



**SOUTH JERSEY PORT CORPORATION**  
**OFFICIAL BOARD OF DIRECTORS MEETING MINUTES**  
**BROADWAY TERMINAL**  
**CAMDEN, NEW JERSEY**  
**JUNE 24, 2008**  
**12:30 p.m.**

**Directors Present:**

Richard Alaimo	Chairman
Craig Remington	Director
Jonathan Gershen	Director
Chad Bruner	Director
Joseph Maressa, Jr.	Director
Eric Martins	Director
Carl E. Styles	Director

**Directors Absent:** None

**In Attendance:**

Joseph A. Balzano	Executive Director & CEO
Joseph Neal	Governor's Authorities Unit
Bernie McLaughlin	Department of Treasury
Pat Snyder	NJDOT
John Maier	Board Secretary
Jay Jones	Deputy Exec. Dir./Admin. Services
Kevin Castagnola	Assist. Exec. Dir. / Operations
Hank D'Andrea	Facilities Engineer
Pat Abusi	Treasurer
Marlin Peterson	Director of Port Development-GCIA
Maureen McHugh	Executive Assistant
Clifford Goldman	Financial Advisor
Michael Angelini, Esq.	General Counsel
James Pierson, Esq.	General Counsel
Joseph Antinori, Esq.	Brown & Connery, Labor Counsel
Linda Artlip	Riverfront/Phoenix Strategies
Dennis Culnan	Riverfront/Phoenix Strategies
Michael Smith	Commerce Insurance
John Moore	T&M Associates
Jose Calderon	T&M Associates
Eileen Stilwell	Courier-Post

**Chairman Alaimo opened the meeting at 12:30 p.m. with the following statement.**

Pursuant to the provisions of the Open Public Meetings Act, Chapter 231, Public laws of 1975, adequate notice of this meeting has been provided. On January 2, 2008 the Secretary of the Corporation sent an ad with a schedule of Regular Meetings to be held at the South Jersey Port Corporation’s Board of Directors, during the calendar year 2008 indicating the time and place to the following newspapers:

- ❑ Courier-Post
- ❑ Gloucester County Times
- ❑ Burlington County Times

In addition, the same notice was sent by Certified Mail to the Secretary of the State’s office and the following clerks:

- |                     |                   |                   |
|---------------------|-------------------|-------------------|
| ❑ Mercer County     | Cape May County   | Camden County     |
| ❑ Cumberland County | Gloucester County | Burlington County |
| ❑ Salem County      |                   |                   |

These seven counties comprise the Port’s district.

In addition, the Port Corporation has designated the Bulletin Board at its main entrance of the Broadway Terminal, its official place for posting and maintaining a schedule of the monthly Board of Director’s Meetings for 2008. On January 2, 2008, said schedule was posted.

PLEDGE OF ALLEGIANCE RECITED

Roll call was taken and recorded.

**PRESENTATION OF REGULAR MEETING MINUTES - May 20, 2008**

The minutes for the South Jersey Port Corporation Board of Directors regular session meeting held on May 20, 2008 were presented for approval.

*A motion was made to approve the May 20, 2008 Board of Directors regular meeting minutes as presented.*

<b>Moved by:</b>	<b>C. Remington</b>
<b>Seconded by:</b>	<b>J. Maressa, Jr.</b>
<b>Voting for motion:</b>	<b>All</b>
<b>Voting against motion:</b>	<b>None</b>
<b>Abstaining from motion:</b>	<b>E. Martins</b>

**PRESENTATION OF CLOSED MEETING MINUTES – May 20, 2008**

The minutes for the South Jersey Port Corporation Board of Directors closed meeting session held on May 20, 2008 were presented for approval.

*A motion was made to approve the May 20, 2008 Board of Directors closed meeting minutes as presented.*

<b>Moved by:</b>	<b>C. Remington</b>
<b>Seconded by:</b>	<b>J. Maressa, Jr.</b>
<b>Voting for motion:</b>	<b>All</b>
<b>Voting against motion:</b>	<b>None</b>
<b>Abstaining from motion:</b>	<b>E. Martins</b>

**OPERATING BILLS**

The Operating Unpaid Bill list for the period 5/15/08 to 6/17/08.

*A motion was made to approve the Operating Unpaid Bill list as presented.*

<b>Moved by:</b>	<b>J. Gershen</b>
<b>Seconded by:</b>	<b>C. Bruner</b>
<b>Voting for motion:</b>	<b>All</b>
<b>Voting against motion:</b>	<b>None</b>

**ADVANCE PAYMENT LIST**

The Advance Payment Bill List for the period 5/15/08 to 6/17/08 was presented for approval.

*A motion was made to approve the Advance Payment Bills as presented.*

<b>Moved by:</b>	<b>J. Gershen</b>
<b>Seconded by:</b>	<b>C. Styles</b>
<b>Voting for motion:</b>	<b>All</b>
<b>Voting against motion:</b>	<b>None</b>

**CREDIT LIST**

Seven (7) credits totaling \$5,279.95 were presented for approval.

<b>CUSTOMER / DESCRIPTION</b>	<b>AMOUNT</b>
Arcelor/posted before adjustments applied	<b>\$4,387.33</b>
Thompson Mahagony/11 bundles shipped by container/truck loading charges do not apply	<b>296.73</b>
Clipper Steel/billed to account in error	<b>16.79</b>
Montship/revised working report	<b>96.00</b>
Skyline Steel/error in computer deduction	<b>44.69</b>
Sterling Woods/invoice posted in error	<b>5.09</b>
David Pezzato tenant vacated site/became ill	<b>433.32</b>
<b>TOTAL</b>	<b>\$5,279.95</b>

*A motion was made to approve the credit list as presented.*

**Moved by:** C. Styles  
**Seconded by:** C. Remington  
  
**Voting for motion:** All  
**Voting against motion:** None

**CHANGE ORDER**

Change Order #3 was presented for John D. Lawrence, Inc., contractor for the 70,200 square foot transit shed building to extend the contract completion date an additional 80 days due to delays in permit submittals to NJDCA resulting from changes in NJDEP regulations. It was noted that the project engineer, T&M Associates, recommended board approval.

*A motion was made to approve change order #3 for John D. Lawrence, Inc. for an extension of the contract completion date an additional 80 days as presented.*

**Moved by:** C. Remington  
**Seconded by:** J. Maressa, Jr.  
  
**Voting for motion:** All  
**Voting against motion:** None

**CONSTRUCTION FUND REQUISITIONS**

Staff presented construction fund requisitions totaling **\$478,028.27** as follows:

<b>REQ. #</b>	<b>VENDOR</b>	<b>AMOUNT</b>
143	Gloucester County Professional Services	\$ 34,283.63
144	T&M Associates	\$ 17,058.89
145	John D. Lawrence, Inc.	\$281,872.50
146	Schnader Harris Segal & Lewis.	\$ 6,500.25
147	United Rentals	\$138,313.00
<b>TOTAL</b>		<b>\$ 478,028.27</b>

*A motion was made to approve the Construction Fund Requisitions as presented.*

**Voting for motion:** **J. Maressa, Jr.**  
**Seconded by:** **E. Martins**

**Voting for motion:** **All**  
**Voting against motion:** **None**  
**Abstaining Req. 143 & 146** **C. Remington**  
**C. Bruner**

**TREASURER'S REPORT**

Patrick Abusi presented the Treasurer's report. He reported that for the period ending May 31, 2008, the gross operating revenue less pass thru's was \$1,998,428. For the same period, the net income before interest, depreciation and amortization totaled \$404,524. Our estimated budgeted amount is \$340,781. Our net income before interest, depreciation and amortization compared to budget amount is an increase of \$63,744. Our monthly interest income is \$57,080 and our year-to-date interest income totaled \$355,139. The Board reviewed the A/R aging reports.

*A motion was made to accept the Treasurer's Report as presented.*

**Moved by:** **C. Remington**  
**Seconded by:** **J. Maressa, Jr.**  
**Voting for motion:** **All**  
**Voting against motion:** **None**

**COUNSEL'S REPORT**

Michael Angelini, Esq. reported that he has business to discuss in closed session.

**EXECUTIVE DIRECTOR'S REPORT**

Joseph Balzano presented his Executive Director's Report. He reported tonnage activity for the month of May 2008 totaled 301,775.. Breakbulk activity totaling 60,033 tons with the Del Monte fruit operation and cocoa beans activities continuing strong through the month. Bulk activity totaled 216,628 tons and for the year leads other commodity types. Bulk cargo success is primarily due to Camden Iron & Metal's scrap export business and Holcim's cement business. He noted that containerized cargo for May 2008 year-to-date totaled 123,128 tons, a 1% increase from 2007.

The Executive Director noted that the Port, responding quickly to the depressed economic conditions beginning back in May 2007 by reducing the size of the workforce and tightened up on expenses, has translated into a stable financial status. He also noted that largely due to the weak U.S. dollar, we are seeing more export cargo in the form of project cargo, i.e. equipment and vehicles to India and China.

The Executive Director also reported that the Beckett Street Terminal's two gantry cranes, a Kocks crane and a Paceco crane, are in need of maintenance. The Kocks crane, which is a primary revenue center and critical to port ops, is in need of an electrical upgrade and also needs to be painted to protect the integrity of the steel structure. The Paceco crane also requires an electrical upgrade and painting. The estimated cost for this work is \$1.3 million and that more information will be provided to the Board as it is received.

The Executive Director provided an update on the Green Port Initiative, the Paulsboro Marine Terminal Project, the Cocoa Beans Expansion Project, as well as reporting SJPC's participation in the Southern NJ Development Council's Day on the Delaware event schedule for August 1, 2008.

The Executive Director's Report was received and filed.

### ACTION ITEMS

The following action items were considered:

#### LEASE RENEWAL – D&M TRANSPORTATION

This long-term tenant requests a one-year lease renewal for their current office leasehold of 900 square feet in P-4 Building effective August 1, 2008. The current annual rental rate of \$7,548.00, \$8.39 per square foot will increase to \$7,764.00, \$8.63 per square foot.

*A motion was made to approve the lease renewal with D&M Transportation for office space in Building P-4 at the Broadway Terminal as presented.*

**Moved by:** C. Remington

**Seconded by:** C. Bruner

**Voting for motion:** All

**Voting against motion:** None

#### TRASH REMOVAL CONTRACT

Staff advertised and bids were received on Monday, June 16, 2008 at 10:00 a.m. for trash removal services at the Beckett Street and Broadway Terminals. The current supplier, Republic Waste Services, charges \$595.00 per 40-yarder plus \$3.00 per ton, a New Jersey recycling tax, (an average of 8 tons per container) for a total of \$619.00. The 4-yarders are \$20.95 per container.

FIRM	40-YARDER	4-YARDER
Republic Services Mt. Laurel, N.J.	\$689.00/cont.	\$522.30/mo.
Waste Management Ewing, N.J.	\$617.60/cont.	\$541.52/mo. *\$20.84/cont.)

Staff recommended awarding a one (1) year contract to Waste Management for the amounts shown above which provides the same rates as the expiring agreement.

*A motion was made to award a one- year trash removal contract to Waste Management as outlined above.*

**Moved by:** C. Remington  
**Seconded by:** C. Bruner  
**Voting for motion:** All  
**Voting against motion:** None

**AWARD OF DREDGING CONTRACT – BECKETT STREET & BROADWAY TERMINALS**

Staff advertised and received quotes for dredging at both Beckett Street and Broadway Terminals per the bid document. Only two firms, A.P. Construction and Weeks Marine, attended the mandatory pre-bid meeting, which was held on June 13, 2008. Weeks Marine was the only bidding firm with a bid price totaling \$991,328. Weeks Marine stated that their current Water Quality Certificate is scheduled to expire on July 31, 2008 and that they are in the process of renewing the certificate and they are concerned with the timeliness of NJDEP. They estimate that the project would take 8 to 9 days and would be completed by the end of July.

Staff informed the Board that the last time we dredged was in 2006 and the entire project could not be completed because of the ship schedule and the limited window that permits dredging activities on the river. The cost in 2006 was \$15 - \$20 per cubic yard and now it is as high as \$30 per cubic yard. Staff requested board approval to negotiate with Weeks on the pricing up to \$991,328.

*A motion was made to award the dredging contract to Weeks Marine contingent upon staff negotiating a new price with the bidder.*

**Moved by:** J. Maressa, Jr.  
**Seconded by:** E. Martins  
**Voting for motion:** All  
**Voting against motion:** None

**PAULSBORO MARINE TERMINAL  
RAILROAD GRADE CROSSING PETITION**

Staff reported to the Board that per the Redevelopment Agreement dated February 1, 2006, between the Borough of Paulsboro, South Jersey Port Corporation and the County of Gloucester, the County, through a Multi-Year State Funding Agreement with the N.J. Department of Transportation, agreed to construct and operate an overpass for the Paulsboro Marine Terminal. As part of the redevelopment process, the Port of Paulsboro will be modifying and then operating over at least one public railroad crossing in the vicinity of the terminal's access gate. Since the proposed marine terminal access road will be maintained by the County of Gloucester and/or the SJPC, a resolution by the County of Gloucester and the South Jersey Port Corporation is required by the New Jersey Department of Transportation – Railroad Engineering and Safety Unit. The resolution is to acknowledge: (1) the creation of a public railroad crossing and (2) responsibility to install and maintain appropriate railroad advance signage and pavement markings.

Marlin Peterson, Director of Port Development with the Gloucester County Improvement Authority, noted that the sounding of the locomotive horns will be included in the resolutions from the County of Gloucester and the South Jersey Port Corporation. A copy of these resolutions will be included in the Petition to the New Jersey Department of Transportation – Railroad Engineering and Safety Unit to establish a Diagnostic Team that will review and order the required highway-rail grade crossing improvements. A filing fee not to exceed \$100.00 payable to the “Treasurer, State of New Jersey” is required.

*A motion was made to approve the proposed resolution and to file Petition for Highway-Rail Grade Crossings to the N.J. Department of Transportation – Railroad Engineering and Safety Unit as presented.*

<b>Moved by:</b>	<b>J. Gershen</b>
<b>Seconded by:</b>	<b>J. Maressa, Jr.</b>
<b>Voting for motion:</b>	<b>All</b>
<b>Voting against motion:</b>	<b>None</b>
<b>Abstaining from motion:</b>	<b>C. Remington</b>
	<b>C. Bruner</b>

**PAULSBORO MARINE TERMINAL  
DMJM HARRIS REQUEST FOR CHANGE ORDER**

Marlin Peterson, Director of Port Development with the Gloucester County Improvement Authority, reported to the Board that DMJM Harris is generating the Paulsboro Marine Terminal's environmental impact statement, permit applications, schematic design and preliminary engineering in support of the permit application requirements. The DMJM Harris agreement was executed November 16, 2007. Due in part to the due diligence analysis conducted for the BP and Essex Chemical ISRA/ECRA documents and the subsequent environmental boring program conducted for a portion of the Essex Chemical site, SJPC staff requested that DMJM Harris assist in the development of plans, cross-sections, quantity calculations and dredging delineations that would support a program of site remediation in advance of site redevelopment, in compliance with NJAC7:26E.

Mr. Peterson noted that the use of additional site remediation was initiated due to the presence of contaminants within the sediment (inter-tidal and sub-tidal) areas of BP and Essex Chemical parcels. Site remediation in advance of redevelopment thru the installation and placement of a bulkhead and fill would encapsulate the identified contaminants. This approach would generate near and long-term benefits. The near-term benefits include significant cost efficiencies (+/- \$30 million) and minimal schedule duration while long-term benefits would be the reduction in volume and mobility of the contaminants. Upon completion of field activities, SJPC staff presented results from environmental borings and chemical analysis to the NJDEP. NJDEP's response confirmed the presence of contaminants, but not at levels that mandate use of site remediation regulations.

Rather, NJDEP's preferred approach is to minimize potential environmental impacts through dredging. Based on this approach, the SJPC was advised to follow the NJDEP's waterfront development and USACOE's individual permit processes.

In support of the above, DMJM Harris has requested \$99,715 in additional compensation to support the site remediation, then redevelopment approach.

*A motion was made to approve a change order for DMJM Harris in the amount of \$99,715 as additional compensation for their assistance in the development of plans, cross-sections, quantity calculations and dredging delineations to support a program of site remediation as presented.*

<b>Moved by:</b>	<b>J. Maressa, Jr.</b>
<b>Seconded by:</b>	<b>C. Styles</b>
<b>Voting for motion:</b>	<b>All</b>
<b>Voting against motion:</b>	<b>None</b>
<b>Abstaining from motion:</b>	<b>C. Remington</b>
	<b>C. Bruner</b>

### **RIVERFRONT ASSOCIATES / PHOENIX STRATEGIES**

Linda Artlip presented the marketing report and the status of activities performed by River Associates /Phoenix Strategies.

### **SECURITY UPDATE**

Jay Jones, Deputy Executive Director / Admin. Services, presented the Security Update highlighting the following items:

**Regional Live Training Exercise:** The live port security/emergency preparedness exercise, entitled "Smoke on the Water" was held on Saturday, May 31, 2008 after more than a year of planning. The full-scale event tested the capabilities of first responders from various municipalities, county agencies, as well as SJPC's Facility Security Plan. SJPC used this opportunity to meet its Maritime Transportation Security Act drill and exercise requirement to test our Facility Security Plan.

The exercise was planned and executed through cooperation with the N.J. State Police OEM, SJPC and NJ River Line Light Rail Transit System, City of Camden Fire & Police, Pennsauken Fire & Police, Cooper Hospital, Lady of Lourdes Hospital, U.S. Coast Guard and Camden County OEM and Hazmat teams. Over 250 people participated in the exercise. The event was designated to simulate a radiological material release in Camden City, emanating from the Beckett Street Terminal. KYW News Radio 1060 and NBC 10 TV covered the event.

An After Action Review meeting was held on June 9, 2008 with a final written AAR completed in approximately 90 days. SJPC will define recommendations as a result of testing various sections of the Facility Security Plan.

**Transportation Worker Identification Credential (TWIC) Program:** Problems and delays continue to plague Homeland Security Department's TWIC program. The deadline for all ports to be in compliance with the TWIC rules and regulations was delayed from September 25, 2008 to April 15, 2009.

At the Coast Guard's Area Maritime Security Committee in Sector Delaware, it was reported that at the Port of Wilmington enrollment center, they enrolled 6,583 individuals but have not activated 3,095 TWIC cards. At the Philadelphia enrollment center, they enrolled 7,661 individuals but have only activated 3,088 TWIC cards. This is a national trend and is evidence of delays and problems with background checks, card production and the final card activation at enrollment centers. The Homeland Security Department's troubled effort to issue secure identification cards to U.S. seaport workers has experienced new problems, including a dispute between the government and the programs' prime contractor, Lockheed Martin, over additional funding to resolve technical errors.

**Proposed TWIC Enrollment Center / Broadway Terminal:** Lockheed Martin is in possession of our lease and we are waiting for finalization of that agreement. A teleconference meeting has been scheduled on Friday, June 27, 2008 with Lockheed to finalize the lease. In the meantime, Lockheed Martin has established a temporary Port of Camden enrollment center in Maple Shade, N.J. at a hotel. SJPC will wait for clarity on the Broadway terminal location before considering scheduling employees to visit the Maple Shade center.

**U.S. Coast Guard / Sector Delaware:** Work on the **Port-Wide Risk Mitigation/Business Continuity Plan** is well underway for the USCG Sector Delaware. Tetra Tech, the contractor hired by the Area Maritime Security Committee, has begun an intensive outreach program with private and public sector stakeholders in the region and the first draft is expected June 6. SJPC has been working with Tetra Tech on this project.

Later this year, **Port Security Grant Program** funds totaling approximately \$25 million, will be available for projects in Sector Delaware Bay, based on the relevance of those projects to the Port-Wide Risk Mitigation/Business Continuity Plan now under development. The Area Maritime Security Committee (AMSC) expects that the Plan will be released in late August, and it will serve as the guiding document for defining funding priorities.

The US Coast Guard, the AMSC Managing Board and the AMSC Grants Subcommittee requested early input on possible projects and has submitted a on-page for completion by July 11, 2008.

Jay Jones noted that he would be participating in the **AMSC Port Business Ops subcommittee** meeting on June 26, 2008. The subcommittee will focus on TWIC, Communications, Grants and Gate Access Requests.

#### **PERISHABLE COMMODITIES TERMINAL – BROADWAY TERMINAL**

The Executive Director reported that a perishable commodities shipper and terminal operator with an existing lease in New York Harbor, which expires in 2010, has inquired into SJPC's facilities. Their current landlord has indicated its preference to focus solely on container handling thus, leading this tenant to look at other port locations for exclusive warehouse space for a long-term (20 yr.) lease. Some of this tenant's requirements would include leasehold space with access to deep water, leasehold minimums to include a 100,000 square foot refrigerated warehouse and reefer plugs, and a guaranteed berth for weekly ship calls. Mr. Balzano noted that staff is analyzing the potential to locate a perishable commodities terminal at H-Slip, which is upriver of the Del Monte Terminal and immediately west of Building E. Estimated infrastructure costs could total between \$20 and \$21 million with annual total revenues estimated to be \$2.0 million. The Board will be kept informed of any updates.

#### **PAULSBORO MARINE TERMINAL UPDATE**

This item to be discussed in closed session

#### **PAULSBORO MARINE TERMINAL PROFESSIONAL CONSULTING SERVICES**

Marlin Peterson, Director of Port Development with the Gloucester County Improvement Authority, reported that based on regulatory agency requirements for Waterfront Development / Individual Permit applications for the Port of Paulsboro, during the upcoming month, staff will solicit professional consulting services to: (1) generate a conceptual methodology for the beneficial re-use of the +/-500,000 cyds. of dredge material that is to be dredged to create the berthing locations. This beneficial re-use will generally be to increase the existing site topography to elevations that exceed the 100-yr floodplain, and (2) establish a baseline ecological assessment of the existing aquatic habitat in the vicinity of the existing BP mooring dolphins, the tidal shallows/bay area adjacent to the Essex Chemical parcel and along the western edge of the Mantua Creek from the confluence of the Delaware River approximately 1.0 mile to the existing railroad swing bridge. The ecological assessment will focus on the inter-tidal shallows, sub-tidal shallows and freshwater wetlands.

#### **PAULSBORO MARINE TERMINAL - 2<sup>ND</sup> BOND**

Marlin Peterson, Director of Port Development with the Gloucester County Improvement Authority, noted that the Paulsboro Marine Terminal needs to issue a 2<sup>nd</sup> bond to maintain the project development timeline. An initial bond offering of \$2.930 million is nearly exhausted. Bonds for the pre-construction activities are approved in the original SJPC resolution, which was agreed to by the State of New Jersey. The initial bond was sold in November 2007 and as of June 2008, bond proceeds have funded a number of necessary site investigations, such as a topographic and location survey, a bathymetric survey subsurface / geotechnical borings and environmental boring analysis. Other work elements have included environmental studies, terminal planning, preliminary engineering and related project management services. In particular, the findings from each of the surveys above have been integrated into a series of alternative Marine Terminal concept plans, sections and dredging details.

The 2<sup>nd</sup> bond is structured to build upon the work conducted to-date and to provide the professional services necessary to complete the terminal's final design and specialty services.

This bond is valued at \$14,250,000 and includes items such as design development and construction documents, dredge management plans, transition area design, mitigation area investigations and design, environmental compliance services, land acquisition (for mitigation purposes) and program / project management.

The primary objectives of the 2<sup>nd</sup> bond are (a) to complete the terminal's design process thereby generating construction documents that are ready for bidding of construction packages and (b) to complete the environmental compliance and permitting processes, resulting in the receipt of environmental permit approvals. The timeframe for implementing the 2<sup>nd</sup> bond activities is planned to commence immediately upon bond placement and continue for a minimum of 18 months. The schedule's critical path flows through the completion of preliminary engineering, design development, dredge management planning, mitigation design, environmental permitting / approval and bidding of construction contracts.

Marlin Peterson presented information to the Board on the proposed 2008 Marine Terminal Revenue Bonds valued at approximately \$18 million, which will be presented to the State and Treasury with the intention of bringing back a 2008 bond recommendation.

**PUBLIC COMMENT**

At this time, Chairman opened the meeting to Public Session for Questions/Comments

Chairman Alaimo asked if there was any additional business for the regular open session. Hearing none, he asked for a motion to adjourn the open session.

*A motion was made to adjourn the Regular Open Meeting.*

<b>Moved by:</b>	<b>C. Remington</b>
<b>Seconded by:</b>	<b>C. Styles</b>
<b>Voting for motion:</b>	<b>All</b>
<b>Voting against motion:</b>	<b>None</b>

At 1: 00 p.m. the regular open session was adjourned.

I certify that this is a true copy of the Minutes of the South Jersey Port Corporation's Open Session of the Board of Director's Meeting held Tuesday, June 24, 2008.

John R. Maier  
Board Secretary

JRM/JJ/mm

At 1:50 p.m. the regular open session was reopened.

**PAULSBORO MARINE TERMINAL**

Staff recommended Terminal Alternative 3, a pile supported wharf with access trestles and associated upland infrastructure as the preferred Paulsboro Marine Terminal schematic design. This alternative is recommended since it is the most cost effective near term solution, addresses long-term maintenance concerns, achieves operational requirements and minimizes environmental impacts.

*A motion was made affirming the recommendation for Terminal Alternative 3 as the preferred Paulsboro Marine Terminal schematic design.*

<b>Moved by:</b>	<b>J. Maressa, Jr.</b>
<b>Seconded by:</b>	<b>J. Gershen</b>
<b>Voting for motion:</b>	<b>All</b>
<b>Voting against motion:</b>	<b>None</b>

At 1:50 p.m. the regular open session was adjourned.

I certify that this is a true copy of the minutes of the South Jersey Port Corporation's Open Session of the Board of Director's Meeting held Tuesday, June 24, 2008.

John R. Maier  
Board Secretary

JRM/JJ/mm