

## Launching the **NEW** South Jersey Port Corporation



[www.SouthJerseyPort.com](http://www.SouthJerseyPort.com)

**COVER**    changing the face of the port  
**NEWS**     rail project wins award  
**SJPC PROFILE**    meet Director Remington



**SOUTH JERSEY  
PORT CORPORATION**  
An Agency  
of the State of New Jersey

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For information about the Port-O-Call publication or the SJPC, please write us at PO Box 129, Camden, NJ 08101, phone us at 856.757.4969 or visit us at [www.SouthJerseyPort.com](http://www.SouthJerseyPort.com). Follow us at [www.Twitter.com/SouthJerseyPort](http://www.Twitter.com/SouthJerseyPort).

## Board News

### BOARD APPROVES FTZ APPLICATION

**THE BOARD OF DIRECTORS HAS** authorized staff to complete and submit an application on behalf of Nine West for a Foreign Trade Zone subzone and to enter into a subzone operating agreement with Nine West. The subzone location, if approved by the FTZ Board, will be in Deptford. The Port Corporation is a Grantee of Foreign Trade Zone #142.

**THE BOARD OF DIRECTORS** approved its meeting schedule for the calendar year 2015. All meetings are scheduled to be held on Tuesdays at 12:30 p.m. The dates for the year's remaining meetings are: July 28; August 25; September 29; October 27; and December 8.

### OTHER BOARD ACTION

**THE BOARD** has awarded a contract for a rail replacement project at the Balzano Marine Terminal under the Southern New Jersey Regional Intramodal Rail/Port Improvement Program. The contract was awarded to Railroad Construction Corporation of Paterson, New Jersey, for a total of \$146,952. The project is for the removal of approximately 300 linear feet of straight rail along with corresponding ties and hardware, removal of all loose soil, compacting the area, installing ballast and 130-lb. rail, and building the elevation to the adjacent main track. All joints are to be thermite welded. The project is expected to be completed in 2016.

**AS REQUIRED** by bond covenants, a Rate Study Project is required each year. This year, the Board authorized staff to request quotations for a three-year term. The annual study examines any significant increases in rates, fees and charges above those made in year 2014 and planned for year 2015.

**THE BOARD** of Directors met in a special session on September 13, 2014 to accept an additional federal TIGER Grant of \$5.3 million through the TIGER III program, bringing the total funding received through the program to nearly \$24 million. The funding will be used for the railroad infrastructure at the Paulsboro Marine Terminal under construction in Gloucester County.



**WELCOME** to Bruno N. Cellucci, CPA, who was appointed Chief Financial Officer by the SJPC Board of Directors, effective July 14, 2014. ❀

# Profile

## *Director Craig Remington: committed to Camden and the entire southern New Jersey region*



**CRAIG REMINGTON**, the second-longest serving director on the South Jersey Port Corporation's board, follows a family tradition of being committed to Camden and the entire southern New Jersey region.

With a slight limp—caused by golf, not chimneys—his eyes beaming and a jolly laugh, Santa bound into the community center. In awe of the chubby man in the red suit and white beard, the squealing kids of Camden City, one of the nation's poorest cities, were enthralled by his ho-ho-ho and eager to see what was in his bag for them.

"I probably get as thrilled playing Santa as the kids do in seeing that Santa is there for them," said Craig F. Remington, a director of the South Jersey Port Corporation and serial Santa. "The kids don't care who is in that red suit. They don't know Craig Remington. They know Santa as the face of human-kind's benevolence even for at least one day. They are just thrilled, like any other kid, that Santa hasn't forgotten them, no matter their circumstances. These are all of our children. We are one nation, one people and we all have an obligation to each other."

For Remington, it's an affirmation of what a community and what our responsibility is to each other. It is not just playing Santa once a year.

"And Santa doesn't do it alone. It's a community thing. There is a whole army of good people behind Santa who set up the event, provide the toys and food, and donate their time and resources because it's the right thing to do," Remington observed.

Remington is very mindful of the economic and opportunity chasm between his zip code and that of Camden's. While Christmas is but once a year, his commitment to the families of Camden, Southern New Jersey and the region is year-round.

"Handing a kid a gift on Christmas is incredibly rewarding. Creating jobs and opportunity for their parents and ultimately possibilities for the kids themselves is far more valuable to them and to our overall community," he said.

*Continued on page 12*

# From the executive director

South Jersey Port Corporation, An Agency of the State of New Jersey

## A NEW, MORE DYNAMIC,

A new, more dynamic South Jersey Port Corporation is emerging in 2015; stronger with new partnerships and attractive incentives; enhanced with new and upgraded facilities and equipment; and strengthened with an intense focus on customer service.

This new South Jersey Port Corporation was forged in the crucible of the great global recession that imploded the world economy from 2007 to 2009. . . and it has been an exasperatingly slow climb to recovery.

It was a slow recovery. We were down at times but never out. There was nothing we could do about the global economy. But what we could do, and did do, was to work on things that we could control in operations and in positioning the SJPC to capitalize on the eventual recovery. It has paid off, although the global economy is still unsettling. Our tonnage has rebounded (See charts on page 3). We continue to “right-size” our work force commensurate with our business, but “right-sizing” now means hiring, rather than laying off people and with new incentivized alliances we’re creating thousands of new jobs.

Now, 2015 promises to be our breakout year, fueled, in part, by agreements that the SJPC made with Holtec International and Holt Logistics. These new alliances will directly create several thousand jobs in Camden City and Paulsboro and

invigorate the entire South Jersey economy.

This is the direct result of the prudent but tough decisions the directors of the SJPC made during the most difficult days of the recession. In 2008, in the darkest days of the recession, with the backing of the State of New Jersey, the directors of the SJPC invested \$170 million to expand our port operations to a new marine terminal in Paulsboro, New Jersey. The Paulsboro Marine Terminal (PMT) is a reality because of the commitment of Governor Chris Christie, Senate President Steve Sweeney, Congressman Donald Norcross, Assembly Deputy Speaker John Burzchelli and the directors of SJPC.

The PMT is scheduled for operation by early 2016. To ensure its success, the SJPC, in an historic agreement, formed an alliance with Holt Logistics to lease, market and operate PMT. That agreement has already delivered with Holt landing the terminal's first major customer, Russia largest steel producer NLMK.

More importantly, the agreement with Holt became the lynchpin to another equally exciting project, this one with Holtec International. The land parcel Holt held at the Broadway Terminal was freed up for the new Holtec Technology Center.

Holtec, a designer and fabricator of nuclear power plant vessels, outgrew its facilities in Marlton,

# SOUTH JERSEY PORT CORPORATION

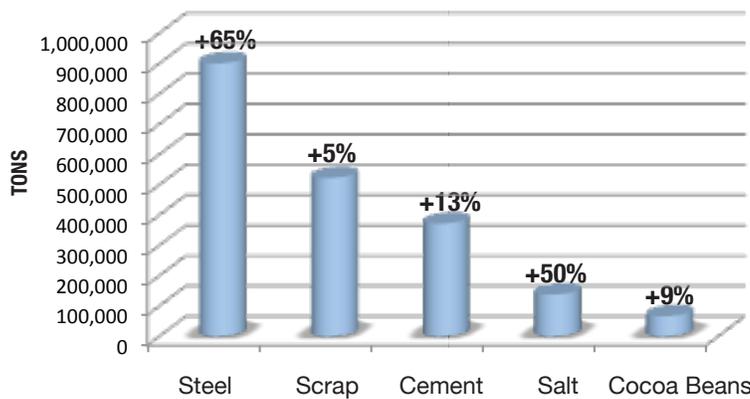
New Jersey. With plans to create 3,000 jobs, Holtec was wooed to relocate to other states with very attractive incentives. New Jersey and Camden won with \$260 million

in incentives created by legislation championed by Senate President Sweeney and Senator Norcross and enthusiastically signed by Governor Christie.

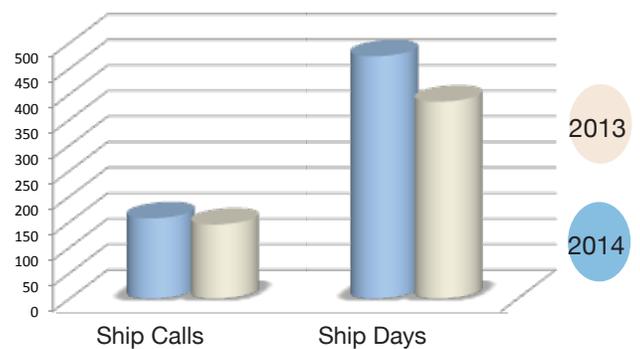
So 2014 was the transformational year for South Jersey Port and 2015 promises to be the launching pad to ever-greater opportunities.

—Kevin Castagnola

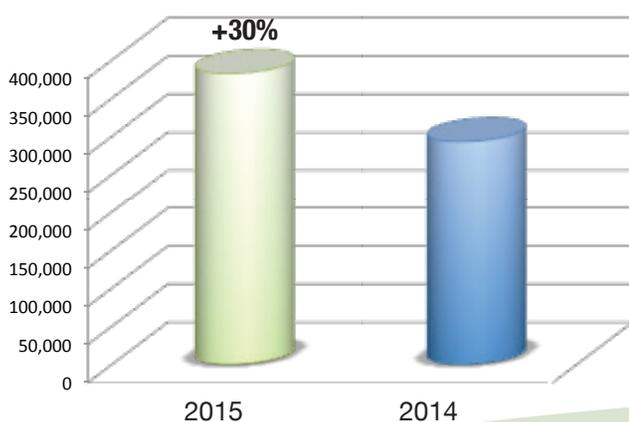
2014 TONNAGE INCREASES OVER 2013 TOTALS



2014 vs 2013 SHIP CALLS AND SHIP DAYS



1ST QUARTER 2015 STEEL TONNAGE vs 1ST QUARTER 2014 TONNAGE



1ST QUARTER 2015 TONNAGE vs 1ST QUARTER 2014 TONNAGE



# Cover Story

## A new South Jersey Po



# ort is emerging in 2015



*Celebrating—SJPC Board Chariman Richard Alaimo and Executive Director Kevin Castagnola, Holtec president Krishna P Singh, and Camden Mayor Dana Read after the announcement.*

## Holtec begins construction at Broadway Terminal, Holt Logistics leases new Paulsboro Terminal

**A NEW SOUTH JERSEY PORT CORPORATION** is emerging in 2015, creating thousands of new family-sustaining jobs and serving as the catalyst for a robust South Jersey economy. Its expanding business opportunities will create tens of thousands of additional jobs.

Holtec International, a designer and manufacturer of highly sophisticated components for the electrical and nuclear power industries, will begin construction on a \$260 million technology campus at the SJPC's Broadway Terminal in Camden, projecting a workforce of 5,000, by 2021.

Broadway Terminal has long been the home to Joseph Oat Company a world leader in the design and fabrication of sophisticated, high-quality components for the nuclear power and chemical industries. While both companies will be designing and manufacturing equipment to contain nuclear energy, they will not be using or storing nuclear materials at Broadway.

"Maybe you will be able to say that nuclear power's rebirth began in Camden," Dr. Krishna P. Singh, founder and president of Holtec International, told reporters at the announcement of the Camden project.

"The new Holtec manufacturing plant will feature heavily computer-aided machining, welding and material handling machinery that does not presently exist at any place in the US. It would be among the nation's most

advanced manufacturing plants for producing heavy weldments and complex structures, making the Broadway Terminal a world leader in the manufacturing of highly sophisticated components for the nuclear energy industry," said Joy Russell, Holtec's corporate vice president for business development.

"Through this partnership with Holtec our Broadway terminal will be the world epicenter of the key structural components of nuclear power," added Kevin Castagnola, Chief Executive Officer and Executive Director of the South Jersey Port Corporation.

"Our core mission has been—and always will be—to maximize the waterfront assets of the SJPC for economic development and jobs," said Kevin Castagnola, Executive Director and Chief Executive Officer of the SJPC. "To achieve our mission we have evolved our strategies which are consistently revolutionary and bold...but always prudent."

The results will be transformational. The very scope, size and operations of the SJPC's marine terminals will be reconfigured through alliances and partnerships that will maximize the precious waterfront acreage and optimize their usage and job-creating potential.

The SJPC is bringing heavy manufacturing back to Camden. It's bringing manufacturing back to the waterfront for greater efficiency and a more holistic synergism of land use, logistics, on-time supply chain and market delivery.



*Continued on page 8*



**Governor Chris Christie was the keynote speaker at a news conference held at the site of the developing Paulsboro Marine Terminal, at which it was announced that Holt Logistics will lease the entire terminal and invest in the emerging facility.**

# SJPC brings heavy manufacturing home

*Continued from page 6*

It just makes sense for a more successful collaboration to have the creators—who are designing and engineering the product—to be in close physical proximity to the builders of the product. The more sophisticated the product, the more seamless that collaboration ought to be. It enhances quality control and increases efficiency. That strategy extends also to the supply chain of materials coming in and the final product going out of the terminal.

And, it's good for the environment. It translates into an overall lower carbon footprint by reducing travel and transportation demand to create and ship a product . . . good for the environment, good for the bottom line, good for job-creating economic growth.

A growing world leader in the design and fabrication of highly sophisticated components for nuclear and electric power industries, Holtec International was rapidly outgrowing its technology headquarters in a suburban office park in Marlton. To meet the demands of its growing market share, the company needed to grow physically.

For greater efficiency, the company wanted to bring together its research, design and manufacturing operations into one location where it could grow from hundreds to thousands of employees. The jobs to be created range from semi-skilled to highly skilled manufacturing and fabrication positions, from administration to highly skilled design and engineering slots.

Other states dangled some enticing incentives to lure Holtec away.

New Jersey, however, had an edge. Dr. Singh, founder of the privately held corporation, states “The largest contingent of engineers lives and works in New Jersey which made remaining in New Jersey and expanding our footprint in the state the least disruptive scenario for our

company's personnel.” Led by a capable Mayor of Camden and supportive state and county administrations, Camden now is poised for revival. “As our company has grown in eminence as a designer of large and heavy equipment and machinery, it is becoming increasingly necessary for us to have a manufacturing plant located on the waterfront. The Camden port will provide us with the gateway to markets around the globe,” continued Dr. Singh. Holtec International wanted to stay in South Jersey and the State of New Jersey was determined to do all it could to keep Holtec.

To keep and grow Holtec in state, New Jersey had a deal: move to Camden, the nation's poorest city, and New Jersey would provide the financial incentives for Holtec to build its new technology campus and create thousands of jobs. Governor Chris Christie and State Senate President Steve Sweeney and State Senator (now Congressman) Donald Norcross and Camden City Mayor Dana Redd were determined to reverse the city's fortunes. Together they crafted hundreds of millions of dollars in state financial incentives to keep jobs in Camden and attract thousands more.

Holtec received \$260 million in incentives based on creating and maintaining jobs in Camden. In turn, Holtec will make the single largest private investment in the history of Camden City and anticipates employing more than 5,000 manufacturing employees, engineers, and scientists at its Broadway Terminal campus. It will also create educational and apprentice programs to train workers for these new jobs.

The 600,000 square foot Holtec building will be constructed at the SJPC's Broadway Marine Terminal on Camden's southern border. Broadway Marine Terminal was once home to the New York Shipbuilding Corporation that employed 30,000





*HOLTEC GROUNDBREAKING—At right, Lt. Governor Kim Guadagno joined Dr. Singh on the dais where both were speakers preceding the July 1, 2015 ceremonial groundbreaking at SJPC's Broadway Terminal for the Holtec Technology Campus. They were joined by many local dignitaries, including Congressman Donald Norcross, who as a State Senator, was one of the authors of the legislation that made the Holtec decision to move to Camden a reality.*

## The results will be transformational

workers building America's mighty World War II fleet from aircraft carriers to later some of the nation's first nuclear subs. Over the decades, the SJPC transformed the shipyard into a marine terminal with deepwater berths, dockside rail and high-speed electric cranes.

To accommodate Holtec, the SJPC reconfigured the Holt Logistics' footprint at Broadway Terminal without impeding Holt's use of the pier for the loading and unloading shallow-draft fruit ships to dockside refrigerated warehouses. Holt will, however, gain, its own direct access gate to its facilities at Broadway.

In another alliance with the SJPC, the Holt family will lease, operate and invest in the emerging \$170 million Paulsboro Marine Terminal. Holt projects it will create an additional 850 family-sustaining jobs at PMT and Holt has committed to invest \$10 million in the facility. Even before construction is completed in 2016,

Russia's largest steel producer, NLMK, agreed to a long-term contract as a tenant.

Leo A. Holt, president of the family-owned Holt Logistics, praised Kevin Castagnola, CEO and executive director of the SJPC, and local elected officials for their efforts in crafting the SJPC-Holt alliance.

Holt has agreed to invest \$10 million in the new Paulsboro Marine Terminal which it will lease and operate under the SJPC.

While an over-simplification of the very complex partnership with Holt that took months to craft, it ultimately freed up the acreage needed for the Holtec project while addressing a major SJPC need at Paulsboro: a long-term partner to operate the PMT. It's a win for the SJPC, a win for Holt, a win for Holtec and a win for the South Jersey economy.

Gov. Christie praised the SJPC-Holt partnership, "as a prime example of what is

*Continued on page 14*

# Port security

## Seafarers' access to maritime facilities

### USCG PROPOSES NEW ACCESS RULE

**THE UNITED STATES COAST GUARD** has filed a notice of rule making which would require each owner or operator of a maritime facility regulated by the Coast Guard to implement a system to provide seafarers and other individuals with access between vessels moored at the facility and the facility gate. The access would be required to be performed in a timely manner and at no cost.

A seafarer who wants to reach shoreside businesses and services or meet with family members or others who do not hold a Transportation Worker Identification Credential (TWIC) needs a way to get through the secure facility.

The proposed rule would help ensure that no facility owner or operator denies or makes it impractical for seafarers or others to transit through the facility; it would also require the owner or operator to document access procedures in its Facility Security Plan. ❖

### REGIONAL ASSESSMENT

SJPC is participating in a Regional Resiliency Assessment of the Delaware River Ports being conducted by the U.S. Department of Homeland Security in cooperation with the state Office of Homeland Security and Preparedness.

The three-phase program will be implemented over a three year period and will assess both physical and cyber security infrastructure. The final reports and assessments will remain confidential. ❖



### HELPING VISITING SEAFARERS REACH BEYOND THE PORT FACILITIES

**THE SOUTH JERSEY PORT CORPORATION** has always recognized the needs of the seafarers on the ships that dock at its terminals. The Port has worked for many years with the Seafarers Church Institute of Philadelphia and New Jersey (SCI) to provide the services that the Coast Guard's proposed rule is suggesting and more. In fact, for many years the Port has maintained a small SCI center at the Broadway Terminal.

Since the advent of TWIC security measures, the SCI's volunteers have acted as trained TWIC Escorts to any seafarers who wish to depart docked ships.

The SCI's mission is to serve proactively, without prejudice, the human needs of seafarers and the maritime community of the Delaware River. The SCI's ship visitors and staff help seafarers with any problems; organize worship services of any kind; provide transportation to shopping centers or historical sites; or simply transport seafarers to the SCI center for free use of Wifi or access to a chapel.

Both volunteers and staff from the local SCI visit 30,000 seafarers and 1,550 ships each year that are docked at 31 terminals on the Pennsylvania and New Jersey sides of the Delaware River.

The SJPC considers SCI a vital

partner in the life of the port. By serving merchant seamen of all ethnic and religious backgrounds, Seamen's Church Institute also serves the entire port community—as a troubleshooting "advance team" and as an ambassador of goodwill for the Delaware Valley. For every cargo ship that arrives at SJPC's terminals, SCI is there at the terminal, waiting to welcome visitors to the Delaware Valley.

The following are recent examples of the kinds of services it provides these maritime strangers to the U.S.'s shores.

As an SCI ship volunteer, Visitor Annie, drove her seafarer passengers away from the Philadelphia Museum of Art, a Romanian

2nd engineer commented: "I watched that movie when I was younger, and have wanted to run those steps ever since." He looked her right in the eye and said, "Thank you."

Because the winter was unusually cold in Philadelphia, the SCI collected donated coats for its foreign visitors, particularly those from warmer climates. The SCI noted that on a cold day in February "Seafarers from Sri Lanka were in the center today, picking up coats and scarves to help them stay warm and dry in this nasty weather!"

Some of the requests are



*A SCI's Ship Visitor (at right)*



Seafarers' Church Institute of Philadelphia and New Jersey's Senior Ship Visitor Mesfin (at right) visits with a ship captain

### Continued from previous page

amusing. Recently, Senior Ship Visitor Mesfin boarded a ship, and the captain requested 50 Whoppers from Burger King. Yes, that's right: 50 Whoppers. After weeks or months

at sea, seafarers often come into port craving foods they haven't had in a long time.

So off Mesfin went to a local Burger King, where none of the staff there could believe his order until

he put the money down on the counter.

It's the little (or sometimes unexpected) things that go a long way, and SCI is happy to care for seafarers however they can! ❖

## SECURITY PLAN UPDATED

SJPC Facility Security Officer, Jay Jones has submitted a new 5-year SJPC Facilities Security Plan to the USCG Captain of the Port Sector Delaware Bay. The new plan encompasses several changes which will increase security within the Port while being compliant with the MTSA of 2002. ❖

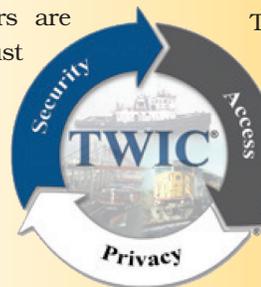
## USCG REVIEWS PORT

The U.S. Coast Guard conducted its annual review of the SJPC on March 26. SJPC met the compliance requirements. ❖

## TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)

### TWIC ENROLLMENT CENTER

TWIC Enrollment centers are now operated by Morphotrust ISA. There are several local centers: the newest one in Cherry Hill at Colwick Business Center, 57 Haddonfield Rd., Ste 110. There are others in Philadelphia and one in Woodbury. Call ahead at 1-855-347-8371 Monday through Friday from 8 a.m. to 5 p.m. Or go to [www.universalenroll.dhs.gov](http://www.universalenroll.dhs.gov), select TWIC. ❖



### TWIC COSTS LOWERED

The Transportation Security Administration (TSA) announced that effective February 1, 2015, the TWIC fee would be reduced to \$128.00 for the five-year period. The \$1.75 reduction in costs was due to lowered FBI fingerprint processing charges. ❖

## Profile

Continued from page 1

That's why Remington, a principal of one of the nation's oldest engineering firms, accepted the challenge to become a Director and Vice Chair of the South Jersey Port Corporation in 2003 and has continued to serve ever since.

"My grandfather started J.C. Remington Engineering in 1901 right here in Camden," he said. "Today we're Remington and Vernick Engineers, headquartered in Haddonfield, N.J. We have 275 employees and 250 clients throughout New Jersey, Pennsylvania and Maryland but we haven't forgotten our roots in Camden and our responsibilities."

The core mission of the South Jersey Port Corporation is to enhance the economic development of the seven southern counties of New Jersey by developing and operating marine terminal facilities along the Delaware River.

"Economic development simply means jobs, and those jobs are not only the core of the region's economy but they are essential to the self-esteem of the worker - no matter they be a laborer or chief executive," said Remington. "Our ports and the marine terminals are intrinsic to job creation and retention and to the economic vitality of the region."

Port jobs beget other jobs. They generate additional jobs in transportation, warehousing, logistics and manufacturing. The State of New Jersey, through the SJPC, has invested hundreds of millions of dollars in growing and modernizing its terminals.

The SJPC is a quasi-state agency of the State of New Jersey and it's the job of directors of the SJPC to translate New Jersey's economic policies into action.

"Santa may deliver the toys but it's all of those 'elves' who

make it possible, and we at the SJPC have been very fortunate to have had smart, stable and very effective management. Our team is efficient, nimble and obsessed with customer service," Remington said. "Santa may come once a year but our staff is 24/7 in all kinds of



*Directors Remington and DeAngelo stand with Chairman Alaimo at the Holtec event in July 2014.*

weather, solving all kinds of challenges and always evolving our facilities and practices to the ever-changing needs of our customers and region."

Remington is principal and owner of Remington & Vernick Engineers and Affiliates. After graduating from Drake University with a Bachelor degree in Business Administration and a Civil Engineering Technology degree from Temple University, Remington was ready to take the reins of the firm. Director Remington currently serves as Vice President, Secretary and Treasurer for the firm and is a New Jersey-Licensed Land Surveyor and Professional Planner. For over 50 years, J.C. Remington guided the company and supported thousands of projects along the East Coast until he passed away in 1951, leaving the company to his son Ken. Ken managed the company into

the second half of the century until his retirement in 1983, and turned the company over to his son Craig and his business partner, company President, Edward Vernick.

The firm completes thousands of projects a year for the Municipal, County, State and Federal sectors. Projects include site development, water and sewer system installation, highway construction, park and recreation facility construction, and building construction, and construction management.

According to Remington, "Part of our duty as a Municipal and Consultant Engineer is to ensure the safety and well being of those affected by the projects we undertake."

Remington is involved in many organizations and charities throughout South Jersey including serving as Director of the South Jersey Port Corporation, former Advisory Council President and Foundation Board Member at Our Lady of Lourdes Hospital in Camden, as well as involvement with the Surveyor's Association of West Jersey, New Jersey Federation of Planners, Professional Engineering Society of Southern New Jersey, National Society of Professional Engineers, Haddonfield Rotary Club, and various fishing clubs in South Jersey and Florida.

He has served as a Director of the South Jersey Port Corporation since 2003. In his down time, he and his wife Robin split their time between their homes in Southern New Jersey and Florida. He enjoys boating, fishing, golf and making historical dioramas of toy soldiers on land and sea. His love of boating and fishing and being on the water has led to his involvement in making the South Jersey Port Corporation the best it can be. ❖

# Updates

## News from around the port and the world



### CASTAGNOLA HONORED

SJPC's Executive Director Kevin Castagnola received the Camden County (NJ) Boy Scouts of America Outstanding Community Service Award in December 2014.



### CORPORATE WATCH AWARD

Hank D'Andrea, at left, South Jersey Port Corporation's long-time Facilities Engineer, accepted an award on behalf of the Port from Chief Guy Still, President of Camden Corporate Watch. The award was given to the SJPC "in appreciation and recognition of your contributions and service to the Camden Corporate Watch." The organization is integral to helping law enforcement agencies keep the downtown area safe.

### BAR CODE TRACKING

Since the fall of 2013, SJPC has been using a real-time cargo tracking system using Intermec® handheld computers and ePortation Inc.'s *Pass and Stow™* software.

The initial deployment was used in conjunction with one customer's steel coil cargos. The Port is now looking to expand the bar code scanning system to other customers' cargos.



**BREAKBULK CONFERENCE IN HOUSTON**—Executive Director Castagnola and Deputy Executive Director Jones represented the South Jersey Port at the 2014 Breakbulk Americas Conference in Houston. The photo at left shows the entrance to the conference trade show which was attended by a record-breaking number of people and the one at right shows SJPC's booth at the trade show. ❖

## A new port emerges

Continued from page 9

possible when the public and private sectors work together to benefit New Jersey citizens. In conjunction with the expansion of Holtec at the Broadway Marine Terminal in Camden, these facilities represent a major step forward in implementing a long-term vision for the economic growth of the Delaware River and the South Jersey region, bringing enhanced economic opportunities and jobs for New Jersey families while improving quality of life for South Jersey residents.”

Leo A. Holt, president of Holt Logistics agreed. “The Delaware River really has become a rising tide that can create abundant opportunities for new cargo and business growth for the entire region,” said Holt. “Thanks to the leadership and vision of SJPC and Holt Logistics, the Paulsboro Marine Terminal will be a modern, multi-faceted facility that will

greatly increase shipping capacity for a full range of commodities. The Delaware River port complex stretching from Wilmington to Trenton is known worldwide for safe

and efficient handling of steel, forest products, project cargo, rolling stock and containers. World trade has rebounded and this region is one of the epicenters of a new phase of cargo opportunities for traditional and new commodities.”

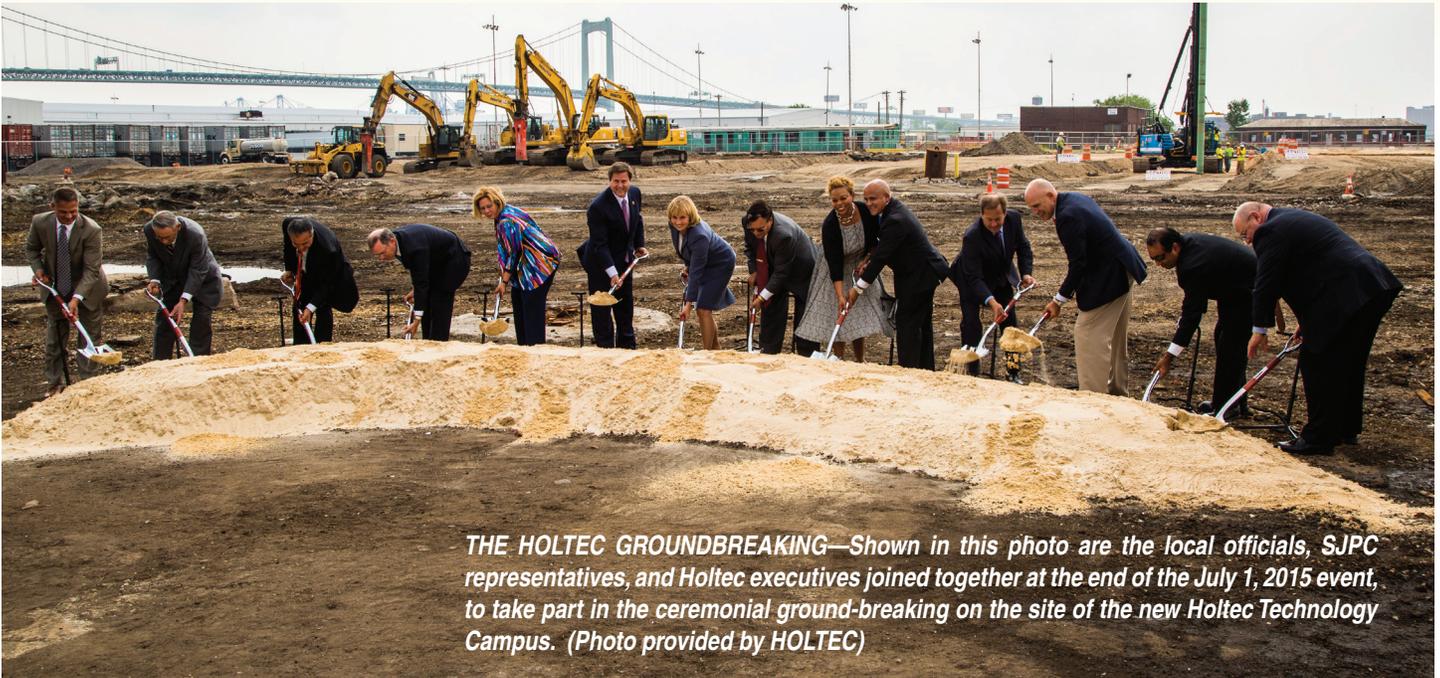
The SJPC is investing \$170 million to build a state-of-the-art omni-port in Paulsboro, five miles south of Broadway on the banks of the Delaware River. At full build, it will have 2,600 feet of linear pier, deep-water berths, high-capacity dockside rail and upwards of 190 acres. The terminal site has been raised above tidal and flood plains to ensure uninterrupted operations during storms. The wharves are designed for heavy cargoes. To isolate the terminal from the residential areas of Paulsboro, enhance terminal security and give seamless access to the interstate highway system, the



**HOLTEC NEWS CONFERENCE**—Governor Christie, at right, Camden Mayor Dana Redd, center, and Congressman Donald Norcross, at left, all spoke of the importance of the Holtec announcement to the local economy.



**BEHIND THE SCENE**—Governor Christie and Senate President Sweeney have a side conversation during the Paulsboro Marine Terminal announcement event in July 2014.



*THE HOLTEC GROUNDBREAKING—Shown in this photo are the local officials, SJPC representatives, and Holtec executives joined together at the end of the July 1, 2015 event, to take part in the ceremonial ground-breaking on the site of the new Holtec Technology Campus. (Photo provided by HOLTEC)*

state of New Jersey invested \$20 million to build a dedicated bridge and access road over the Mantua Creek as the main entrance to PMT.

The PMT is projected to open for business in 2016.

As the new marine terminal at Paulsboro takes shape, Holtec is going through the design stages for its technology and manufacturing campus at Broadway Terminal.

Like its predecessor, the New York Shipbuilding Corporation, the Broadway Terminal straddled

the Camden Broadway as it courses through South Camden and into Gloucester City. That, too,

will change. The Camden County Improvement Authority will spend \$23 million to realign Broadway east around the terminal and the Holtec campus.

“All of the moving pieces are coming together to grow a stronger South Jersey Port Corporation and a stronger, job-creating South Jersey and regional

economy,” observed Castagnola. ❖

Gov. Christie praised the SJPC-Holt partnership, “as a prime example of what is possible when the public and private sectors work together to benefit New Jersey citizens.”



*THE HOLTEC GROUNDBREAKING—At the conclusion of the ceremonial ground-breaking this pile-driving machine shown at right drove the first of 4,000 concrete-filled steel piles into the ground. The piles will become the foundation of the developing Holtec complex.*

# Round up

WINTER

New Span Heading West Bound over the Newly Completed Approach Span

## DELAIR BRIDGE SPAN REPLACEMENT

Pennsauken, NJ and Philadelphia, PA

**PROJECT:** Delair Bridge Span Replacement

**CLIENT:** **CONRAIL** Consolidated Rail Corporation

**ACEC** New Jersey  
AMERICAN COUNCIL OF ENGINEERING COMPANIES  
212 West State Street, Trenton, NJ 08608

**ENTRANT:** **JACOBS** Engineering Group Inc.  
Morristown, New Jersey

Pier and Bent Preparation for New Span Placement, Delair Bridge, West Ends

Old Approach Span Removal, Outage #1, West End, Delair Bridge

Old Span Removal within Amtrak, PSE&G and PECO Utilities

Delair Bridge, Looking West, with Safety Walking and Railing (left side) Approach Spans

Delair Bridge, Approach Span Looking East (New Jersey) towards the Delaware River with Lift Span

## SJPC-SPONSORED DELAIR BRIDGE PROJECT wins ACEC Engineering Excellence Award for Jacobs Engineering Group of Morristown, New Jersey

SJPC Executive Director Castagnola congratulated Jacobs Engineering Group for earning the coveted Engineering Excellence Award for its work on the SJPC-sponsored Delair Bridge upgrade. Jacobs completed the Delair Bridge project \$11 million under budget and a year ahead of schedule. The TIGER III federal share of the savings of more than \$6 million, was reallocated by the U.S. Department of Transportation to other critical freight rail infrastructure projects which were part of the original TIGER III grant in South Jersey.

“That’s simply an amazing performance,” said Castagnola. “Congratulations to Jacobs for an outstanding job and congratulations to the American Council of Engineering Companies (ACEC) for recognizing Jacobs’ stellar performance.”

Jacobs Engineering Group won what is considered one the nation’s most prestigious engineering awards for its outstanding work upgrading the weight-bearing of the 114-year-old Delair Bridge, a vital rail link connecting the South Jersey Port Corporation’s marine terminals to the heartland of the nation. The bridge connects Delair, New Jersey to Philadelphia. The span replacement was financed by a federal TIGER grant awarded to the SJPC to enhance freight rail access in southern New Jersey. Key to the project was upgrading the Delair Bridge’s weight capacity to 286,000 pounds. The bridge is the sole rail link connecting the southern New Jersey peninsula with the nation’s mainline rail network. It is also the key link for passenger rail and carries Pennsylvania Electric Company transmission lines—none of which could be suspended during construction. ❖



*THE HOLTEC GROUNDBREAKING—Lt. Governor Guadagno points to the future of Camden on the photo board prior to the beginning of the July 1st ceremony. (Photo provided by HOLTEC)*



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