

INFRASTRUCTURE INVESTMENT



By The
Port Authority of NY/NJ

AN EPICENTER FOR GLOBAL TRADE



The Port of NY & NJ is the largest port on the East Coast and the third-largest in the nation.

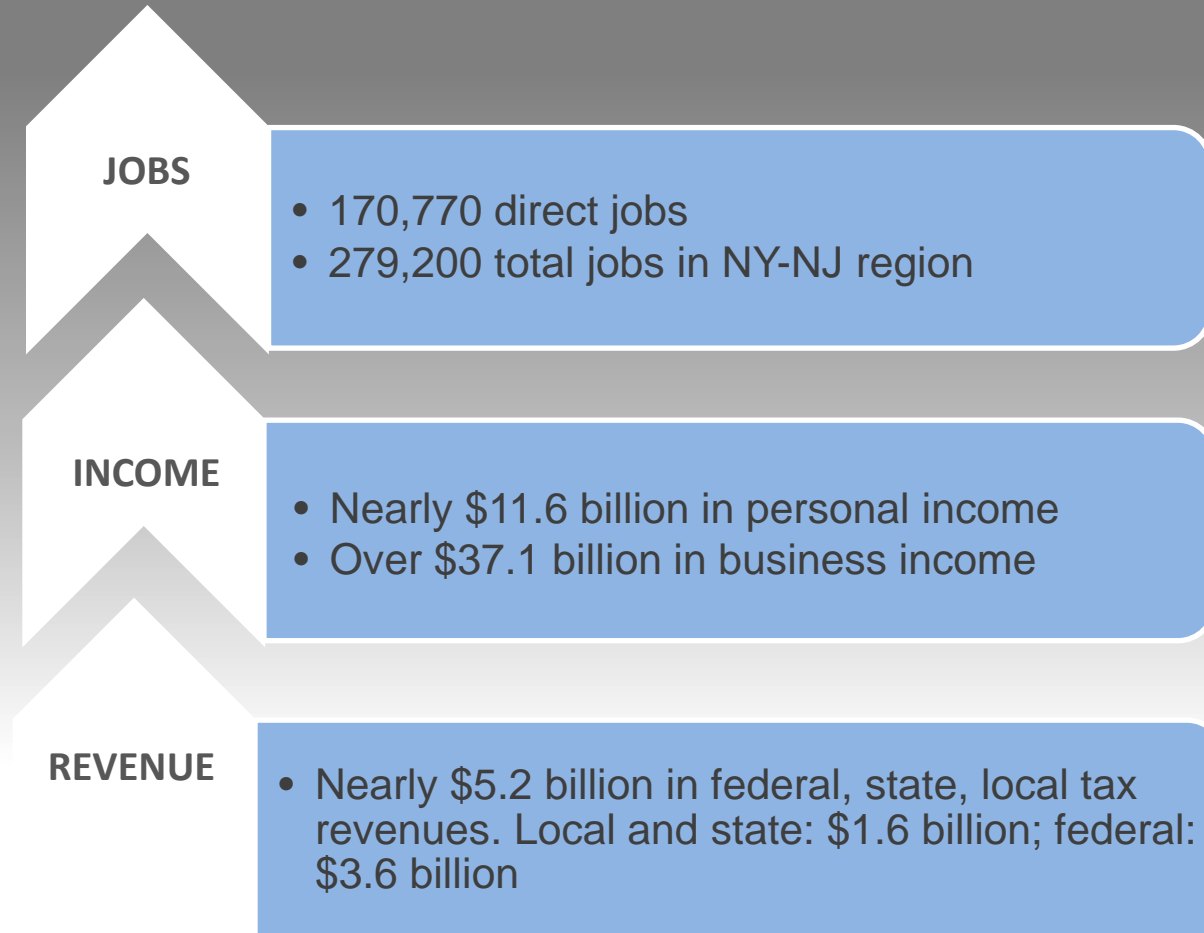


Cargo volumes rose 4% over 2010 to 5.5 million TEUs in 2011 – an annual record for the port.

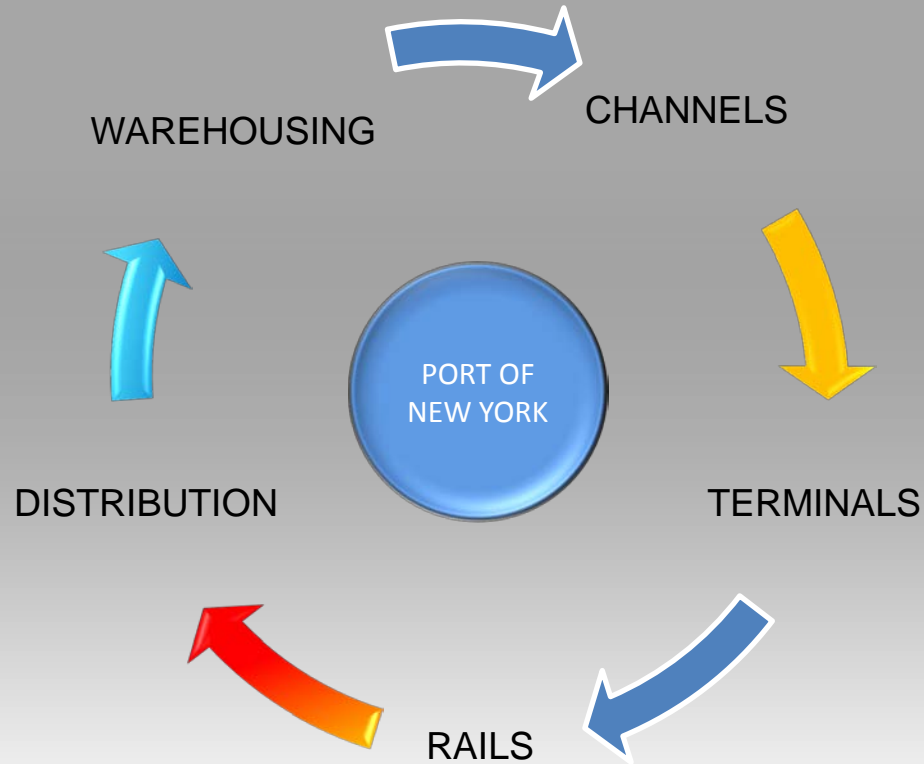


\$2 billion invested since 2000 to prepare the region's port for future growth.

AN EPICENTER FOR GLOBAL TRADE



A NETWORK OF PREMIER FACILITIES



CHANNELS

By 2014, Port of NY & NJ will have 50ft (15.2m) depths to all container terminals.

TERMINALS

1,400 acres of container marine terminals.

RAILS

More rail destinations than any other port.

DISTRIBUTION

Largest trucking fleet on the East Coast.

WAREHOUSING

Large concentration of warehousing facilities.

The Port Authority of NY & NJ

Bi-State Agency created through a compact between the States of New York and New Jersey and approved by an Act of the US Congress on April 20, 1921.
 The First and only State Agency of its kind in the country, currently under the leadership of NY Governor Andrew Cuomo and NJ Governor Chris Christie.

• Operates within the Port District – an approximate 25 mile radius from the Statue of Liberty.

• Self supporting = non taxing authority.

• Departments:

- Aviation
- Tunnels, Bridges & Terminals
- Port Commerce
- Port Authority-Trans Hudson Rail
- Real Estate & Economic Development
- World Trade Center Site
- International Business Development



A NETWORK OF PREMIER FACILITIES



Maher Terminals: 445 acres / 180.1 ha

PNCT: 180 acres / 72.84 ha

APMT: 350 acres / 141.64 ha

Global Container MT: 180 acres / 72.84 ha

New York CT: 187 acres / 75.68 ha

Red Hook CT (ASI): 80 acres / 32.37 ha

50ft Harbor Deepening Project Update

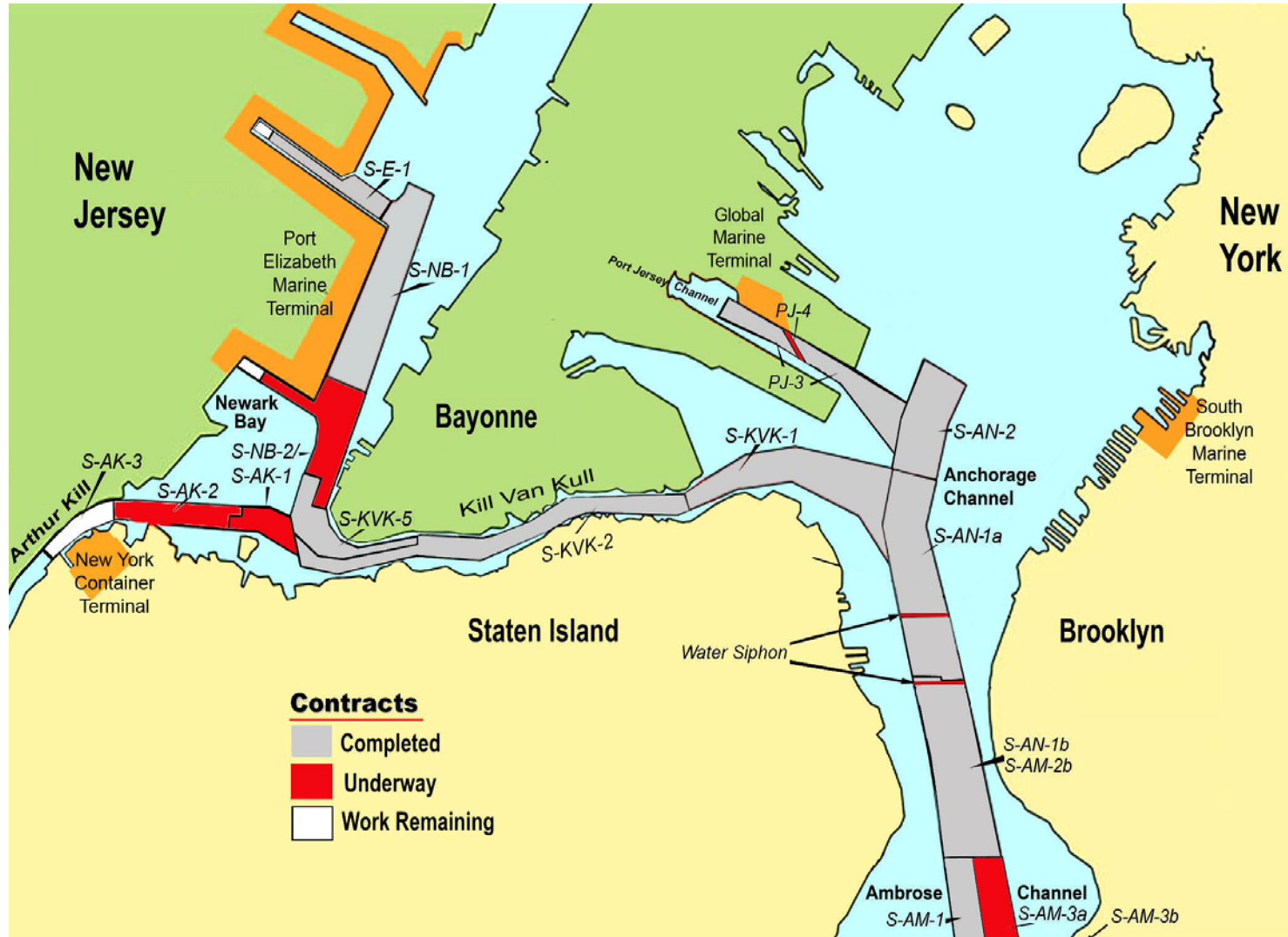
Completion Dates

Port Jersey Channel
6/2012

Ambrose Channel
12/2012

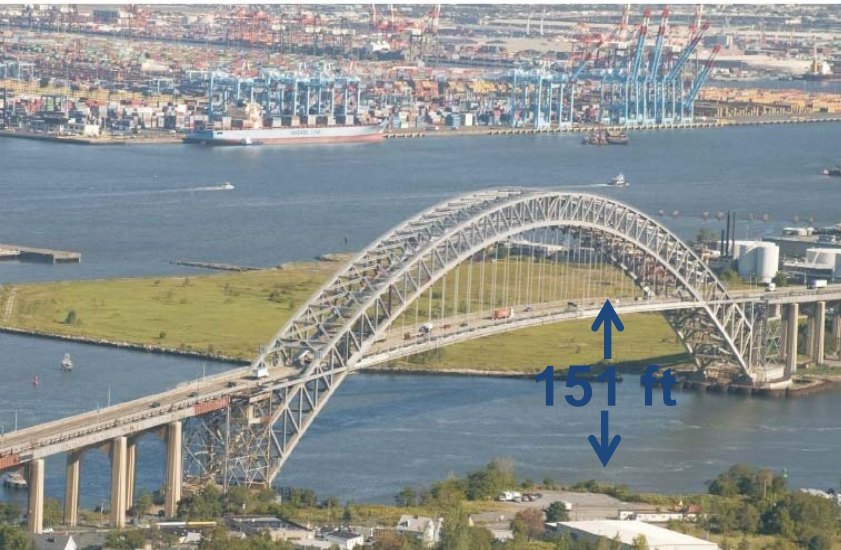
Channel to Port
Newark/Elizabeth
12/2012

NYCT Arthur Kill
12/2013



As of Jan 2012

Raise the Roadway: Rehabilitate, Retrofit



Existing



Proposed

- 151 ft Air Draft
- 6 ft Walkway
- 4 – 10 ft Lanes, No Shoulders
- No Median Barrier

- ✓ 215 ft Air Draft
- ✓ 12 ft Walkway/Bikeway
- ✓ 4 – 12 ft Lanes, Shoulders
- ✓ Median Barrier

CONTINUOUS INVESTMENT



Raise the Roadway option offers numerous benefits: no “in channel” construction work required; very little environmental and neighborhood disruption; provides the most expedited construction schedule and fastest implementation process; and saves historic landmark that is the Bayonne Bridge Arch.





MAHER
TERMINALS

CAT

41

41

42

42

Port of New York & New Jersey

Investing over \$600 Million in On-dock Rail from 2000 into 2012+



Port Authority On-Dock Rail Facilities

What the PA has built:



PNCT:

180 acres / 72.84 ha

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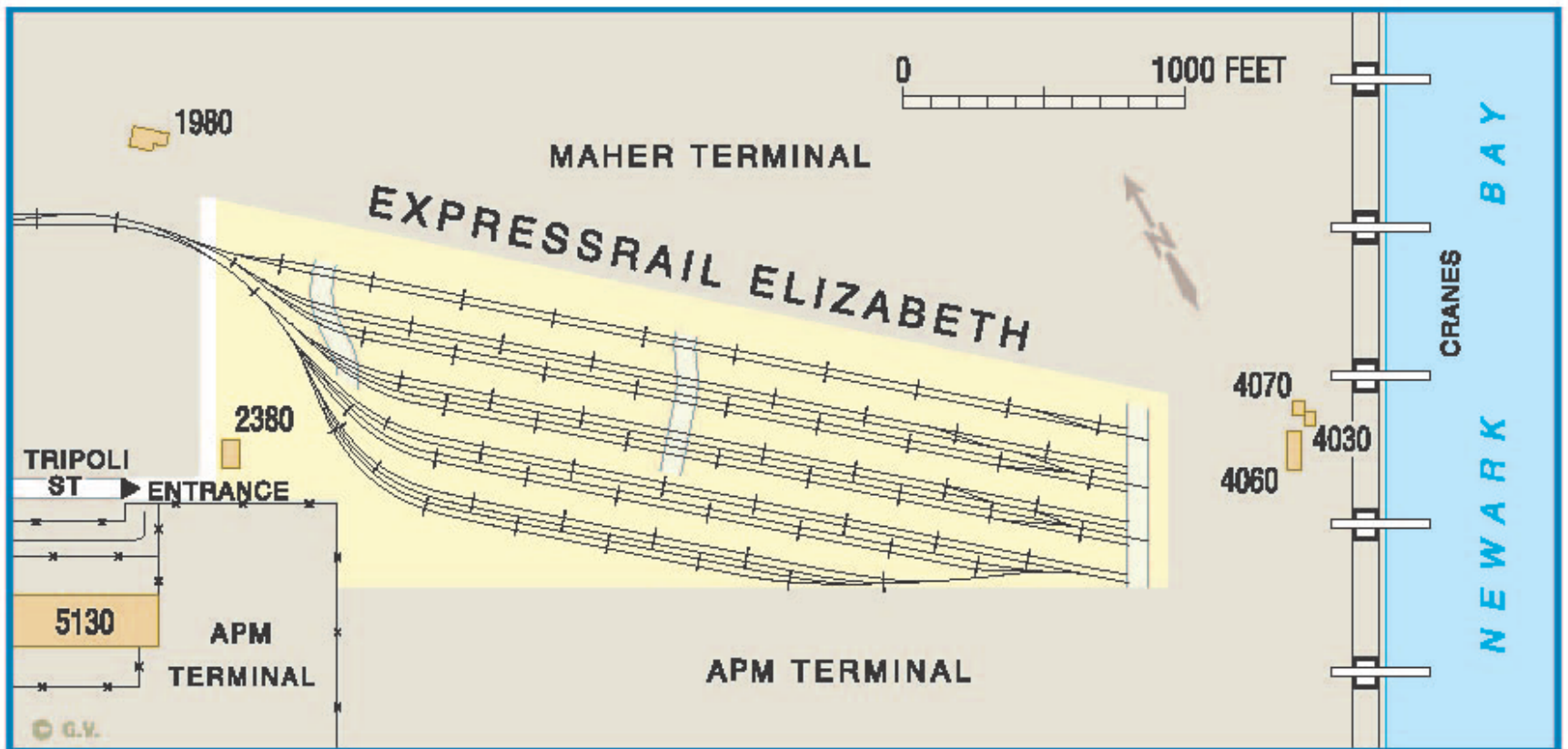
Global Container MT:

180 acres / 72.84 ha

Elizabeth Marine Terminal Intermodal ExpressRail Facility

1 million lift capacity

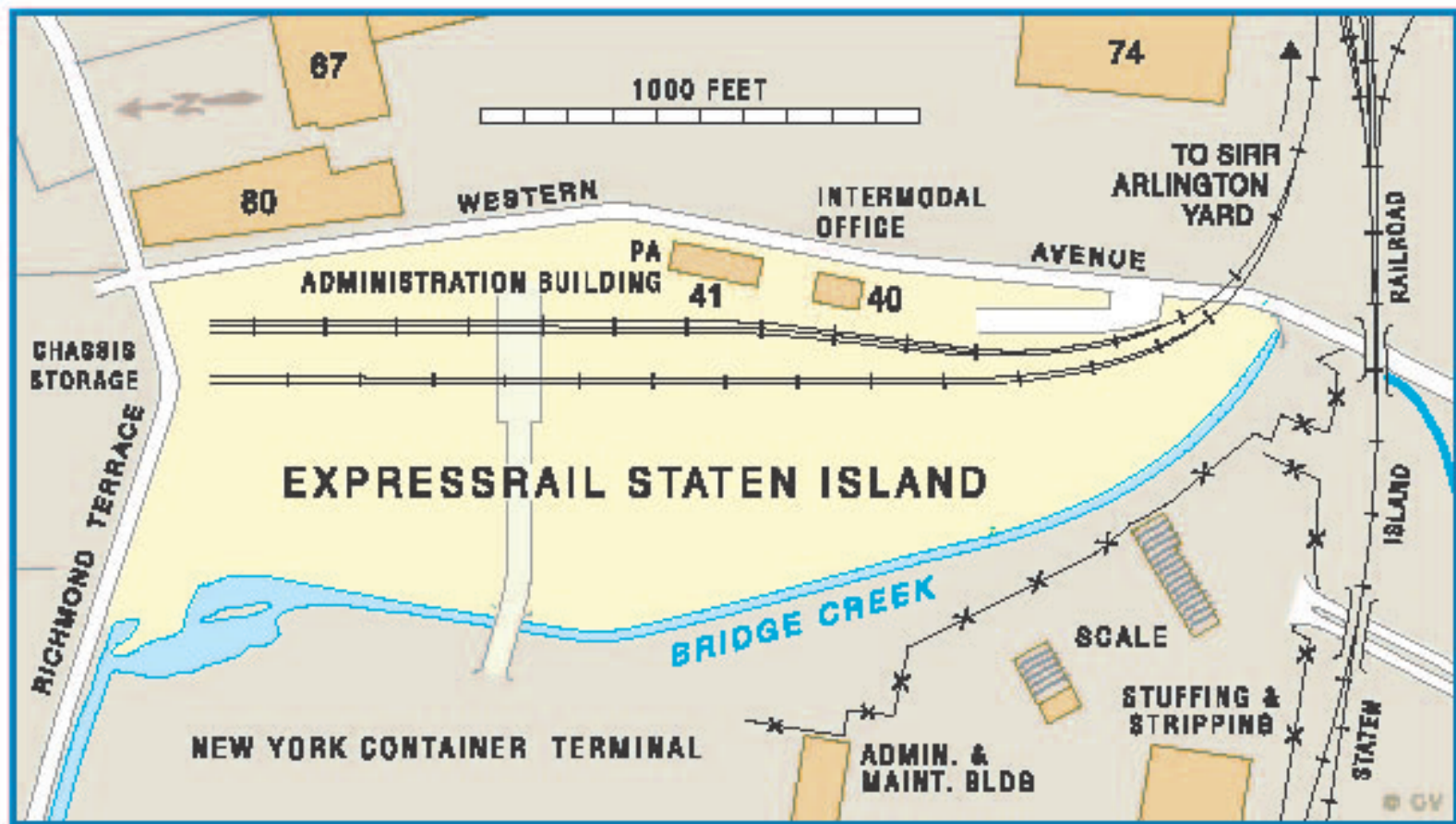
Servicing APMT & Maher terminals directly and all other users through a neutral third party gate.



NYCT Intermodal ExpressRail Facility

250,000 lift capacity

Services New York container Terminal – On-Dock



Port Newark ExpressRail Facility

Services Port Newark Container Terminal

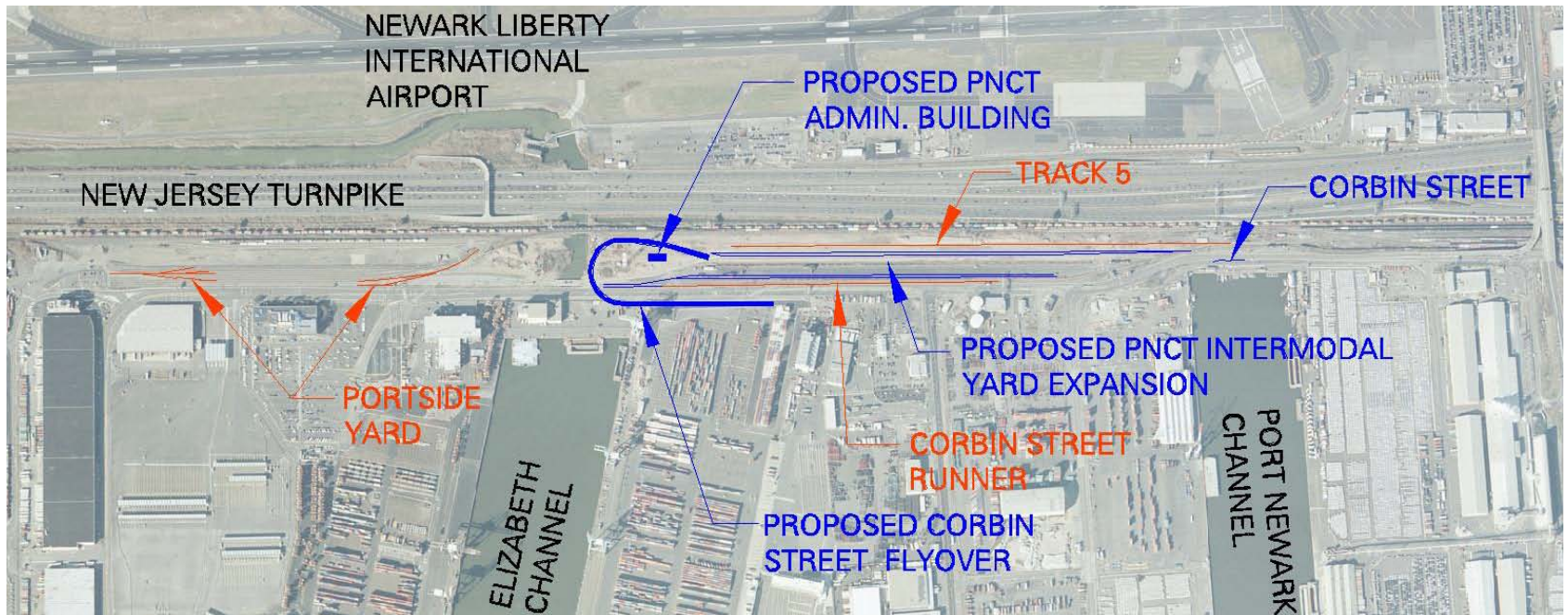


Current Ops:

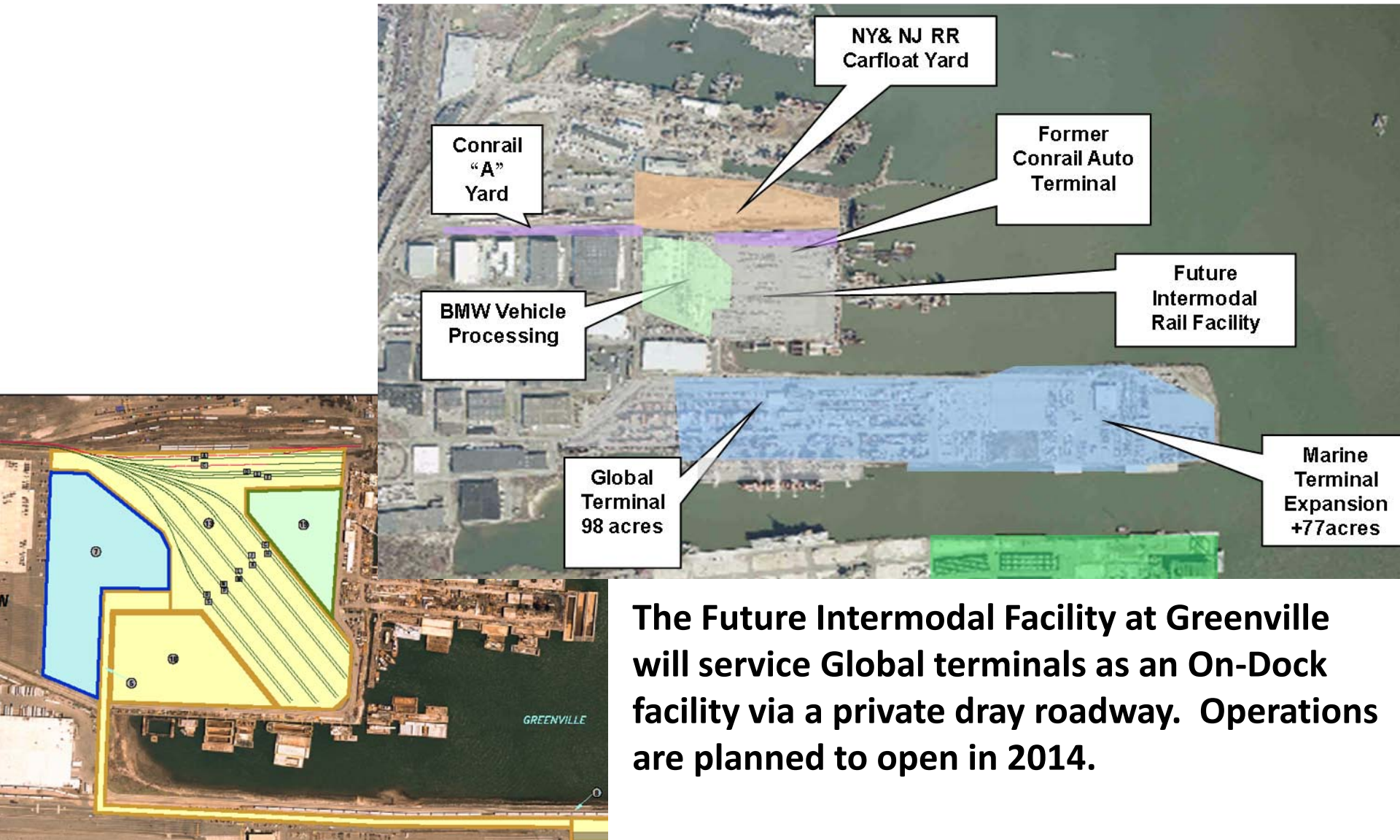
- Near Dock Facility
- 4800' working track
- 2400' storage track
- Reach Stacker Operation

Future Ops:

- 2013: On Dock Facility with flyover connection
- 2014: 9600' working track
- 2014+RMG operation



ExpressRail Port Jersey, Greenville Yards



The Future Intermodal Facility at Greenville will service Global terminals as an On-Dock facility via a private dray roadway. Operations are planned to open in 2014.

Why the PA has built the ExpressRail Facilities

1. **Capacity** – Containers moving by rail have a shorter terminal dwell time than trucked containers. The shorter the dwell time, the higher the terminal velocity and the higher the terminal capacity.
2. **Environmental Sustainability** – The PA is committed to building a sustainable port, and intermodal rail movements create a smaller carbon footprint over longer hauls.
3. **Supply Chain Cost Reduction**– Efficient intermodal service creates more cost-effective routings to hinterland destinations. On-Dock rail terminals eliminate the cost to dray a container off the marine terminal to a rail ramp.

Regional Rail Improvements

Joint improvements between the PA, Conrail, CSX, and NS

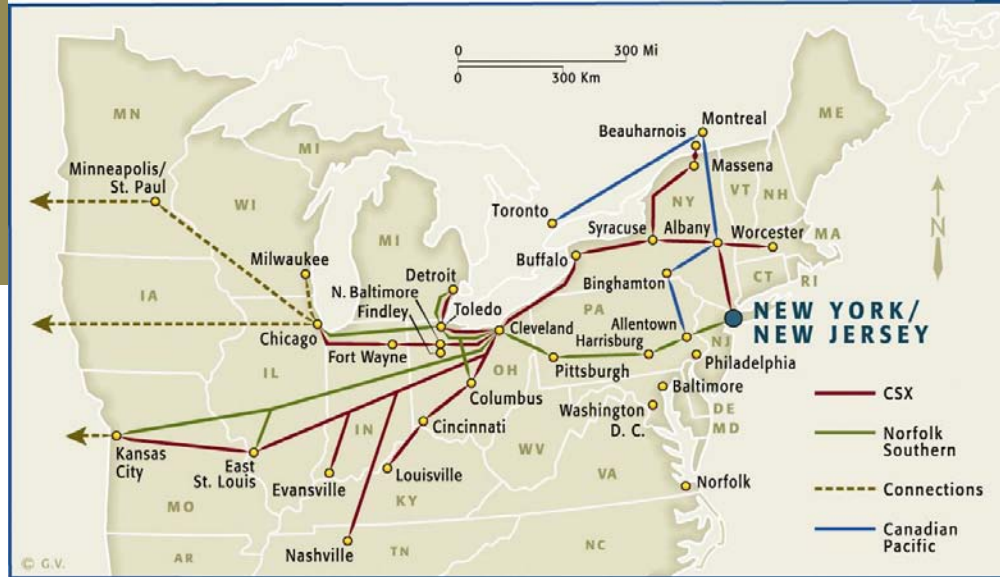


Bergen Tunnel: CSX River Line double stack high cube Drastically increase River Line efficiency – 10,000 ft of High Cube

NK-Aldene : NS Lehigh Line Third Track
Mitigates conflict between intermodal and passenger rail on Lehigh Line

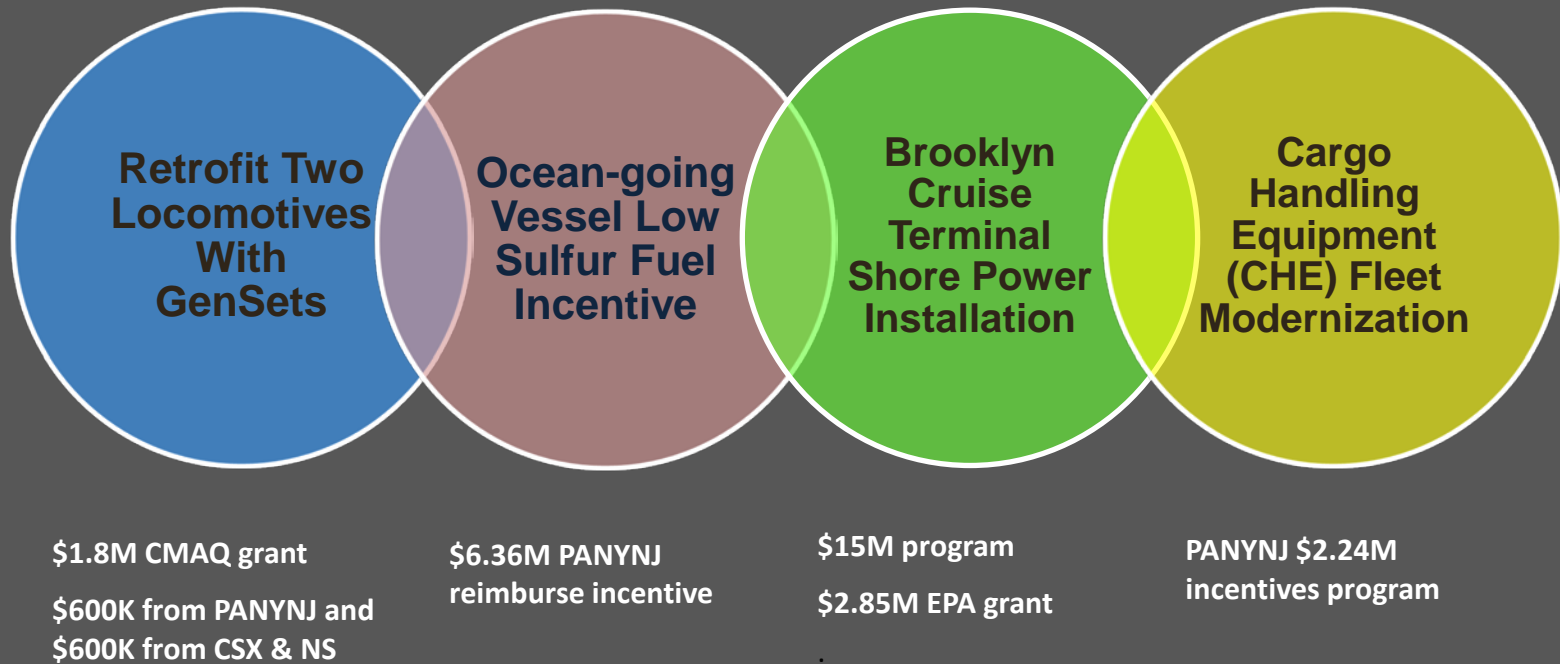
Liberty Corridor: Provides D/S high/high clearances - Increased train capacity to 10,000'

A NETWORK OF PREMIER FACILITIES



The Port of NY offers more inland destinations served by CSX, NORFOLK SOUTHERN and CANADIAN PACIFIC RAILWAY. By 2015, rail lift capacity will be over 1.5 million.

STEWARDS OF THE ENVIRONMENT



**Integrated and seamless system
of channels, terminals, and rail**

Unparalleled reliability, speed, and cost

Exceptional customer service

First-rate Port, waterway, and cargo security

**Innovative environmental and community
stewardship**

**Financial stability and capacity to
accommodate growth**