

PORT OF NEW YORK/NEW JERSEY

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WHAT IS IT?

The Port of New York/New Jersey is the third largest port in North America and the largest port on the east coast. The port is a unique in that it's governed by a bi-state port authority. It manages Port Newark, the Elizabeth-Port Authority Marine Terminal, the Howland Hook Marine Terminal, the Brooklyn-Port Authority Marine Terminal, the Red Hook Container Terminal, and Port Jersey. In addition to these facilities the port also includes a private port development. In 2010, the port handled over 4 million TEUs (20-foot container unit equivalents). This was an increase of 12.6% from 2010.



CONNECTIONS TO OHIO

One of CSX's heaviest used rail lines connects the port to the intermodal facility in North Baltimore, and then to Buckeye Yard in Columbus. Similarly, Norfolk Southern pulls intermodal trains directly into central Ohio's Rickenbacker intermodal facility.

RELATIONSHIP WITH OHIO

Imports

- Over 11% from SW Asia
- Over 13% from Europe

Exports (by value)

- Over 11% to SW Asia
- Over 9% to Europe

PORT AUTHORITY

In addition to its traditional port activities, the Port Authority owns and operates many other facilities around the New York/New Jersey region. The authority operates many airports around the region including JFK, LaGuardia, Newark and Teterboro airports. They also operate tunnel and bridge crossings,

and run the PATH rail system. Even more untraditionally, the Port Authority also owns the World Trade Center. Currently, the Port Authority is working with its partners to redevelop and memorialize those lost during the September 2001 attacks.

EXPANSION

The Port of NY/NJ is currently expanding due to the expected increase in freight at east coast ports due to the Panama Canal expansion and projected increases in global trade. The port is working to increase the throughput velocity of its facilities by expanding their on-dock rail facilities. These facilities will increase the speed in which containers reach rail corridors, like the CSX's National Gateway, and reduce container congestion within the port facilities. In

addition to these developments the authority is building a new intermodal dock on a Brownfield and improving other dock-side improvements. More challenging, the authority is developing a strategy to improve accessibility by the newer and larger container ships that the port will increasingly see as a result of the Panama Canal expansion. What makes this more challenging is that the port has both berth and height challenges.

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