the waterways leading into the port and tenant terminals, the public berths and main roadway arteries are all visible to the operations team," Andy explained.

For off-hour maintenance assistance, port tenants can call 973 578-2192 and speak with the operations representative on duty. ☎

## Port Industry Briefing Held in Montreal



**Jean Paul and Omer Pelchat, Peerless Clothing Inc.** at the October 25, Port Industry Briefing in Montreal, Canada.

## Port Industry Briefing Held in Chicago

On November 16th Port Commerce staff hosted the annual Chicago Port Industry Briefing at the Chicago Marriott Oak Brook Hotel in Oak Brook, IL. We welcome representatives from the Chicago maritimed community, including a mix of ocean, rail and motor carriers, importers and exporters, forwarders, brokers and Non Vessel Operating Common Carriers (NVOCC). Joining the Port Authority team were representatives of New York Shipping Association, CSX, and two of our major warehousemen, Harbor Freight Transport Corp. and Port Elizabeth Terminal and Warehouse Company. Attendees received presentations on terminal redevelopment, rail infrastructure improvements, channel deepening, the port labor situation and services offered by the warehousemen, including heavy container, trans-load, cross-dock and distress cargo handling. Our attendees indicated that they were pleased with our redevelopment progress. ☎



**On November 16, 2006, the Port Authority of New York and New Jersey sponsored a Port Industry Briefing in Chicago, Illinois. From left to right are presenters Dennis Johnson, CSX Intermodal, Steve Liberti, Harbor Freight Transport Corp., Jim Cobb, New York Shipping Association, Bill Cronin, PANYNJ, Mike Morrow, Port Elizabeth Terminal & Warehouse Co., and Pete Zantal, PANYNJ.**

# Bombardier Chooses The Port of New York and New Jersey

The Dash 8 turboprop aircraft, manufactured by Bombardier, is one of the most popular planes in its category, and the Port of New York and New Jersey welcomed its key part—the Dash 8 fuselage—when it arrived at Faps on

the Atlantic Compass November 21st. The fuselage, approximately 35 feet long by 12 feet high, is shipped from Liverpool, England and then transported by truck to Bombardier's Downsview facility outside of Toronto, Canada.

The 900, 300 and Global Express fuselages have been moving through the Port for several years and the Dash 8 will now arrive regularly every two weeks. ☺



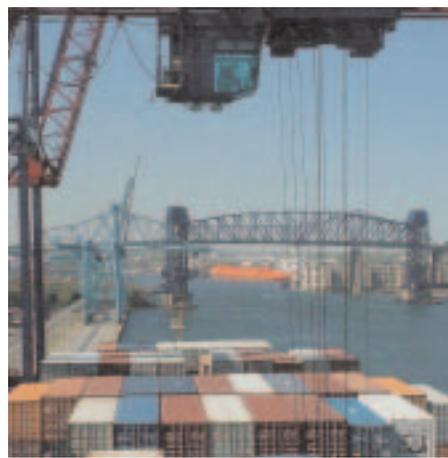
**The Dash 8** arrived at Bombardier's Downsview Plant just two days after arriving at Port Newark. Downsview is a suburb of Toronto.

**Bombardier, manufacturer of aircraft**, has been shipping its 300 and 900 series fuselages through the Port of New York and New Jersey for many years, but the Port welcomed the arrival of its newest model, the Dash 8, on November 21.

# Training the Longshore Workforce for Greater Productivity and Safety

New York Shipping Association (NYSA) with the assistance of the ILA, has, over the last several years, invested heavily in developing one of the most productive workforces in the industry. Starting from the ground up, hiring procedures, medical protocols, processing criteria, and training standards have all been revised to insure that new members entering the workforce quickly learn the skills necessary to replace the large majority of senior workers who have gone on to retirement. NYSA has built a new state-of-the-art Training Center and more than 4,000 longshore workers have trained in the facility during the first year alone. NYSA has also designed the first-ever mobile simulator for straddle carrier, RTG and dockside crane training. This equipment is used to screen, train and re-train equipment operators. Two of these mobile simulators were received in December 2006, and are already in use.

Training responsibilities for the longshore workforce are shared between NYSA and the terminal operators in the Port. Classroom training, simulator training and some field training take place at the new Training Center. The remainder takes place on the terminals. In addition to NYSA's standard training



**The newly activated rail lift bridge** that extends over the Arthur Kill will be utilized for rail cargo moving to and from Howland Hook Marine Terminal on Staten Island, NY.

procedures, equipment specific training programs for several operators on an accelerated basis, sometimes training six days a week, twelve hours a day, have been developed in coordination with the terminal operators.

NYSA has also created a new Productivity Training Program that includes formal training curricula, a State-Funded "Train the Trainer" program, on-the-job observation, specified training and operational goals, skills certification/recertification, and remedial training. An Error Management Program has been designed and will be incorporated into the training program in 2007; and two new committees, one from the terminal operators and one representing both management and labor, are reviewing all work practices, competitiveness issues, skills qualifications, remedial training, equipment certification/recertification, and productivity criteria.

A major tenet of NYSA's Mission Statement is to improve the efficiency, cost competitiveness, safety and quality of marine cargo operations in the Port of New York and New Jersey. Not counting the investment in the Training Center and the Training Simulators, NYSA spends more than \$3.5 million a year on its training programs. The payoff will be seen in increased productivity and cargo velocity as the Port's throughput continues to increase. ☺

# Toyota Recognized for Recycling Efforts

## ENVIRONMENTAL PROGRESS REPORT FOR THE PORT OF NY & NJ

Waste minimization goes a long way toward preserving our planet's rich natural resources and promoting a healthy environment. The Port of New York and New Jersey with its tenants formed a Green Practices Task Force to help preserve our environment by minimizing waste, conserving energy and improving air quality. Task Force members are learning from each other's best environmental management practices that go above and beyond any compliance requirements. They are implementing ways to reduce expenses and even profit from recycling and energy conservation. Toyota Logistics Services Inc., Port Newark is one such business that is proactive and an environmentally friendly corporation.

“Land resources are limited and it would be corporately irresponsible to continuously dump waste in landfills, especially when many of these items can be reused...”

“We have an important role to play right now to protect the environment,” said Jo-Ann Tamasco, former EH&S Engineer at TLS Newark. “Land resources are limited and it would be corporately irresponsible to continuously dump waste at landfills, especially when many of these items can be reused.”

Following a nomination by Integrity Recycling and Waste Solutions, the New Jersey Department of Environmental Protection, in



**Jo-Ann Tamasco receiving award for  
Toyota Logistic Services Port Newark.**

conjunction with the Association of NJ Recyclers, recognized Tamasco's 2004-2005 efforts at TLS Newark by awarding her the 2006 NJDEP Recycling Award in the Large Business Category. Through their awards program, the two organizations highlight the success of businesses that go beyond the norm to advance recycling and to make these examples available to others.

“TLS Newark had a recycling rate of 87 percent last year and the year before,” noted Tamasco. Materials diverted from landfills to be recycled and reused include accumulators (struts), cardboard, metal, pallets, paper, soft plastic, Styrofoam and raggard, which is used to protect the paint finish on vehicles during transportation. Numerous automobile parts such as lug nuts, mufflers, tires and rims are reused or separated for metal recycling. “Often,” explained Joe Monaco, who manages the Green Practices Task Force for the Port

Authority, “automobile processors must remove parts on new models and replace the parts with upgraded packages. TLS Newark—for example—will take some standard tires and rims and send them through their Dealer Tire Program for reuse.

“Employees at our port facility recycle aluminum soda cans, aerosol cans, plastic bottles and glass bottles,” noted Tamasco. “As incentive, we held pizza parties each month in 2004-2005 for the division that had the lowest total amount of non-conformities for six consecutive Environmental Management System (EMS) audits. Practice runs were held twice a month in preparation for our Det Norsk Veritas (DNV) audit, which we passed to become internationally recognized as an ISO 14001 EMS Registrant.”

Styrofoam and raggard are two important products used to protect vehicles when shipping overseas. It can cost upwards of \$75 a ton to remove this type of material, which had been typically discarded by others in the industry. Through Tamasco's own initiative, she worked with Integrity Recycling and Waste Solutions to find users for these waste products. “It was very successful,” commented Monaco. “The recycler needed these items and Toyota got rid of them for free. And, in the case of the raggard, Toyota actually collected a rebate from the recycler.”

“We are proud that the Port Authority was able to bring the Green Practices Task Force members together to come up with a win-win ideas to enhance and preserve the environment while reducing operational costs,” said Atef Ahmed, Manager of Port Environmental Programs. ☺

## Port Industry Briefings Held in Canada



**A Port Industry Briefing** was held in Toronto on September 28, 2006. From left to right are Beverly Fedorko, New York Shipping Association, Gary Love, FAPS, Inc., Pete Zantal, PANYNJ and Bill Cronin, PANYNJ.

### M.S. Ital Laguna Makes Maiden Voyage to Port on Sunday, December 10, 2006



**The Italia Maritima vessel M.S. ITAL LAGUNA** made its maiden voyage arrival to the port on Sunday, December 10, 2006. The vessel has a capacity of 5086 TEU, and berthed at the Maher Terminal, Elizabeth. Built in the Hanjin Heavy Industries Shipyard in Pusan, Korea and delivered on November 6, 2006, the Trieste, Italy registered vessel called at Northern China ports, the Panama Canal and Kingston, Jamaica before arriving in the U.S. SAIR staff, along with Capt. K.S. Tsuei, Executive Vice President, Mr. Mitchell Hsu, Senior Vice President Marine Department and Capt. H.C. Chao, Manager, Marine Section of Evergreen America Corporation, Jersey City, NJ gave the traditional welcoming plaque to the Master, Captain Luciano Cisterna. Capt. Y.Y. Hwang, Manager Operation Dept., Evergreen Taiwan was also present.

### PA Trip to Asia



**Director Rick Larrabee** presents a token of appreciation to Evergreen Shipping Line's Executive Vice President Shyu Ren-Gung while visiting Evergreen's Taipei office. In October 2006, the PA team visited major customers throughout Asia.

### Howland Hook Marine Terminal Gets Deep Berth

**O**n November 29th, Donjon Marine completed deepening of the recently strengthened berth at the Howland Hook Marine Terminal to 45 feet. This berth deepening in conjunction with the completion of the Arthur Kill channel deepening to 41 feet, will allow deeper draft vessels to transit directly to the Howland Hook Marine Terminal. Ⓢ

### PANYNJ C-TPAT Certified

**O**n January 18, 2007, The Port Authority of New York and New Jersey received notice from US Customs and Border Protection that the bistate agency is officially C-TPAT certified. Ⓢ

### MV Verrazano Bridge Makes Maiden Voyage

**T**he K Line vessel MV VERRAZANO BRIDGE made its maiden voyage to the port arriving directly from Hong Kong on November 29th. This is the second K Line vessel to bear the name, with the first having passed under the Verrazano Bridge on its maiden voyage to the port in 1973. The 4,738 TEU vessel, which was built in Korea and launched in 2004, was previously employed on trans-Pacific voyages and is now on its first visit to the East Coast of North America. Ⓢ



**Bill Cronin, Manager, Shipper Sales,** presents The Port of New York and New Jersey's traditional welcoming plaque to the Master, Captain Samuel R. Aquino, Chief Engineer Edgar D. Delector and Chief Officer, Mr. Richard B. Masirag on November 30th.

# All-Water Service Continues to Grow

Three thousand eight hundred and forty-nine metric tons of artificial Christmas trees, 45,867 metric tons of Christmas tree ornaments, 238,666 metric tons of toys and sporting goods: quite a Christmas shopping list. However, these products represent only a small portion of the approximately 6.2 million metric tons of cargo transported through the Port of New York & New Jersey in the period from January to October 2006, to and from China and Hong Kong.

On a TEU basis, these areas now account for 32 percent and 23 percent respectively of the Port's imports and exports for that period. This represents an increase of 13 percent in imports and an increase of 17 percent in exports over the same period in 2005.

The increases in cargo are fueled by an expanding number of All-Water Services (AWS) linking New York and New Jersey with these markets. The Port of New York & New Jersey is now served by 16 strings per week, representing 21 carriers. Today's



**This past year** China and Hong Kong maintained their position as the largest trading partners for the Port of New York and New Jersey, accounting for 30 percent of the Port's containerized cargo.

services offer competitive transit times ranging from 22 to 30 days from Hong Kong and South China such as Yantian, and 23 to 33 days from central Chinese ports such as Shanghai and Ningbo.

The wide range of services offered at the Port cement its position as the market leader for trade with China and Hong Kong on the North Atlantic range with a market share of 69 percent for imports and 61 percent for exports, with an overall market share of 67 percent, according to the PIERS database.

Other major product categories on the import side from China are furniture, bedding, plastic products, iron and steel products and machinery.

On a recent marketing trip to Asia by the Port's staff, they were told of plans by several carriers to institute new services in 2007 that are designed to meet the increasing demand by large and small importers and exporters for direct connections to one of the major consumer markets in the USA and the world. ☺



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

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