



The Port of New York and New Jersey

PortViews

A Newsletter for Port Customers and Tenants

www.portnynj.info

Volume 6, Number 3, Sept./Oct. 2007

ExpressRail Staten Island Up and Running

The first ever double stack train moved from the Port Authority's Howland Hook Marine Terminal on June 28, launching Staten Island's new intermodal cargo transfer facility. The 39-acre facility serves New York Container Terminal as well as Global Marine Terminal, which is located in Jersey City, NJ. The inaugural containers, destined for Cleveland, Columbus, Detroit and Chicago were unloaded from the Hapag Lloyd vessel, Adrian, and moved via CSX.

ExpressRail Staten Island currently consists of five tracks that are linked to the reactivated Staten Island Railroad, connecting to the Conrail Main Line in Elizabeth, N.J. The on-dock terminal has the capacity to handle 100,000 containers annually, supported by the adjacent Arlington Yard with approximately 25,000 feet of additional track. Both CSX and NS provide intermodal service to ExpressRail Staten Island.

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In June 2007, the first ever double stack intermodal train moved from NYCT.

Over \$200 Million Set Aside For Roadway Improvement

The Port Authority will be investing over \$230 million during the next ten years to expand the port's roadway infrastructure to meet projected cargo growth. The construction program will add lanes, soften curves and build new roads to improve traffic flow, keep drivers safe and ensure that cargo moves into and through the port seamlessly.

"Thousands of vehicles move through Port Newark and the Elizabeth-Port Authority Marine Terminal each day, and this takes a toll on the roadway infrastructure," said William Ellis, Assistant Director of Port Planning and Development. "With the projected increase in cargo, we need to maintain and improve our roadways, especially the major arteries and points of entry and egress," Ellis explained.



A new roadway—Bay Avenue South—is being constructed and expected to be opened mid 2009.

The Port Authority team will make the improvements, and orchestrate them so that the impact on daily traffic is minimal.

"While it would be great if we had a blank sheet, the reality is that we've a limited footprint, and shutting down the major port roadways is not a viable option," said Chuck King, Assistant Manager, NJ Marine Terminals. "We will schedule construction off hours and at night to minimize the impact on our customers, and we will keep our on-port businesses and the trucking community updated by e-mail and fax."

For example, a second lead track is under construction for ExpressRail Elizabeth, and the Port Authority is constructing a second flyover adjacent to the existing one on McLester Street to separate rail and vehicular traffic. The project includes building an exclusive roadway to facilitate access for Wallenius Wilhelmsen Logistics (WWL),

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PortViews is published by:

The Port Authority of New York & New Jersey

225 Park Avenue South
New York, NY 10003
Tel: (212) 435-6915
Fax: (212) 435-6934
www.portnynj.info
email: hmccarro@panynj.gov

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Associate Editor

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—Port Chaplains

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

We all complain from time to time about our careers when we're faced with a string of long days or nights at the office—but could you imagine working 16 to 20 hour days for 18 straight months—often without a phone call to a loved one just to say hello or perhaps something more momentous like happy birthday. As if that weren't grueling enough, imagine finally arriving at a port of call and not being able to disembark the vessel.

Ministers and priests of the Seamen's Church Institute and the Stella Maris Chapel regularly board vessels berthed at the Port of New York and New Jersey. Not only do they provide pastoral services, they distribute warm clothing, telephone cards and treats.

These two friends of the port are also advocates regarding seafarers' rights. For example, the Seamen's Church Institute has been instrumental in developing international guidelines for the fair treatment of seafarers following maritime accidents. "Since crew members live in a mobile environment, sailing from one legal jurisdiction to another," explained the Reverend Jean Smith, Executive Director of the Seamen's Church Institute of NY & NJ, "we provide free legal assistance and advice to individual seafarers."

While an 18-month contract may be the extreme, a 10-month contract would still mean a seafarer could miss spending special holidays such as Christmas or Easter with family members. One lovely program Seamen's Church developed at the time of the Spanish-American War, is Christmas at Sea. More than 3,500 volunteers across the country knit and crochet hats and scarves for merchant mariners who work on Christmas Day. Children from churches around the



The Reverend Jean Smith of Seaman's Church Institute blesses a crew member of a vessel berthed at the Port of NY & NJ.

nation prepare cards thanking and praying for them. "We could use a lot more cards," implored the Reverend Moore, Director for the International Seafarers' Center. PortView readers can work with their local parishes' Sunday school or CCD students to design the special cards. "It is also a great way for children to learn about the importance of mariners and the role they play bringing toys, food and necessities from overseas," added the Reverend Smith. "Our lives depend on their labor."

Chaplains offer a full delivery of ministry and transportation services to all seafarers visiting the Port of New York and New Jersey. When crew members are able to leave their vessels temporarily, the International Seafarers Center offers a place to relax, call home, and check e-mail. The center also provides money orders, fax and postage services.

If mariners are seeking a place of solace, the Stella Maris is ideal for meditation and prayer. "Our doors are open," said Father Mario Balbi of the Stella Maris Chapel, "we are here to serve. Much like a church in your hometown, we are the church for the port community."

Within the industrial hustle and bustle of Port Newark, stands the treasure called the Stella Maris Chapel. As one enters the road off the busy Corbin Street, serenity unfolds... beautiful flowers; shrubs and wooden benches surround the chapel. Inside, exquisite and colorful artwork help truckers and mariners escape from the stressfulness of the day. "It was only a few years back that the Stella Maris was a trailer," explained Father John Corbett, "but thanks to Father Balbi, Father Charlie McTague and the generosity of the LoBue family of FAPS and many others, we have a solid structure to offer port workers daily mass, confession, Novena services and prayer." ☺



Father Mario Balbi of the Stella Maris Chapel prepares for his daily rounds.

ExpressRail Staten Island Up and Running

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The NYC Economic Development Corporation worked closely with the Port Authority in bringing rail service to Staten Island, including rehabilitating the long-inactive Arthur Kill Railroad Bridge that connects the borough with New Jersey and the national rail system.

Port Director Rick Larrabee said, "A critical part of our strategy for handling the continuing cargo increases at our port is to introduce rail service at all of our major terminals, and doing so in a way that is both economically productive and environmentally responsible. The Staten Island rail facility is part of the Port Authority's \$600 million port-wide investment in on-dock rail, which includes ExpressRail Elizabeth, serving Maher and APM Terminals, and ExpressRail Newark, which provides rail service for Port Newark Container Terminal," he explained.

For details on rail services, including transit times, at any of the Port's ExpressRail system locations, contact Bill Cronin at wcronin@panynj.gov.



NYCT's switching engine is equipped with a Kim Hotstart system, environmentally-friendly technology that ensures easy start-up.

Over \$200 Million Set Aside For Roadway Improvement

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the Maher Chassis Depot, and several warehouse facilities in that area. According to Rudy Israel, General Manager of Waterways & Port Redevelopment, work is already under way to relocate utility lines in preparation for the roadway expansion. Referred to as the Bay Avenue South Project, this work is targeted for completion by mid 2009.

The first wave of these investments began in 2006 with the stabilization of the ground (known as "surcharging") for the curve at North Avenue near the intersection of Polaris Street. Actual construction should start by the end of this year and may be finished as early as the Fourth Quarter of 2008. Ultimately, the new section of roadway will have two inbound and three outbound lanes, and the street curve will be softened, making it safer for trucks and other traffic moving through that area.

Another major project on the drawing board is the McLester Street expansion, designed to widen the road to three lanes in each direction. This will allow double right-handed truck moves into and out of APM Terminals. This project is slated to begin in 2008 and be completed in 2010.



Surcharging for the new curve at North Avenue helps stabilize the ground before paving. The work is adjacent to the current roadway so drivers are not impacted.

Other improvements include the addition of a third lane on Corbin Street and a dedicated right turn lane onto Tyler Street, where the curve will be softened as well.

Longer-term projects include widening Corbin Street from Lyle King to Tyler streets,

and rebuilding the entrance ramps at Port and Corbin streets. The Port Authority is also working closely with NJ DOT and the Turnpike Authority to improve the inbound section of Port Street.

Customer Satisfaction Results Are In



In 2003, the Port of New York and New Jersey conducted its first container terminal customer satisfaction survey. The survey provided a benchmark to measure results and assess needs, and it gave us a

better understanding of our customers' expectations and priorities.

Over a three-month time frame and with the help of Lieberman Research Group, we recently conducted nearly 900 interviews—talking to ocean carriers, truckers, intermediaries, and importers/exporters—to measure current performance and identify any changes in opinion since our last study. The findings were in line with what we expected and following is an overview of these results.

We're happy to report that in 2006:

- Nearly one-third of our customers were highly satisfied with the port, a 37.5 percent increase over '03.
- As safety concerns grow around the world, almost half of our customers believe that we are putting their safety first. This is a slight decline from '03, but something that we're addressing through significant funding for the future.
- More than one-third of our customers believe that technology is making it more efficient to move cargo in, out and around the port.
- More than half our Ocean Carriers are very interested in our new 45-foot channels, many expressing interest in the ability to bring larger vessels to the port.
- Just over one-quarter of importers/exporters shipped 80 percent or more of their total US cargo in 2006 through the port. And, nearly half of them expected to increase that percentage.
- Nearly two-thirds of our Truckers expressed ease of use at our SeaLink office.

We learned that only 19 percent of our customers think that our current capital expenditure levels can support future growth. I'm pleased to tell you that our new \$2 billion, ten-year investment will enable us to complete our 50-foot harbor deepening project, further expand our ExpressRail system, tackle roadway issues, and provide a safe and secure port. I'm confident that we're well on our way to delivering a port that is ready for the future.

Thank you for your time, and keep checking your email for future communications about what we're doing. We rely on customer feedback. You can always e-mail us at portcustomer@panynj.gov.

Sincerely,

R. M. Larrabee
Director, Port Commerce

APM Terminals Adds 84 Acres

APM Terminals has added 84 acres to its site, bringing its total acreage to 350. The expansion facilitated direct access to on-dock rail service at ExpressRail Elizabeth, which it operates jointly with Maher Terminals through the Millennium Partnership. ExpressRail Elizabeth will ultimately include 18 tracks with a second lead track allowing two trains to arrive and depart simultaneously. With the backing of the Port Authority, the next wave of rail improvements will include a support yard for the ExpressRail system.



APM offers over 6,000 feet of deep-water wharf and 11 ship-to-shore cranes with a total terminal lift capacity of 800,000 containers.

The Port Authority increased the thickness of the pavement at the terminal to handle the weight of stacked boxes, and leveled the grade for the terminal's new rubber-tired gantries and other off-roadway equipment required for a grounded operation. The agency also worked with APM to rebuild and reinforce the berths, paving the way for post-Panamax cranes able to span the new generation of ships calling at the port. All in all 1,500 additional feet of wharf has been added bringing the total wharf linear footage to 6,000 at APM Terminals Elizabeth. The new cranes are all electric, which are more environmentally-friendly. The terminal plans to install four super post-Panamax cranes in September 2008, and will add six rubber-tired gantry cranes to its current fleet of 32 by year-end. The RTGs, manufactured by Konecranes of Finland, have state-of-the-art engines that use low sulfur diesel fuel, reducing emissions. Overall, APM Terminals is investing over \$300 million for new technology in their gate, along with various marine and yard operations enhancements between now and 2010.

As part of those investments, the terminal operator is also expanding its reefer capacity to over 1,200 containers. There will be 70 reefer racks supported by a newly installed back-up generator.



APM will add six new RTGs to its fleet of 32 by the end of this year.

When all the work is completed, APM terminals expects to handle in excess of 1.5 million lifts a year, up from its current 800,000 lifts. "Our goal is to have the most productive facility that will be able to handle projected growth for the next 20 years," said Dick Carthas, Senior Director, Terminal Operations.

Despite the on-going construction, the Association of Bi-state Motor Carriers recognized APM two years in a row for its "most consistent level of service," and the terminal is able to maintain an overall average turn time of 50 to 55 minutes on import pick-ups. ☺

Coffee Warehouse Adds Lumber To Its Mix

RPM—the largest green coffee warehouse in the country—has just expanded its business. Prominently known in the industry for its expertise in handling tea, coffee and cocoa, the 25-year-old firm was recently approached by a shipping line about handling plywood imported from Brazil and other parts of South America in its compartmentalized warehouse facility in Staten Island.

“It can easily be damaged if it’s not handled properly,” explained Louis Senatore, Senior Vice President and COO at RPM Warehousing. Despite its sturdy cross-laminated construction, the characteristics of the plywood face veneers, panel edges and panel corners are vulnerable to damage and need to be protected. Secondly, similar to green coffee beans, plywood must be stored in a cool, dry location away from sunlight and harsh outdoor elements. Lumber was a natural fit for RPM because its facilities are all designed to handle foodstuffs that also require specialized handling. RPM holds a “superior rating” from the American Institute of Bakers and its facilities are all “food grade” quality. These are the strictest ratings and as a result its warehouse environment is compatible for storing and handling lumber.

RPM has an excellent reputation for careful handling of cargo. “We instill in our employees through training and management



RPM Warehousing and Transportation, mainly a handler of green coffee, is now storing plywood and transporting too.

that they must take great care with cargo that enters and exits our facilities,” explained Dr. Charles Talley, Director of Operations for RPM. The RPM team is responsible for unloading the containers, laden with plywood, and transferring the 4’ by 8’ sections to flatbed trucks. Quonset huts have been installed to protect the lumber from the elements, allowing the truck driver to carefully tarp the truckload before it moves outside onto the open road.

The RPM team provides added value services such as reconditioning and quality assurance inspections so that the vendor receives lumber intact and without damage. RPM has storage facilities at the Howland Hook Marine Terminal in Staten Island, New York; Edison, Linden and Bayonne, New Jersey and Portsmouth, Virginia. It has over one million total square feet of public warehouse space. ☺

U.S. Customs and Border Protection Welcomes New Port Director For New York/Newark Area

Ms. Adele J. Fasano has been selected as U.S. Customs and Border Protection’s (CBP) Area Director for New York/Newark. Ms. Fasano succeeds Kathleen Haage-Gaynor who retired in June 2007.

As Area Director of the combined ports of New York and Newark, (exclusive of JFK International Airport), Ms. Fasano oversees the sea, air, and rail operations at one of the busiest ports in the United States, which includes the East Coast’s largest cargo container seaport, and Newark Liberty International Airport.

A native of New York, Ms. Fasano is returning to her Eastern roots, having served, since March 2003, as the Director for Field



Ms. Fasano succeeds Kathleen Haage-Gaynor who retired in June 2007.

Operations of Customs and Border Protection under the U.S. Department of Homeland Security in San Diego, California.

Prior to that position, she was District Director for the San Diego Immigration and Naturalization Service (INS) for five years.

Ms. Fasano began her federal government service in 1985 working for the Office of Management and Budget in Washington, DC. She joined the INS at its headquarters division in 1990, and served as the Deputy Assistant Commissioner for Inspections until 1996, when she came to the San Diego INS district office as Deputy District Director. She was promoted to District Director in 1998, serving until the DHS reorganization in 2003.

Ms. Fasano holds a Bachelor of Arts degree from Clark University and a Masters degree from the University of California at Berkeley. ☺

Environmental Report: Building a Legacy

ENVIRONMENTAL PROGRESS REPORT FOR THE PORT OF NY & NJ

The Port Authority's commitment to protecting the environment extends across all agency activities, including the Harbor Deepening Project. To offset any air emissions created by the dredging operation, the agency developed the Marine Vessel Engine Replacement Program (MVERP).

The program enables ferry and tug boat operators to replace or upgrade their engines with environmentally-friendly equipment. The Port Authority picks up the cost of the engine or upgrade kits, and the vessel operator covers the labor and installation expense. To date, the Port Authority has retrofitted three Staten Island ferries and 28 marine vessels, which include tugs and other commercial boats and vessels.

To participate in the program, the retrofitted tug or ferry must conduct 80 percent of its business in the Environmental Protection Agency's designated New York/New Jersey/Long Island non-attainment area of the New York/New Jersey Harbor for a period of 10 years. "Non-attainment area" is the term used by EPA to describe an area that does



Henry Marine Service, Inc., a Port Authority certified women-owned business, participated in the tug boat retrofitting program. The *Dorothy J.* is named after Dorothy Julian, the company's President and CEO.

not meet one or more of the National Ambient Air Quality Standards for the criteria pollutants designated in the Clean Air Act. Engine retrofit is one of the approved technologies for mitigating and meeting air conformity. Emissions savings varies with the engine size, and may be as high as

124 tons of Nitrogen Oxide (NOx) emission reductions for the Staten Island Ferries and as much as 84.41 tons of NOx reduction annually for the other vessels.

The Port Authority has contributed \$2.1 million to date. An RFP for MVERP Phase II will be issued in the near future and will provide an additional \$2 million for the program. Currently, the engine retrofits have reduced NOx emissions by 500 tons per year. By the time the dredging program is completed, NOx reductions are estimated to be 1,100 tons annually.

"As we move forward on vital port construction projects, such as deepening the channels to 50 feet, we are also undertaking related projects that will have long-term advantages for the region's environment," explained Steve Dorler, Manager of Waterways Planning & Development. "In this case, the new lower-emission tugs and ferries will benefit the region well beyond the construction period of the 50-foot project."

For additional information on the program, contact Atef Ahmed, Manager of Port Environmental Programs at aahmed@panynj.gov.

AMSC: One Team, One Vision, One Goal



By Captain Robert R. O'Brien Jr. USCG

I inherited an outstanding advantage when I arrived at Coast Guard Sector New York in the early summer of 2006. The reality of 9/11 had turned the truly wide variety of port customers, in the nation's third busiest port, into port partners, under the auspices of the Area Maritime Security Committee (AMSC).

Created in 2002 AMSC, has approximately 350 members in the Port of New York/New Jersey. It is comprised of many entities from the maritime community ranging from maritime associations to infrastructure bridge and tunnel managers and first responders.

After 9/11, government and commercial operators in the port recognized critical security issues that had to be addressed. They realized that circumstances went beyond commerce,

and involved port and national protection. The quickly evolving AMSC envisioned, designed and created an intergovernmental and private sector organization that operates in a reverse hierarchy of business systems. It starts with the realization that the Coast Guard works for and with AMSC.

This hierarchy begins with the members all having a stake or interest in maritime security. They support the AMSC by participating on one of the AMSC's six (6) subcommittees or by providing information. These committees are the heart of AMSC. This is where the work is done. The communications, grants and legislative, intelligence, planning and preparedness, response and recovery, and training and exercise subcommittees provide the port partners with a uniquely qualified body of professionals. They represent an incredible diversity of expertise. AMSC provides the talent to recognize crucial areas of concern, evaluate the situations that must be addressed, and recommend solutions to the wide variety of technological and logistical problems that each committee addresses.



AMSC members recently participated in PORTSTEP-07, a security exercise at Elizabeth-Port Authority Marine Terminal.

I pass my appreciation to all involved through AMSC's Executive Chairperson Bethann Rooney, Manager, Port Security for the Port Authority, and Vice Chairperson Rick Schoenlaner, Vice President, United New Jersey Sandy Hook Pilots Association. Your work is significant. AMSC NY/NJ is the model for Coast Guard HQ's national framework for port grant allocations.

World's Newest, Largest Car Carrier Arrives at the Auto Marine Terminal

On July 27, Port Authority staff presented a traditional welcoming plaque to the crew of the *Faust*, honoring the vessel's maiden voyage. The *Faust*, operated by Wallenius Wilhelmsen Logistics and built in Korea, is one of the largest vehicle carriers in the world. Christened on May 17, 2007, this vessel is 228 meters long. This state-of-the-art vessel was designed with a double hull up to the main deck, two water-tight decks, and environmentally-friendly technology to reduce emissions. It has a capacity of 8,000 standard cars, or a combination of 3,484 cars and 468 buses. The vessel unloaded 1,539 cars at the Northeast Auto Terminal before shifting berths to Port Newark, where it discharged 362 vehicles, along with yachts, amusement park equipment and cable reels. ☺



Port Commerce's Robert Gaffney (center) presents a welcoming plaque to officials from the *Faust* and Wallenius Wilhelmsen. Joining Gaffney aboard the *Faust* are (from left) *Faust* Chief Engineer Stefan Hartvigson and Captain Bjoern Larde, Wallenius Wilhelmsen Operations Manager Dudley S. Waterman, and Wallenius Wilhelmsen Corporate Affairs Director Johathan Spampinato.

Zim Shekou Arrives at Maher Terminals

On June 15, 2007 The M/V *Zim Shekou* sailed into the Port of New York and New Jersey. The 4,250-TEU vessel arrived at Maher Terminals after stops in Qingdao, Shanghai and Ningbo. ☺



Robert Gaffney, Manager, Industry Relations at the Port Authority, presents the traditional Maiden Voyage plaque to Captain R. Golan, Master Mariner. On either side of them from left to right are Captain Gadi Shvarzman, Zim's Vice President Marine Operations, Hilary McCarron, Manager, Port Marketing and Greg Dixon, Vice President, New York Operations for Zim.



New York Container Terminal held its 6th Annual Clean Up. Volunteers patrolled Howland Hook Marine Terminal and neighboring property to pick up and remove debris.

OOCL Adds New Vessels for NY/NJ Service

On July 13th, Port Commerce staff presented a traditional maiden voyage plaque to Kazuyuki Nakashima, Master of the OOCL Oakland at Global Marine Terminal. The 920-foot vessel, which was christened on May 24th, is the seventh of eight 5,888-TEU ships built by Imabari Shipbuilding Group in Japan. The Port of NY/NJ was the vessel's first US port of call after transiting the Suez Canal as part of an all water Asia-East Coast Express (AEX) Loop service. Its sister ship, the 5,888-TEU OOCL Italy, arrived at Global Terminal on Friday, August 3rd. The M/V OOCL Italy is also deployed on the AEX with the Grand Alliance. Both vessels stop twice in New York on their 63-day round trip. ☺



Bill Cronin, Manager Shipper Sales for the Port Authority presents the welcoming plaque to Master of the OOCL Oakland Kazuyuki Nakashima.

Terminals Extend Gate Hours

Several of the terminal operators at the Port of New York and New Jersey have extended gate hours for truckers.

Global Marine Terminal had allowed truckers entering and receiving cargo at its terminal to call from 6 a.m. to 7 p.m. through September 7th and has now extended gate hours until 6 p.m. and will remain open another one or two hours, if necessary, until trucks on the terminal have picked up or delivered their loads.

Maurice Byan, President and Chief Executive Officer of Global, said use of the service has been light, with a few dozen truckers entering after 5 p.m. each day. But he is hopeful usage will pick up as more draymen find out about the extended hours. He is hopeful this change will help alleviate traffic on local roadways.

New York Container Terminal changed its 6 p.m. closing time at gates to 7 p.m. Terminal management is planning to monitor



Global Terminals indicated it would keep gates open until 7 p.m. through September 7, then switch to a 6 a.m. through 6 p.m. schedule, Monday through Friday.

traffic and evaluate the demand. NYCT offers complete services for truckers during this timeframe as well.

Maher announced it has suspended its Saturday gate service but will continue its daily, extended gate hours, Monday through Friday, 6 a.m. to 10 p.m. ☺



Ellen Nesheiwat, Bill Cronin and Sharon McStine of the Port Authority participated in the 86th Annual Conference & Expo of the American Association of Exporters and Importers, held at the Marriott Marquis Hotel, New York on June 17-19, 2007. With a theme of "Driving Trade in the Global Marketplace, Compliance, Facilitation and Security," the conference attracted approximately 600 attendees from among the leading export and import companies in the United States, Canada and Central America. The PA team advised attendees of the agency's \$2 billion capital program, and the work that is being done to handle today's international cargo volumes and tomorrow's expected volumes.



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Port Commerce Department
225 Park Avenue South, 11th Floor
New York, NY 10003

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Over \$200 Million
Set Aside For
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