

# Committee Meeting

of

## ASSEMBLY ECONOMIC DEVELOPMENT, AGRICULTURE, AND MILITARY AND VETERANS' AFFAIRS

"Information concerning the proposed closure of the  
Bayonne Military Ocean Terminal and the impact the  
closure would have on the regional economy"

LOCATION: Catholic War Veterans' Post  
Bayonne, New Jersey

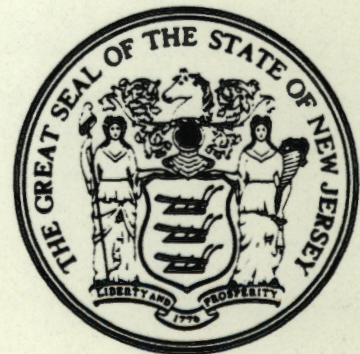
DATE: April 7, 1995  
6:00 p.m.

### MEMBERS OF COMMITTEE PRESENT:

Assemblyman Joseph Azzolina, Chairman  
Assemblywoman Barbara Buono

### ALSO PRESENT:

Edward P. Westreich  
Office of Legislative Services  
Aide, Assembly Economic Development,  
Agriculture, and Military and  
Veterans' Affairs



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Vice-Chairman

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## New Jersey State Legislature

ASSEMBLY ECONOMIC DEVELOPMENT, AGRICULTURE,  
AND MILITARY AND VETERANS' AFFAIRS  
STATE HOUSE ANNEX  
CN-068  
TRENTON, NJ 08625-0068  
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### COMMITTEE NOTICE

TO: MEMBERS OF THE ASSEMBLY ECONOMIC DEVELOPMENT,  
AGRICULTURE, AND MILITARY AND VETERANS' AFFAIRS  
COMMITTEE

FROM: ASSEMBLYMAN JOSEPH AZZOLINA, CHAIRMAN

SUBJECT: COMMITTEE MEETING - April 7, 1995

*The public may address comments and questions to Edward P. Westreich,  
Committee Aide, or make bill status and scheduling inquiries to  
Sandra Nitzberg, secretary, at (609) 984-7381.*

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The Assembly Economic Development, Agriculture, and Military and Veterans' Affairs Committee will meet on **Friday, April 7, 1995 at 6:00 PM** in the **Catholic War Veterans' Post, 23rd Street and Del Monte Drive, Bayonne, NJ** to gather information concerning the proposed closure of the Bayonne Military Ocean Terminal and the impact the closure would have on the regional economy.

Issued 03/31/95

Assistive listening devices available upon 24 hours prior notice  
to the committee aide(s) listed above





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**ASSEMBLYMAN JOSEPH AZZOLINA (Chairman):** Good evening. We are going to get started.

My name is Joe Azzolina. I am the Chairman of the Assembly Economic Development, Agriculture, and Military and Veterans' Affairs Committee. I have called this meeting, with Assemblyman Joe Doria, as a fact-finding session about the Military Ocean Terminal of Bayonne. I believe each of us has something to contribute to the meeting, but I would ask that you make your points very brief. I would like to get the most information possible in the shortest amount of time. I have found that you can say in five minutes what it would take some people an hour to say, and people don't really listen if you talk too long.

What we want to do is get this information for the State consultant the Governor has appointed so they can work on this. Unfortunately, his plane was grounded in Washington, but we will get all of this information to him rapidly. We will be working very closely with him.

So tonight our focus will be twofold: We need to demonstrate that MOTBY has a unique, unrivaled role to play in maintaining the security of the East Coast and our NATO allies. Secondly, to begin a grassroots effort to get people out on May 2 for the BRAC Commission's visit to the base. I think it is worthy to note -- to point out that in Meridian, Mississippi, 12,000 residents converged at the Meridian Naval Air Station to show their support. It is imperative that we do the same thing. I got this out of USA Today. This is an expanded version -- 12,000 people came out.

Now, the key is, we have to show that there is community support. If the Commission comes here and we do not give a damn, then they are not going to give a damn. We first have to convince them that the base is important for national security, and we have to show them that there is community support. It is a disgrace when you have not come here-- In a

big area like this, well-populated, with all those who work at the base, we should be able to get permission that they can line up on the streets and show support.

It is imperative. As you know, in any political campaign, getting people out is important. This is not a political thing, but it is like a political campaign. I cannot emphasize that enough.

Congressman, would you please come up here and sit with us? We will move over one. (applause)

**C O N G R E S S M A N   R O B E R T   M E N E N D E Z:** Mr. Chairman, how are you?

**ASSEMBLYMAN AZZOLINA:** I am kind of invading the Assemblyman's territory tonight -- Congressman Menendez's -- but we all work as a team. We are all friends. We have known each other for a long time. I think it is very important that we hold this fact-finding mission here tonight.

I am a retired Navy Captain. That is not like a captain in the Army now. A captain in the Army is only, like, a lieutenant in the Navy. (laughter) A captain in the Navy -- it took me 30-some years to get it -- is one rank below an admiral, I want you to know. If I had not run out of age, I would have made it.

I would like to give you my own insight on MOTBY, and state why I view the base as indispensable. In the international arena, the Port of New York is considered the number two strategic harbor in the world by our NATO allies. Historically, this harbor has been the primary site for the resupply of our NATO allies in the time of war. Strategically, the Bayonne staging area is paramount to our overall international military planning.

I visited Bayonne a few weeks ago -- maybe three weeks ago -- and that is when I came up with the idea to have this meeting. I was amazed. The chief engineer took me around the base. I always thought when I visited from the outside that



those were two dilapidated buildings. That was Bayonne Ocean Terminal. But you visit the base. You see the staging area they have here. It is unbelievable. They just spent a pile of money to upgrade everything. The docking area is 3000 feet. They can put a number of ships there. So it is a fantastic facility.

During World War II, the Port of New York was a major harbor for the formation of convoys. The lower sections from southern ports would join the New York convoys and meet at sea with other sections from New England ports. The main thrust was out of this area.

Bayonne's dry dock -- very few people remember the dry dock there -- was also frequently used to expedite repairs on ships commissioned to carry strategic war materials. Without a dry dock, ships could not be repaired as quickly, and would, therefore, be rendered useless in military efforts if these ships broke down. The dry dock in Bayonne is the last remaining military dry dock of its size in the Northeast, and one of two remaining on the East Coast. In real terms, this means slower responses in national or international emergencies. Commercial sites do not have the ability to allow the military unlimited access to their resources. When you talk to the Port Authority, they could not handle what can be handled out of Bayonne.

Lastly, three years ago, during the Middle East crisis in Kuwait, the maritime capability of our nation was stretched to capacity during that time, because we had phased down. We should have been able to handle it a lot better. During that time, MOTBY was a primary staging area, outloading heavy military equipment from around the country. Very few ports can handle the outloading of heavy military equipment. They might handle the smaller stuff, but they could never handle it at Port Newark, Port Elizabeth, or many of the other ports, without disrupting the whole civilian commerce.

Victory in Kuwait was achieved using the resources of MOTBY, the great anchorages, and the extensive staging areas, as I mentioned. These contributions were significant, and there is not another government-owned terminal on the East Coast that offers the infrastructure and capabilities that MOTBY offers. This has to be the key. The infrastructure cannot be replaced that we have here in Bayonne.

I would now like to call on Assemblyman Joe Doria, Minority Leader, to say a few words. I will keep moving the mike around. Here, Joe.

**A S S E M B L Y M A N   J O S E P H   V.   D O R I A,   J R.:**  
Thank you very much, Mr. Chairman.

I want to begin by thanking the Chairman of the Committee, Assemblyman Azzolina, for agreeing to hold this meeting, and for coming here to establish a record which can be used when we fight the battle to maintain and keep the MOT here in the City of Bayonne. So I want to begin by thanking him, by thanking Assemblywoman Barbara Buono, a member of the Committee who is here this evening, the staff of OLS, and all those who were involved in putting the meeting together, including Assemblyman Azzolina's aide, Jennifer, and the people from the Assembly Democratic Office who worked with her.

What I have to say is, this is a very important meeting. We have the Congressman here. We have our County Executive. We have our Council President and all of the members of the City Council. We have one of our Freeholders. We are here to say that the Military Ocean Terminal is very important to the defense of our country. Every town that is faced with the loss of a military base can establish the fact that the base closing will produce economic dislocations for the people within the community and for those people who have jobs at that facility.

But as we will see tonight when we hear the testimony, not only is there that economic dislocation, but the priority



concern I think all of us should have is that this Military Ocean Terminal is important to the defense of our nation. Its closing would have a major impact upon the strategic ability of our armed forces to meet a crisis that may occur in Europe or the Mideast, or even in South America.

Current national defense strategy calls for further reductions in military force size and reductions of forces stationed abroad. This strategy implies that we can move military forces to trouble spots at very high speed. There is a limit to what aircraft can carry, and there is a limit on how many aircraft we can afford. Obviously, the defense budget is something we are all very concerned about in these difficult economic times. Ships will continue to play a very important role in moving forces, supplies, and munitions around the world. The Military Ocean Terminal provides the facilities necessary to load, and then to ship vehicles and equipment, especially heavy equipment, that can then be used in time of emergency throughout the world.

Bayonne's Military Ocean Terminal is the place that's got the space for meeting military needs for sea transportation. Its rail, road, and siding network is probably among the best in the country, and definitely the best on the East Coast. Assemblyman Azzolina mentioned that the dry dock is the largest on the East Coast, and is one of only two. All these facilities make the Military Ocean Terminal essential to the defense of our nation. Its location provides the necessary speed to reach the Caribbean, the Mediterranean, Southwest Asia, and Europe. In fact, it is 24 to 36 hours closer than any other facility on the East Coast of the United States.

We realize that this facility is important to the strategic well-being of our military, but most of all it is important, also, to the people here in the City of Bayonne, in the County of Hudson, in the New York metropolitan area. The economic impact would be severe on the people who work at the

facility, and on those merchants and businessmen who are the chief suppliers of material to the Military Ocean Terminal.

There are those who would suggest that it would be simple to use other facilities -- other than the Military Ocean Terminal -- to meet the needs of the military. The suggestion has been made that private facilities can do it. The reality is, the private facilities do not have the necessary space or capacity to meet the needs of the military in time of emergency. As Assemblyman Azzolina pointed out so well, three years ago, during Desert Storm and Desert Shield, the Military Ocean Terminal in Bayonne provided an essential service. Without it, we would have had a much more difficult time supplying our troops who were on the front line protecting the citizens of our country. We have to be concerned about this in the future.

This meeting is one step in the direction of trying to create the record that is necessary, and the emphasis that is necessary to keep the base open. I believe we will do that this evening. We must continue to work hard together.

I want to thank all those who have been working diligently with us -- the Congressman, the County Executive, the members of the City Council, the Council President, Joe Makowski, all those here present; the employees, Mary and Paula, John Angelone, for leading the fight. We will be working with you, and we will continue to fight hard, guaranteeing that we maintain this important, essential, strategic facility for the benefit of the people of this country, and the military of this country.

Mr. Chairman, I thank you for giving me the opportunity to testify. I thank you for taking time out of your very busy schedule to be here this evening with us on this very important issue.

Thank you very much. (applause)

ASSEMBLYMAN AZZOLINA: Congressman Mendez --  
Menendez. I'm sorry.

CONGRESSMAN MENENDEZ: I have been called worst, Mr.  
Chairman.

Mr. Chairman, distinguished members of the Committee:  
Let me first say that I join in welcoming you and thanking  
you. As a former member of the State Assembly, I understand  
how rare it is to have a field meeting, and I want to  
congratulate the Minority Leader for urging you and for  
convincing you to have this field meeting, because it will  
begin to help us to flush out some of the issues we need to be  
prepared for. In a very short period of time, we will be  
testifying before the BRAC Commission on May 5. We will have a  
site visit on May 2. So this is an important period of time.

While you may have been a Captain in the Navy, you are  
a general on this Committee.

ASSEMBLYMAN AZZOLINA: Is that okay, General Glazar?

CONGRESSMAN MENENDEZ: I am sure he wouldn't disagree  
with you. You hold the purse strings.

Let me just say that my former colleague in the State  
Assembly, Assemblyman Charles-- I can't say a "former  
colleague" to Assemblywoman Buono, but she is a great addition  
to the New Jersey Assembly. I have read some of the things she  
has done already, and I think she is going to make a lot of  
history for us in New Jersey.

I would like to thank the Committee for inviting me to  
testify this evening on the economic impacts, and other  
impacts, of the proposed closing of the Military Ocean Terminal  
in Bayonne. The Terminal is unique, in that it is a military  
installation with 92 percent of its workforce being civilian.  
Over 2400 civilian employees are employed at the base.

For Fiscal Year 1994, the total direct wages generated  
by the operations at MOTBY were \$82.1 million, of which \$78.5  
million represented wages generated on the base itself. There

are also major sectors indirectly affected by the operations at MOTBY. These include: transportation, business services, finance and insurance, wholesale, retail, and health care. The indirect and induced economic impact generated by MOTBY in Fiscal Year 1994 were: 1617 jobs, \$65.7 million in wages, and \$182.6 million in sales.

The State of New Jersey and Hudson County are also the beneficiaries of MOTBY and its workers. It is estimated that in Fiscal Year 1994, total State and local income taxes generated by the over 2000 direct jobs at MOTBY were estimated to be \$2.6 million.

Mr. Chairman, these are hard economic facts. In this, my congressional district, whose unemployment is higher than the national average, the economic loss which would occur with the closure of MOTBY would be devastating. We cannot afford to lose one job, not one dollar which enhances the economic well-being of Bayonne and Hudson County. It is obvious by the presence and the continued interaction that we have had with the County Executive, who is here tonight, and to whom we have spoken on various occasions already, who is also a member of the Port Authority of New York and New Jersey-- He has gotten the Port Authority to be forthright and of great assistance to us, and I want to thank you, Bob. Lillian Liberti, who is the person who heads the Port facilities, is helping us dramatically in preparing testimony that I think will be convincing; also, the members of the City Council and the Freeholder, who have also expressed their interest at different times during this period of time since MOTBY got on the list.

They understand the economic well-being of what it means to Bayonne and to Hudson County. With continued operations at MOTBY, we can anticipate an increase in jobs at the facility. The facility has received a dredging permit, which I worked very hard to obtain over the past two years. The New York/New Jersey Port Authority estimates that the



dredging project will generate 55 jobs over a three-year period, and bulkhead reconstruction is estimated to generate 254 jobs over a two-year period.

But more importantly than that, it continues to give viability to the mission of MOTBY. That is why we worked so hard to ensure that, in fact, there would be a viability. If you don't have ports that are open, Mr. Chairman, then you can't have ships come in. If you can't have ships come in, the mission of MOTBY is lost. That is what we have been working so long on. Before we were ever even threatened with the question of the base closing, we knew we had to, in fact, get this dredging done. We used both Federal and State. I am glad to say that the Governor cooperated with us.

If there is one thing I would say to the Committee, since it is Economic Development as well as Veterans' Affairs, it is that DEP, in its process, is finally giving us a permit. One of the things they asked us to do is to have a retaining basin, which will cost us about \$7 million more than what was anticipated. That retaining basin is to receive water from the dredged materials, which is water that is already in the riverbed from which we are extracting it. So to do \$7 million, that increased the cost-- I won't say that that is one of the reasons, but now it is being tossed around by the Army as an issue. We would like to see a relook at that permit, to make sure that maybe there is a better way of accomplishing that and reducing the \$7 million cost. We would like to be able to make that case to the BRAC Commission.

The Base Closure and Realignment Commission -- BRAC as it has been known -- has been asked to approve the closure of the 1301st Major Port Command and the Military Traffic Management Command, but, in my view, there are ripple effects to this action. You know, BRAC, as you know, Mr. Chairman, is going to determine it on military value -- military significance. We can talk about all the economic impacts that

Bayonne and Hudson County will feel in the State of New Jersey as well, but it will ultimately be on military significance first and foremost that the decision will be made. Hence, that is where we are preparing our case, although I am not going to give our case away tonight, because, cleared or not, many people monitor what is going on in the questions of ports -- of closings of bases. So I am not going to give away our case, but I assure you that we are preparing, I think, a very effective case.

Let's talk about some of the ripple effects. If the 1301st Major Port Command and the Military Traffic Management Command leave Bayonne, there will be no mission for the U.S. Army Garrison, which, according to MOTBY, employs approximately 268 civilian employees. What is going to happen to these people?

With regard to the military necessity of this facility, I believe, as the Minority Leader has said, that MOTBY has a viable role to play in the U.S. Armed Forces missions. Shipments from MOTBY reach Europe and other places one day faster than deployment at any other facility on the East Coast. This may not seem significant to many, but for a soldier awaiting an M1A1 tank, or waiting for a resupply of ammunition, or supplies in a hospital environment, 24 hours makes an enormous difference.

In one of our working sessions with members of the Fed and others, I think John Angelone said it best: What is the value, Mr. Chairman -- what is the value of an American life? Where do we place that value?

There is still another facet to this proposal which is not considered by the Defense Department and is not contained in their assessment of the value of MOTBY; that is, the people working at the facility. The employees of the base have met and exceeded every demand their government has imposed upon them. They have met every mobilization schedule, and they have

done it with the needs of the servicemen and servicewomen foremost in their minds. As a matter of fact, when I spoke to General King at the base, he told me that in the Haiti deployment, in fact, their schedule was moved up in terms of what they were originally told, Mr. Chairman, what was going to be the potential invasion of Haiti, and the employees met that accelerated schedule. You have a tremendously talented workforce here, that is also very talented in the mechanized units they move. I don't know that we are going to get that at some other commercial port, especially a port that is a right-to-work state, that is, a nonunion state, that they are going to have that kind of expertise. And when we do not have that, we do not have the support efforts to move forward power we need to have in the present world environment.

The men and women who made the MOTBY mission successful are our neighbors, friends, and coworkers. MOTBY, as I have said, is an unusual military facility with a 92 percent civilian workforce. We have not seen a constant rotation of personnel. The people who work at MOTBY have many years of government service and, because they have spent many years of their lives in our community, they have a vested interest in the well-being of the community. It has not just been another assignment with a transfer scheduled every three years. They have contributed to the stabilization of our area in a way which is absent from other communities with military facilities. This, in turn, has made MOTBY a good neighbor to the Bayonne community, and I think it would be tragic to lose this dynamic and integral part of the City of Bayonne.

We understand the City Fathers' concerns in terms of resources, but I believe that if we save the base, we can then go on to work to make some of those resources economic vitality for the City of Bayonne.

Mr. Chairman, you have been very kind with your time. Let me close by saying I want to state my unequivocal support

to the community's efforts to keep MOTBY open and productive. (applause) That is why we fought for the dredging. That is why we fought for the railroad links and got millions of dollars committed to it by the Federal government. It has a military value; it has a military mission; and, of course, it has an economic value. It should be kept open to ensure the continued support to which our military personnel are entitled, and that is achievable in the fastest possible time. I know, as a Captain, you understand that.

Thank you so much. (applause)

ASSEMBLYMAN AZZOLINA: Thank you, Congressman.

One thing I did notice at the base -- another thing, I should say -- is that the safety record is outstanding, the work safety record. It is unbelievable.

Next, I would like to call on Senator Edward O'Connor. (applause)

**S E N A T O R   E D W A R D   T.   O ' C O N N O R ,   J R . :**  
Thank you, Chairman Azzolina. Thank you, ladies and gentlemen. I apologize for my late arrival tonight. I was involved throughout the entire day today in labor negotiations in the Town of Kearny. They concluded around 5:00, and I did the best I could to get here on time.

Chairman, I applaud the work of your Committee here. I understand the urgency, and I certainly think that is punctuated by the fact that you convened an Assembly Committee meeting for 6:00 on a Friday night. I commend everyone for coming here. I don't think there is a person here tonight who is not unified in spirit in an effort to keep the MOTBY alive and well. It certainly -- as Congressman Menendez said -- an asset for the country. It is an asset for our area, and we are all here to do whatever we can to make sure that it stays that.

It is hot in here. There is a long list of speakers. I am certainly not going to take up your time with a lengthy speech. I am happy to work with you. The Army and the Navy



always work well together. I know when I was in Vietnam, I was happy to be chauffeured around on Navy boats.

Again, thank you for all your hard work. I am anxious to hear some of the suggestions.

ASSEMBLYMAN AZZOLINA: Thank you.

I would like, now, to call on Terry S. Teele, Colonel USA Retired. He is like me, retired. Colonel, over here. That is why we have the empty seat, so we can all face the audience.

C O L O N E L T E R R Y S. T E E L E: Thank you very much. I sit with the targeted people, right?

ASSEMBLYMAN AZZOLINA: Are you a full Colonel, or a Lieutenant Colonel?

COLONEL TEELE: A full Colonel.

ASSEMBLYMAN AZZOLINA: I know you are a full Colonel. The Colonel is a great guy, by the way. It is just as hard to make Colonel as it is to make Captain. (laughter)

COLONEL TEELE: A little harder; a little harder.

Ladies and gentlemen, Mr. Chairman, good evening to everybody. I see a lot of familiar faces, people I served with, as recently as a year or so ago.

I appreciate the invitation, Mr. Chairman, that you extended to me and the opportunity to appear before you this evening.

I was going to talk about the uniqueness of the Military Ocean Terminal of Bayonne, but Congressman Menendez and everybody else sort of beat me to it. I was going to talk about the dredging, but Congressman Menendez beat me to it.

What I am going to do is talk to you -- the Committee and all of you -- about the capabilities of the Port of Bayonne. I want to give you a comparison of operations in a military port and a commercial port, and we will go from there.

I would also like to point out that what I am about to relate to you are my thoughts, my own opinions, and do not

reflect any official position of the United States government. That is a caveat.

In the way of my own background, after having served more than 27 years on active duty, I retired on 1 January 1994 at the rank of Colonel, U.S. Army Transportation Corps.

I am presently the Executive Vice President of AE Nationwide, a corporation that provides technical services to the relocation, and household goods moving and storage industry. Just for the record, my company does not have any business dealings with the Department of Defense or the Military Ocean Terminal, Bayonne, so I am not here for any personal gain.

In my former life -- I would call it -- when I was in the Army, I was a Transportation Corps officer, as I said, and in this capacity I served with and commanded military ports and conducted military operations in commercial ports, from Vietnam to the Eastern Basin of the Mediterranean and back again.

My comments to you regarding MOTBY are based upon firsthand experience as to the Military Ocean Terminal's capabilities, experience which was gained while serving at MOTBY from June 1990 until December 1993. They are also based upon my prior experience operating both military and commercial terminals within the United States.

My first assignment at MOTBY was to organize, activate, and command the U.S. Army Garrison, the base support element which was, and still is responsible for providing logistics support to all units on base, and providing all essential services to everyone living and working on the MOT. Essentially, I was a little-city manager, if you want to compare it that way in civilian terms.

In August of 1991, I had the privilege of assuming command of the 1301st Major Port Command, the command that had

total responsibility for all cargo and ship operations on the MOT.

Please allow me to digress for a moment so that I can better explain what the Military Ocean Terminal is and who the key players are.

The Military Ocean Terminal is a land mass that juts out into the peninsula. That base is run by the United States Army, as you have all heard this evening. The major unit, as you have heard, is the Military Traffic Management Command, Eastern Area. But the unit that does the mission, the heart and soul of that land mass that juts out into New York Harbor, is the 1301st Major Port Command. That is the unit that bears the burden.

There are also other units on the base -- the U.S. Navy's Military Sealift Command, Atlantic. You have other Federal agencies, such as the Federal Archives, which are located on the base. So when we are talking about closing the MOT, we are talking about a land mass that has about 55 or 80 tenant units sitting on it, some as small as a 10-man operation, and some as large as Headquarters, Eastern Area.

The 1301st Major Port Command, as I said, is the heart and soul. It has a mission which is very simple to articulate, but is very difficult to execute. Its mission is simply to receive, store, and ship military equipment and cargo in support of U.S. forces transiting any port within its assigned area of responsibility. What makes it difficult to execute, is that the 1301st geographic area responsibility is not confined to the Military Ocean Terminal, Bayonne, and the Port of New York and New Jersey, but extends from the Great Lakes down the Atlantic seaboard from Maine to Virginia. So you can understand that the 1301st is not just confined to that land mass that juts out into the New York Harbor.

With the exception of the MOT, all of the ports that fall within this geographic region are commercial ports, ports

that are operated by various state authorities and each one in competition with each other for shipping revenues. Each one of these commercial ports has its own established contractual agreements with terminal operators, shipping lines, and labor unions, and each one has its own operating rules and regulations, which may or may not be relaxed to accommodate the unique requirements and needs of military units and cargo transiting that particular port.

What are these requirements? Let me highlight a few:

- \* Adequate rail and road access into and out of the port.
- \* Guaranteed and adequate berthing space.
- \* Acres of hardstand for staging of military equipment and cargo.
- \* Secure warehouse space.
- \* Trained and skilled labor.
- \* Flexible work rules.

I could go on until the sun comes up, but I will stop right there.

Over the years, there have been questions raised regarding MOTBY's future. The question most often asked was: Could MOTBY's mission be accomplished more efficiently and effectively by replicating its capabilities at some other military port, or, could commercial port facilities be used to execute the mission in both peacetime and during contingency operations? In essence, the question was: Do we really need this facility?

Each time the question of need came up, informal studies showed that the answer was "Yes," because the cost of replication was too great, or because commercial facilities could not meet military requirements 100 percent.

Let me explain why by covering a few of the most critical requirements with you in a little bit more detail:



\* Adequate rail and road access into and out of a port is crucial for the efficient movement of cargo and deploying units.

Both the Port of New York and New Jersey and MOTBY are serviced by one of the greatest transportation networks in the United States. If the military had to use local commercial port facilities, I believe that military cargoes would be in competition with commercial cargoes for the use of the land transportation network.

In peacetime, one can work around this competition, but during a crisis situation, the military port operator needs to be guaranteed priority access, a guarantee that may or may not be assured, since the commercial ports must live up to their contractual arrangements with the commercial shipping lines, terminal operators, and other commercial interests. This sort of competition does not exist on MOTBY, since the terminal has its own internal road and rail network, which have recently been refurbished.

\* Guaranteed and adequate berthing space is a very real problem, because if you are not guaranteed a berth for your ships when and where you need it, the entire deployment timetable can, and will be thrown off track.

By adequate I mean:

\*\* a berth that has the water depth to accommodate the draft of the ship that you are scheduled to load or discharge;

\*\* a berth that is long enough to accommodate the vessel;

\*\* a berth that has an apron, or pier face wide enough to let you do your work. This is something we learned through bitter lessons over the years since Vietnam, and before that.

While we were deploying units during Desert Storm in support of the Persian Gulf War, we used numerous commercial ports along the Atlantic seaboard and the Gulf coast. In two

of the ports in which I was personally involved, the local port authorities could not:

First, guarantee us access to the number of berths that we needed, due to commercial contractual obligations.

Second, provide us with adequate berthing space, again due to contractual obligations.

I can appreciate the position the port authorities took, since this particular military deployment would be limited in time, and they had to satisfy their commercial customers, who provide the port a steady, year-round flow of business.

This competition for berthing space did cause us some very serious problems, which were overcome only by using some very "creative" -- and I put that in quotes -- operational procedures, operational procedures that still scare the hell out of me whenever I think about what we had to do to get the job done. I thank God that we didn't kill anyone while doing it, or hurt anyone.

I firmly believe that the problems caused by conflicting demands would be experienced even today if the military had to deploy a force package through a commercial port. Competition for adequate berthing is not a problem for operations conducted at MOTBY. That is what we are there for. The terminal has the capacity.

MOTBY's capability was tested and proven during Operation Desert Storm, Operation Restore Hope -- the deployment of forces to Somalia -- and, most recently, during the Haitian deployment. I would like to note that during all of these operations, the Terminal continued to maintain its routine mission of supporting U.S. forces elsewhere, without skipping a beat, something that could not have been done in a commercial port.

Labor: "Nothing happens until something moves" is a saying that everyone within the transportation and logistics

community learns in his formative years. I like to paraphrase this statement and take it a step further by saying: "Nothing happens without a competent, dedicated, and well-trained workforce," and this is where the Terminal's employees and the longshoremen that work on MOTBY come into play. The Terminal's civilian employees are probably the most professional bunch of people I have ever had the privilege to command. Their mettle has been tested and each and every time they have met the challenges. They could handle anything that was thrown at them.

With regard to the longshoremen, longshoremen in commercial ports just do not have the training nor the expertise required to handle military equipment and cargo. This lesson was learned time and time again in various commercial ports during both Operations Desert Storm and Restore Hope.

Once again, I have to revert to my own experiences where I suffered delays at commercial ports during both of these operations, because the longshoremen did not know how to handle or load our military equipment. I am not saying that these men were not hard-working and competent longshoremen. It is just that they did not handle military equipment and cargo on a daily basis, and were simply not familiar with the unique loading requirements that go along with this type of cargo.

Regrettably, a contingency deployment operation does not afford the time to try and teach someone the loading and lashing techniques necessary to secure military cargo. Each port abides by its own labor rules, which quite often are inflexible and do not change simply because military cargo is transiting that particular port.

In terms of experience, the longshoremen who work the MOTBY piers are the most experienced I have ever encountered in my 27-plus years. Quite often, I would just point at the cargo, give them a diagram of the ship, and then just sit back and watch these men go to work with the full confidence that

the ship would be safely loaded and loaded on time. I could not have asked for a better crew, nor could I find such a crew in the commercial ports that I have worked in the past. I can tell you, labor rules on MOTBY almost went out the window during both Operations Desert Storm and Restore Hope. It is not that the longshoremen of the ILA Local or my own people had a total disregard for union rules. It was just that the urgency of the mission required us to work together as a team to get the job done. Let me give you an example:

During Operation Restore Hope, the deployment of the 10th Mountain Division to Somalia in the fall of 1992, the deployment time schedule was repeatedly disrupted due to train derailments in upstate New York that were caused by severe snowstorms. Once the trains started arriving at MOTBY, we were already about 48 to 72 hours behind schedule. Then, on top of that, we were hit by the great no-name northeaster, the storm that came through and flooded us all out. This storm brought winds that gusted up to 40 miles an hour down the channel, with blinding rain and waves crashing over my piers. The storm was so bad we had a ship that was alongside one of my piers where they had to quadruple the mooring lines and put up a storm watch just to ensure the safety of the ship. That is how bad it was.

To make up for lost time, we, essentially, would have had to work through this storm. Under these weather conditions, most sane men would have closed the port and gone home, which is exactly what happened in every commercial port in the Northeast. But this did not happen at MOTBY. The ILA asked me if I wanted them to work through the storm so we could make up the time. When I heard the question, I thought these men to be as crazy as I was, but I was not sure. So I told them, "If you can do it and do it safely, go ahead," and they did. The ILA worked straight through the storm, which brought



the deployment time schedule back on track, something that would have never happened in a commercial port.

**Staging Area and Warehouse Facilities:** A staging area is nothing more than open space capable of accommodating a large quantity of military equipment where it can be stored and maintained until it is loaded on board ship.

Warehouses are needed to store cargo that requires special security or protection from the elements.

How much staging area is required is dependent upon the size of the unit that is deploying through that port. Even for the smallest unit, one would require a minimum of two acres. Most commercial ports have adequate staging areas, but they are not available. If you drive over the Turnpike Bridge and look over left and right, you will see automobiles as far as the eye can see. That is the staging area the military would need. Once again, we would be in direct competition with commercial interests, because the staging would not be available to us.

The same applies to warehouse facilities. Will they be available? We do not know. Again, competition between military and commercial interests for limited resources comes into play. And again, that problem does not exist on MOTBY, since the entire Terminal is dedicated to doing one mission -- moving military cargo -- period.

I have just gone over with you what I feel are the four most important factors needed to operate an ocean terminal effectively and efficiently:

- \* adequate rail and road access;
- \* guaranteed and adequate berthing;
- \* staging areas and warehouse space;
- \* a well-trained labor force.

You cannot weigh each factor separately and say that one is more important than the other, nor can you say that since one of the four factors exist, a military port operation

can be conducted efficiently. All four factors must be present in varying degrees for that port to be acceptable. The variance, of course, is going to depend on how much risk you are willing to take as a military port operator. You can find all four of these factors in overabundance at the Military Ocean Terminal, Bayonne, which is something that simply does not exist anywhere else along the East Coast.

I talked about capacity. Well, I didn't talk about capacity, but if you look around at the Port of New York/New Jersey, it is a tremendous facility. It simply does not have the capacity to handle military cargoes going through it in a rush mode during an emergency deployment. It simply does not have the capacity. For peacetime cargo operations, yes, but we would not have priority. We, the military, would not have priority over commercial cargoes. Is it efficient -- the Port of New York and New Jersey? Yes, it is. Is it efficient for military use? Highly unlikely.

Mr. Chairman, ladies and gentlemen, I sort of hope I have been able to give you an adequate description of the capabilities of the Terminal.

I want to thank you for your time, and I wish us all the best of luck. (applause)

ASSEMBLYMAN AZZOLINA: Thank you very much.

Did you ever believe that someone in the Army would know as much about the Navy? I am going to call him "Admiral."

Colonel Warner, National Guard?

I would like to introduce Major General Glazar, who is here. He is head of the Department of Military and Veterans' Affairs in State government--

**M A J O R   G E N E R A L   P A U L   J.   G L A Z A R:**  
(speaking from audience) Thank you, Assemblyman.

ASSEMBLYMAN AZZOLINA: --a Cabinet member.

MAJOR GENERAL GLAZAR: I would like to say that Mike Warner has been my point man for the Governor, to work with the consultants to make this all happen.

ASSEMBLYMAN AZZOLINA: He is also a full Colonel?

MAJOR GENERAL GLAZAR: He is also a full Colonel.

ASSEMBLYMAN AZZOLINA: Okay.

MAJOR GENERAL GLAZAR: He is retired, too, Assemblyman.

SENATOR O'CONNOR: You're outnumbered.

Hello, Colonel, how are you?

C O L O N E L M I C H A E L L. W A R N E R: Mr. Chairman, Congressman, members of the panel, Senator O'Connor: I will just take a few moments to talk about MOTBY from the State's perspective. I am surely not the expert that my good friend, Terry Teele, is. Terry and I were classmates at the War College together.

First of all, let me say, speaking on behalf of the Governor, that the Governor is firmly committed to reversing the Department of Defense's recommendation to close the Military Ocean Terminal at Bayonne. (applause) As part of our effort at the State level, we have hired a team of consultants who work out of Washington, D.C. who are working closely with Congressman Menendez and his staff, and with members of the community, to make sure that we are formulating the right arguments to bring before the Commission when they have the regional hearing on the 5th, and to make sure that we show the Commissioner the right things when he visits the port on the 2nd of May.

The Port Authority, also, is firmly committed. I know Congressman Menendez spoke about Lillian Liberte, but I want to tell you that I read through the arguments that they have prepared, and they are very salient and meaningful points that can be used, and will be used to reverse this decision.

We believe there are arguments that can be made against some very fallacious points that the Department of Defense has made in their arguments, and we believe it can be reversed.

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Prior to assuming the responsibilities I have in the State, I was the Commander at Fort Dix through the mobilization for Desert Shield, Desert Storm, and through the deployment to Somalia. From the perspective of a commander who was responsible for mobilizing units, there are a couple of things that are important:

One-third of the Reserve and National Guard forestructure in the United States is in the Northeast and Midatlantic United States. They mobilize at Fort Dix; they deploy by air out of Maguire Air Force Base; and they ship their vehicles and other goods out of the Military Ocean Terminal at Bayonne. I have deployed, during my career, from Savannah and from the Gulf ports when I was assigned to facilities in that part of the country. One of the advantages that Bayonne offers, which means a lot to a commander who is mobilizing and preparing for deployment, is that at Bayonne you do not have to send your troops with your equipment to get it loaded on the RO ROs or the break bulks. It is done by the workers who are there, while you focus your soldiers on training. Deploying out of Savannah or out of the commercial ports in the Gulf, you have to send a large contingent of your own troops with your equipment to make sure it is loaded, to drive the equipment onto the RO ROs to make sure it is stored correctly in the connex containers for the break bulks.

Here, the longshoremen know how to drive the Mls on; they know how to drive the Bradleys on; they know how to drive the Howitzers on. There is a great deal of experience, which relieves the pressure of the commander having to send soldiers to the ports to do the job.

With that, Mr. Chairman, I will let you go on with the others. (applause)

ASSEMBLYMAN AZZOLINA: Thank you very much. I'll tell you, we are learning a lot here tonight.

I would like to call on Assemblyman Charles, a great guy. He sits in front of me in the Assembly, and I am always poking him and kidding him. It is my pleasure to introduce you to Assemblyman Charles, a great Assemblyman. (applause)

**A S S E M B L Y M A N   J O S E P H   C H A R L E S ,   J R . :**  
(brief discussion about microphones) I think we are okay now.

Good evening, ladies and gentlemen. I would first like to thank Assemblyman Azzolina for conducting this meeting, for responding to an emergency situation not just for Bayonne and for Hudson County, but for the entire State of New Jersey. I think the fact that we are here this evening, at this time, with this list of witnesses to make this important record, is a testament to his commitment and his dedication to all of the people of the State of New Jersey. I think we, in the State of New Jersey, are uniquely benefited by the fact that we do have a Captain who is the head of this Committee, and who brings a special expertise and a special sensitivity to this very important issue.

As the Chairperson just said, this is a very important meeting. We are finding out things from the witnesses that are important, and that I believe will create the kind of a record that should persuade an open-minded, fair, and reasonable Commission that MOTBY is a place that should remain open. It is a base that is important to the national defense, and it is also important particularly to us here in Hudson County in terms of the jobs and the economic impact of a closing.

So I would like to close my remarks by congratulating the Chairperson, again, and by also thanking and commending those who are involved in MOTBY who are showing the commitment and the persistence to create the kind of atmosphere where we are pressing this very important issue.

I think people might say that the agitation and pressure come out of a personal interest of persons, their jobs, but I think it is more than that. Testimony has

established that those people at MOTBY, the people who work at MOTBY, are experts who are committed to serving this country, and for that-- We ought to take that into consideration. I think that, along with the other reasons are things that give me optimism that we may be able -- we will be able to reverse the recommendation and have MOTBY remain open.

Thank you, Mr. Chairman. (applause)

ASSEMBLYMAN AZZOLINA: Thank you very much.

In the interest of the Port Authority, my aide, Jennifer Beck, will read the statement of the Port Authority. Jennifer, do you want to come up here so we can hear you?

MS. BECK: Sure.

ASSEMBLYMAN AZZOLINA: They are busily working on the May 2 BRAC Commission visit to the base, putting the right information together. They sent this statement over to be read tonight. Jen?

MS. BECK: "The Port Authority of New York and New Jersey supports the efforts to keep the Military Ocean Terminal, Bayonne, open. Not only does MOTBY play a critical role in the defense of the nation, but it also plays a major role in the economic health of the port and the region.

"A combination of geographic location, an efficient and skilled workforce dedicated to quality service delivery, and a broad array of physical assets position MOTBY as a key element of the National Military Strategy.

"The unique combination of staging, rail, and berth facilities at the base enhance MOTBY's strategic military value. Furthermore, due to its geographic location, military equipment shipped through MOTBY arrives at European and Middle East destinations at least one day sooner than equipment sent from any other U.S. port.

"The physical attributes of the base are enhanced by the skills of the longshore and civilian workforce. MOTBY is the only port facility that has a longshore labor force



specifically trained to load everything from Chinook helicopters to M1 tanks. The Department of Defense itself recognizes the importance of this specialized training and has scheduled training for the ILA longshoremen on the new M1-A2 tanks.

"The high level of productivity and efficiency has been demonstrated repeatedly and most recently in major operations including Operation Desert Storm and Operation Restore Hope.

"As a major public agency, we understand the need to allocate scarce resources. However, MOTBY's key role in the nation's defense cannot be replicated anywhere on the East Coast.

"We are working with Governor Whitman, members of the New Jersey delegation, including Congressman Robert Menendez and Senators Bill Bradley and Frank Lautenberg, Assemblymen Joseph Azzolina and Joseph Doria, and County Executive Robert Janiszewski's office to keep this vital facility in our region. We also stand ready to assist Mayor Kiczek and the City of Bayonne in this endeavor.

"Thank you."

ASSEMBLYMAN AZZOLINA: Next we will have the Hudson County Executive, Robert Janiszewski. That's a tough one (referring to County Executive's name) Do you want to speak from out there?

**R O B E R T   C .   J A N I S Z E W S K I:** Yes. I sort of feel in this audience that I am with them, see? So I will stay here. (applause) Congressman Menendez, I have been called worse, as well.

Good evening, Chairman Azzolina and Committee members, Congressman Menendez, Assemblyman Doria, and others. My name is Robert Janiszewski, and I am the County Executive of Hudson County. On behalf of myself and the Board of Chosen

Freeholders of the County of Hudson, I welcome you here to the City of Bayonne and to the County of Hudson.

Since the Secretary of Defense's shocking announcement -- and I mean that; I will say it again to underscore it -- shocking announcement that MOTBY would be recommended for closure, I, along with a number of other elected officials, especially Congressman Robert Menendez, have frantically engaged in a number of meetings to prepare a case to maintain this important facility.

For over 50 years, MOTBY has served our region, our county, and, more importantly, the national defense, with both pride and distinction. Given its strategic location in the heart of New York Harbor, it is no great surprise that military activity as recent as the Persian Gulf War, the Somalia Relief Operation, and the Haiti Deployment were all staged from MOTBY. The closure of the Staten Island home port in an earlier round and the unique attribute of the dry dock facilities at MOTBY, make MOTBY a unique strategic facility on the entire East Coast, if not in the nation.

These events speak volumes regarding the utility of this base. When added to the recent decision by the Congress of the United States on the request of the Army Corps of Engineers to appropriate \$14 million for the purpose of dredging the pier facilities at the base-- This speaks eloquently to the strategic and operational importance of this base, and flies in the face, only weeks or months later, of a decision to recommend that it be closed. Those two facts together simply do not make sense.

For Hudson County, the potential loss of 2500 civilian and military jobs in Bayonne, and throughout the other towns of the County of Hudson, represents another economic emergency on a par with the plant closings at Western Electric, Owens-Illinois in North Bergen, Colgate in Jersey City, and, more recently, Maxwell House in Hoboken. In each case, a major

employer in our community providing thousands of jobs, substantial disposable income, and material contracts for goods and services, was literally torn from our economic fabric, leaving behind broken families, failed careers, and financial strain. This spiral down must stop.

What is needed today is a planned and coordinated effort to present our case before the base closure Commission. Mr. Chairman, to you and the Committee, I commend you for holding this important meeting to compile a record to do precisely that.

I can tell you, however, that our economy in Hudson County, already haunted by the recent national recession, and suffering still from an unemployment rate more than 50 percent above the State unemployment rate, cannot withstand this economic blow. The closing of MOTBY with job losses four times that of the Maxwell House plant in Hoboken would be the equivalent of the largest single employment emergency in Hudson County in the last 15 years. Considering our current economic condition, such an unanticipated blow would be tantamount to a knockout punch.

As a Commissioner of the Port Authority of New York and New Jersey, as you have just heard, we have contacted and consulted with private port operators and Port Authority officials investigating the allegations made by the Secretary of the Army. I think I can clearly say in three short phrases that the Port Authority of New York and New Jersey supports the base; that the Port Authority of New York and New Jersey opposes the closing of the MOTBY facility; and the Port Authority rejects the allegation presented in the recommendation of the Secretary of the Army that there is adequate commercial space and private facilities in this region, or in this port, that are up to taking up the ball if it is dropped at the MOTBY facility. We have done our surveys and we have done our research, and that is simply not so.

Finally, I commend you, Mr. Chairman, and the other Committee members, for recognizing the significant contribution of the MOTBY facility to our regional economy.

I would like to commend several people: Bob Menendez, who has been in the forefront from day one. Congressman, you deserve a great deal of credit. (applause)

Joe Doria, who was instrumental, Mr. Chairman, along with you and others on this Committee, and, in fact, others not only throughout the County of Hudson representing us in the New Jersey Legislature, but, indeed, the entire Assembly, in the successful adoption of Resolution No. 130 in support of saving MOTBY. (applause) And Freeholder Phil Connelly -- will you please stand up, Phil? (applause) -- who most recently sponsored a resolution which was unanimously adopted by the Hudson County Board of Chosen Freeholders, opposing the closing of MOTBY and supporting its position that it remain open.

In closing, all of us must do everything we can to save this facility from an Army, a presidential, or a congressional wrecking ball. I look forward to joining with you, along with our Governor, the State of New Jersey, and many others, including Mayor Len Kizcek of the City of Bayonne, to breathing new life into this MOTBY facility. I offer publicly and on the record to be present to provide testimony, to draft letters, or to do anything, including carrying a sign or wearing a button -- I left mine home, and I want another one -- to assist these people, and all of us, and our strategic interest, to preserve this economic asset that has served our community and this nation with distinction.

Thank you very much. (applause)

ASSEMBLYMAN AZZOLINA: Thank you very much.

Next will be the City Council President of Bayonne, Joseph Makowski.

Joe, you may sit up here, if you want.

J O S E P H   M A K O W S K I: No, thank you.

Chairman Azzolina, Assemblywoman Buono -- Committee Member Buono -- Assemblyman Doria, Assemblyman Charles, Senator O'Connor, Congressman Menendez, staff members: On behalf of Mayor Leonard Kiczek and the members of the governing body of the City of Bayonne, I would like to thank you for conducting this public meeting of the Assembly Economic Development, Agriculture, and Military and Veterans' Affairs Committee to discuss the possible closure of the Military Ocean Terminal in our city. I am hopeful that after you hear testimony from elected officials, affected Federal employees, and concerned people of Bayonne and Hudson County, you, your Committee, and the entire General Assembly will join the loud chorus of those who are saying that this base closure is ill-conceived and will be fought until victory is had.

We, in Bayonne, are very happy that our 31st Legislative District representatives, Assemblymen Joe Doria and Joe Charles and Senator Ed O'Connor are taking a leading role in fighting the closure. Your Committee's vocal support of their efforts can only strengthen our resolve when testimony is given before the BRAC Commission.

I must also thank our Congressman, Bob Menendez, for all the work he is doing on a daily basis at the Federal level to reverse the recommendation for closure. He continues to work very closely with the affected workers, and I know he will do so until this battle is won.

Mr. Chairman, I am a lifelong Bayonne resident who has always viewed the Military Ocean Terminal -- known in my younger days as the Navy Base -- as an integral part of the City of Bayonne. Since its opening in 1942, this facility has played a key role in every conflict since that time. As a youngster growing up, I felt safe and protected because of the military operation located here. As an adult, I appreciate the importance of the MOT, since shipping materials from there during periods of crisis saves valuable time in support of our

armed services. I cannot imagine how this fact could have been overlooked when the decision to recommend closure was made. Materials shipped from MOTBY arrive in Europe and the Middle East areas 24 to 36 hours faster than from any other port in the United States.

The recent past shows us the value of the base. We, in Bayonne, were all very proud of the role MOTBY played during Desert Storm, when 33 ships were loaded with 12,000 pieces of equipment. The same holds true when MOTBY was the first military port to ship equipment in support of Operation Restore Hope in Somalia and uphold democracy in Haiti.

The Military Ocean Terminal has very quietly supported our local economy. I must say that I was surprised to learn that \$40 million in contracts were provided to businesses in Bayonne, Hudson County, and other areas of New Jersey during Fiscal Year 1994, and that salaries for personnel exceeded \$78 million. Half of those civilian salaries were paid to Bayonne and Jersey City residents.

Gentlemen, we cannot afford to see Bayonne's largest employer close its doors -- and lady. Our community has seen too much similar activity with the closing and cutbacks of many industrial plants during recent years. I say "enough is enough." Our city will be hard-pressed to stand another devastating blow. The Bayonne/Jersey City area presently has the highest unemployment rate in the region, and this region has one of the highest rates in the country.

It is estimated that the cost of closure will be \$44 million. Combining this with the cost of having the operations presently performed at the MOTBY done at commercial ports would appear to result in a small savings, if any, over a long number of years. I question the soundness of this action when considering the human suffering and the loss of a militarily strategic location.



Rather than looking toward closure, we should be looking for expanded activity at the Terminal. Thought should be given to making the MOTBY the home of the famed battleship, the USS New Jersey. (applause) This unique location in New York Harbor, within view of other national monuments such as the Statue of Liberty and Ellis Island, would make the USS New Jersey be seen prominently by thousands and thousands of commuters and visitors to New York City and the region.

In closing, I would like you to know that a Municipal Council Resolution, fully supportive of retaining MOTBY and continuing the great service to the security of this country by the military and civilian men and women at MOTBY, will be voted upon at the next Council meeting on Wednesday, April 12. I can assure you that there is 100 percent support for this resolution by the members of the Council.

Finally, as I stated earlier, your Committee is urged to strongly support the position taken today by those present, who believe that the Military Ocean Terminal, Bayonne, should remain a significant player for the foreseeable future in the City of Bayonne.

Thank you very much. (applause)

ASSEMBLYMAN AZZOLINA: You know, I was talking to someone at the base. I think they said it would take \$44 million to close it. But I think the savings, supposedly, would be only \$10 million a year. They are probably not counting the costs of moving somewhere else and some other things where the costs would go up. So, to me, it seems very stupid, the whole issue.

The next name is really easy. Maria Kane.

**M A R I K A N E:** (speaking from audience) It's Mari.

ASSEMBLYMAN AZZOLINA: It says "Maria" on my list.

MS. KANE: It's Mari, with an "i."

Should I come down, sir?

ASSEMBLYMAN AZZOLINA: Wherever you want to sit. You may sit up here, if you like.

UNIDENTIFIED SPEAKER FROM AUDIENCE: You're with us, Mari.

ASSEMBLYMAN AZZOLINA: No, over here. I want you to face everybody.

MS. KANE: Hello. Let me introduce myself. My name is Mari Kane. I am Copresident of the Federal Employees Determined to Stay.

ASSEMBLYMAN AZZOLINA: Can you hear back there? (negative response) Please come up here, Mari.

MS. KANE: First, I would like to extend our grateful appreciation to all of you who support our efforts.

The FEDS -- Federal Employees Determined to Stay -- was established as a result of the 28 February 1995 notification that MOTBY was on the proposed BRAC Realignment and Closure List. Our objective is to help the residents of Bayonne, the political leaders, and the business community to win a strategy to fight the recommendation to close down the MOTBY operation.

Our job is to make sure that you understand the vital role of MOTBY -- the role it has played in national defense by serving as a key mobilization area for our troops and supplies from World War II to Operation Desert Storm, Operation Restore Hope in Somalia, and, most recently, Operation Withhold Democracy in Haiti. It would have been virtually impossible to stage, load, and ship the volume of military cargo that was moved from MOTBY if the Terminal were not there, and only existing commercial ports were used.

I have to tell you, we are aware that there are only three road-mobile, 500-ton-- I'm sorry, I am reading this wrong. There are only three road-mobile, 500-ton-capacity load frames in the United States. One of them is in the New

York/New Jersey area, and it was used extensively during Desert Storm and Desert Shield.

We now know that the Port Authority does not want to be the landlord. We, Paula and myself, who are Copresidents of FEDS, work for the Military Sealift Command. We, also, do not want to be landlords. So we want to do whatever we can to keep the Military Ocean Terminal open and keep MOTBY as our landlord.

If the support MOTBY gives in times of conflict is not there, the prospect of losing American service members is a very real possibility, I assure you.

On the home front, the citizens of Bayonne must become aware of the gravity of the situation. This town, in part, exists because MOTBY exists. Although there are a couple of restaurants located on the base, scores abound. Delicatessens, pizzerias, and restaurants deliver meals to MOTBY every day. It is estimated that Bayonne's businesses deliver well over 1000 lunches a week. Take that business away, and many of these vendors would definitely be forced to close their doors forever. This also applies to other businesses: clothing stores, dry cleaners, supermarkets, hardware stores, and the list goes on and on. It is a known fact that people working on the MOTBY installation avail themselves of goods and services provided by Bayonne's merchants, regardless of whether or not they live in Bayonne. I don't know how or where everybody is, but we have a good many people from Brooklyn also working at MOTBY; also areas down the shore, all over New Jersey.

Without MOTBY, the City of Bayonne would become a semi-ghost town, in our humble opinion.

I should also let you know that the FEDS, so far, is comprised of many employees on the base. Also, we have a lot of community involvement in the city. I have to tell you, people have come out in droves to support us. We had one successful meeting here at the First Assembly of God, where we had over 200 people attend. Within a week's notice, we formed

teams. Our teams put together a dinner dance, a fund-raiser, last Sunday that was absolutely so successful. We raised over \$5000 for our cause.

We came out in support of your testimonies here tonight. Also, we want to let everybody here know that we are going to have a fund-raiser, an Easter Spectacular, on Sunday, at the "Y," from 10:00 a.m. until 6:00 p.m., at 22nd Street and Avenue E. We want all of our members to make sure they come to the Community Rally that Congressman Menendez is going to have at the McKenzie Post, 34th Street and Avenue E, in Bayonne, at 5:30 p.m. The time was changed from 7:30 to 5:30.

I cannot emphasize enough to everybody that your continued support will help us. Remember, we have to stand together. Without MOTBY, we won't be standing there at all.

ASSEMBLYMAN AZZOLINA: Paula, you're next -- Paula DeSantis.

**P A U L A   D e   S A N T I S:** Honorable members of the panel, let me introduce myself. My name is Paula DeSantis, and I am Copresident of the FEDS. (applause) Thank you.

Bayonne has been fighting for this Terminal since 1926. MOTBY was begun in 1932 to aid civilian industries, and it was completed in 1939. The companies advancing the Bayonne project were owned chiefly by New Jersey Central Railway, Bush Terminal, and the DeWitt VanBuskirk Estate. The status of the terminal began changing shortly after the start of the war in Europe, when the U.S. Navy began considering the Terminal as a site for a dry dock and supply base. The Navy received permission to take over the Terminal in March, 1941.

In January, 1967, the Army took over management of the Terminal when the Navy Supply Center moved its operation to Norfolk, Virginia. In September, 1975, 58th Street and 1st Avenue in Brooklyn -- my alma mater -- the base Army and Navy workers were scheduled to move to Bayonne. Military Sealift

Command Atlantic was also preparing to move to Bayonne. We are tenants at the MOT.

I found an article, when I was doing my research, that said that the Honorable Mayor Dennis Collins visited with the Navy MSC to give personnel there a fill-in on the Bayonne scene, bringing them photographs, street guides, more than 200 copies of The Jersey Journal's Newcomer Additions, and other material. I was there, and I remember. The Military Sealift Command Atlantic did not move until January, 1976. I was hired with the knowledge of moving to Bayonne. At that time, I didn't even know where Bayonne was, but I do know now after 19 years.

I would also like to say that it took New York 16 years to decide what to do with the Army Terminal in Brooklyn. It did convert over to the city, and it became a graveyard for old city buses, The Naval Base was located on Kent Avenue in Brooklyn, and that became a Federal prison.

I would like to close now with a quote from William Penn: "Time is what we want most, but what we use worst." We are running out of time. We need your continued support and help.

Thank you very much.

ASSEMBLYMAN AZZOLINA: The International Longshoremen's Association, John Angelone. Angelone, Azzolina, they all run together.

J O H N A N G E L O N E: Some people have trouble with Polish names, some with Italian.

Chairman, distinguished panel: I want to thank you very much. My name is John Angelone. I am President of the ILA, Local 1588.

The base was closed by BRAC under recommendations from the Department of the Army on page 511 and 512. This is broken down into four categories. The categories are: Recommendations, Justifications, Return on Investments, and

Impacts. Under Recommendations, they want to move Bayonne to Fort Monmouth -- a port to a fort. This is their recommendation. So you have paperwork done. It is like having your neighbor's child next door, and you are going to watch the child. It cannot be done. It cannot be done safely. It has to be firsthand. If someone in Monmouth is doing the paperwork and the command is running in Bayonne, or wherever the command is running, it does not work. So first of all, that was their first recommendation.

Then they have Justification: Now, under Justification, they said that Bayonne provides the Army with few military capabilities that cannot be accomplished at a commercial port.

All right, for this, I asked my International, "Did BRAC come down and ask you about the capabilities?" My International said, "No." So I asked some of the commercial ports I deal with every day -- commercial carriers. The commercial carriers said that no one had asked them either.

When I was in Trenton last Tuesday -- excuse me, not Trenton, Washington, we went to the Department of Transportation, which, at wartime, notifies the commercial ports that the Army is going to come in. When they were asked, no one asked them. So this is an assumption that it can be done at a commercial port.

So what I did was, I went to Global. I asked Global, "We have a war scenario. I would like to empty the port out, and bring in the Army." All right? Or, the Navy. I don't want to insult anyone. Here is what they said to me. They came back, and their planning clerks who did this, along with supervisors-- They came back and said, "It will take 31 days" -- now, listen to what I am telling you -- "31 days to empty out Global." Now, most of you know where Global. It is adjacent to MOTBY. "It will take 31 days at \$50,000 or \$60,000 a day, 24 hours a day, to empty it out to an adjacent pier." You have to listen to what I am telling you now. I'm saying,



move a commercial pier, empty it out, take in another pier's property. There is an assumption that there is going to be land there, but that's 31 days.

That's fine, so it's 31 days. Here comes the Army. Here come the tanks, here comes everything. Everything is coming in. We have another problem. The Army has 70 different vehicles. These people are not trained to drive these vehicles. No matter what commercial port, they are not trained. At MOTBY, it is done every day, which leads us to our next problem, the M1 tank. How do you put it on the ship? If it is not a RO RO ship-- I don't know if you people know what a RO RO is. I mean, you just drive it right on. If it is over the top, gantries cannot pick up tanks. Gantries cannot pick up retrievers. They are going to sit there. They can't even put them on a barge. They cannot pick up the weight.

So now you have tanks sitting there. While they are sitting there, the soldier, wherever the soldier may be, is waiting for this. Just sitting and waiting. Again, this is a soldier. I am talking about the military; again, it is a soldier. It cannot be done at a commercial port.

My next question to them was: "Would you do this?" They said, "War scenario? Sure, we would retool for a war scenario. The last war was World War II." I said, "Nam, Korea, Desert Storm, Desert Shield, Haiti, Somalia." "They're not wars. We are not going to jeopardize our business." They said, "There isn't a port in the United States that is going to do that." You are not going to stop a business for 31 days. That's only 31 take and get out. Now, there is damage; there is spoilage; there is loss of good will. They would be out of business. Desert Storm took us a year and a half -- a year and a half. What commercial port would make that sacrifice?

If a commercial port does have that land, the commercial port can't be any good. It can't be any good,

because there isn't any business there. So forget about the commercial port.

So under Justification-- There wasn't any justification. They didn't ask, they assumed.

The next is Return on Investment. Under Return on Investment and Impacts -- and I like to put them together -- return on investments is one time \$44 million -- one time \$44 million. I am going to address that with two or three things:

The first thing is sea ships, \$13 million to \$37 million; \$13 million to move them, \$37 million to get them out.

The next thing would be household goods, which they did not address properly. We have a million pounds of household goods -- a million pounds. I'm sorry, 20 million pounds, taking up one million square feet. They have to be moved. It is not in there. That is another \$12 million to \$15 million. Then, under Impacts, very nicely they put down, "There are no known environmental impacts." That's great. "There are no known environmental impacts." This is very beautiful. We have asbestos siding; we have acid pits. I mean, there is asbestos underground. We estimated-- We did not estimate. We have an estimate from \$50 million to \$250 million. It is a one-time cost of \$44 million, you know, and they are responsible for this. Just to show you where they're at. That takes care of how they want to close it.

Are you guys okay if I keep talking?

ASSEMBLYMAN AZZOLINA: Go ahead.

MR. ANGELONE: All right, thanks a lot.

ASSEMBLYMAN AZZOLINA: Don't give the whole case away.

MR. ANGELONE: I wouldn't do that. We're not going to talk about the baseball strike.

ASSEMBLYMAN AZZOLINA: He's better than a talk show.

MR. ANGELONE: No, I am not giving it away, sir.

The way to save the base is military value. All right? They have eight categories. The first four are

military values. The fifth is return on investment, and the last three are impacts. The sixth one is what is going to happen to the community. What is most important is military value.

Now, what is military value? The dollar? To me, it is the American soldier. That is what I believe in -- the American soldier. All right?

I would like to address something on the 24 hours to 36 hours to ship something. We are all confused on this 24 hours. We are geographically blessed. God blessed us. We are a day closer getting to Europe, you know, or to the Persian Gulf. But if it is not in Bayonne, it is not one day difference. It is one day difference if you ship it from Virginia, but it takes a week to get it to Virginia. It has to go by rail. When it gets down there by rail -- which takes three to six days -- it has to be unloaded, then reloaded, and then shipped out, all this while the American soldier waits, waits, and waits. It is just not fair.

Return on Investment, that is their other category. I already told you, they spend a fortune. They spend a fortune just on asbestos alone. What Bayonne does, it provides a safe haven. It is a safe haven. You cannot do that in a commercial port. We have security. We have a Fire Department. It can be done. What about when helicopters come in? Commercial ports cannot take helicopters. It cannot be done. There are restrictions. So the costs go on and on.

The impacts, again-- The impact to the community-- They really don't care. They don't care if we are the highest in the area; they don't care if you are going to add another percent onto it.

I would just like to close out with our military value. I'm tough on military value, because our kids go over there and fight. That is who are over there fighting. But I just want you to think about this: If they closed MOTBY, and

some day a commander has to call -- he has to make a phone call to some mother somewhere, and say, "Your son" -- or your daughter -- "has fought gallantly. He fought gallantly, but he was killed, killed in battle." What actually echoes in his mind, like, just banging around in his head, and probably pulling at the deepest pits of his stomach, is, it is because of delays. And they blew it, guys, because of delays.

Thanks a lot.

ASSEMBLYMAN AZZOLINA: Is Neil DeSena here?  
(affirmative response from audience) You are welcome to come up here.

N E I L A. D e S E N A: Mr. Chairman, distinguished panel: I want to thank you for the opportunity to speak before you.

The previous speakers have spoken quite eloquently about the financial crisis the City of Bayonne will be facing. But if I may, just for the moment, put that aside, I would like to direct my comments to the security of our nation. If one can reflect back a few years, starting with the year 1936, with the creation of the Port Terminal that serviced the commercial ports of the Northeast, all agreed that the location was ideal for servicing all of Europe and the other ports. The year 1941 saw the Port Terminal taken over by the Navy due to World War II and renamed the Naval Supply Depot, which has been involved in the following: World War II, the Europe and Pacific Theaters, Korea, Vietnam, Grenada, Desert Storm, Desert Shield, Somalia, Haiti, and all points, north, south, east, and west.

As the old song goes, "What a Difference a Day Makes." MOT is located one to one and a half days closer to Europe than any other port on the East Coast, and two to three days closer to Europe than any other installation south of the Military Ocean Terminal. Those who served our country know the importance of one day when supplies are low or not on hand.

MOT has the largest dry dock on the East Coast capable of handling our largest ships. Those of us who are aware of the Military Ocean Terminal have seen the amount of equipment that was shipped from this port during our nation's involvement, and we know that the MOT is the fastest and safest working military port on the East Coast. For the security of our country, MOT must remain open. What other port can handle the size vessels and the cargo that MOT does?

History has a way of showing us what to do. Are we repeating the ideas of the 1930s, when there were people concerned about the world's attitude, when our country was caught short and war entered our lives? With the world in its present state, the old saying is, "To prevent a conflict, one must be prepared for one." Are we penny wise and dollar foolish? What price does one pay for the security of our nation and our way of life?

It would seem to me that those who are making the judgment do not fully understand what the Military Ocean Terminal has done in the past, which was spoken about before by the other speakers. The Military Ocean Terminal is our defense. It is the way that we can be prepared. No matter what happens anywhere in the world, we can respond quickly. As was pointed out before, no commercial port can do that.

I think this will be through you, Mr. Chairman, your Committee, the Congressman, Assemblyman Doria, and the rest. We, in Bayonne, are in your debt. We know we are being represented to the utmost.

I can't help but feel what the old cliché says: "If it ain't broke, don't fix it." I don't know why the Military Ocean Terminal has been put on the list. If it is for economic reasons in other areas, I think the cost is too high. I think the security of this country must be preserved through bases like the Military Ocean Terminal. There is nothing else on the

East Coast, or even in the country itself, that can match it, as was so eloquently put before.

I would like to continue on and on and on, but you know what the story is. We know we need your help, and we know that the Military Ocean Terminal is a vital defense program we have. It has proven itself. It has been going on for over 50 years. It has served us well, and, with your help, it will continue to serve us in the future.

Thank you.

ASSEMBLYMAN AZZOLINA: Thank you very much.

We have one other speaker, Caryl van Baaren.

**C A R Y L   V A N   B A A R E N:** Mr. Chairman, and members of the Committee, my name is Caryl van Baaren. I work for the Military Sealift Command, Atlantic. I am Director of Administration.

Last week, I had the opportunity to go to Dallas, Texas with my Chief Staff Officer, Captain Larry Stratton, and Chief of Personnel, Joe Williamson, to the Navy 1995 BRAC Conference.

One thing that was said there that--

ASSEMBLYMAN AZZOLINA: Is that a Navy Captain or an Army Captain? (laughter)

MS. van BAAREN: That's a Navy Captain.

One of the things that was said there by one of the representatives-- By the way, they had the Commander from Mare Island, California there, whose bases were closed; they had the Commander from Philadelphia, whose bases were closed; and they had the Commander from South Carolina, whose bases were closed. The Commander from South Carolina, when he was making his speech, told us, "I want you to know that the government now owns 1000 houses of the people who could not sell their houses, but who had to move anyway, because they lost their jobs."

I think the people of Bayonne really, really do not understand, because if they understood, they would be lined up around these walls; these chairs would all be filled; and they would be standing out in the street. They are getting some information that is not correct. The Commander from Philadelphia -- I believe they won BRAC '88 -- spoke about the fact that they still do not really have a contract. They do not really have a signed contract to develop that land.

We read in the paper, okay, if the MOTBY moves out, commercial interests will move in. They will take it over. I don't know what people think they will build here, but they will build it. It is not going to happen that way. The people of Bayonne have to understand that while, yes, the BRAC Commission bases its decision on military and strategic information, if they really do not see that the people of Bayonne are concerned about it, then that influences them, whether they ever say so or not.

You requested that on May 2, when the BRAC Commission comes here, that the people of Bayonne show up in force, I can only reiterate, it is absolutely vital. It is absolutely necessary that the people of Bayonne understand that if they do not do something to save the MOTBY, what they will be giving up will be their own self-interest.

Thank you.

ASSEMBLYMAN AZZOLINA: You are absolutely right. What galls me, at the risk of being torn apart by the press one day -- as I have been in the past -- there is so limited press here tonight. You would think that with an important meeting like this they would all be out.

UNIDENTIFIED SPEAKER FROM AUDIENCE: I'm here.

ASSEMBLYMAN AZZOLINA: You are, yes. Who are you with?

UNIDENTIFIED SPEAKER FROM AUDIENCE: The Jersey Journal.



ASSEMBLYMAN AZZOLINA: You would think the AP would be out. You would think The Star-Ledger would be out. You would think that every major newspaper would be out. This is the economy of New Jersey. This is what gets people. We are willing to come out on a Friday night, but some press do not work on Friday nights. They only work four days a week, maybe.

This really galls me, and I hope it gets out to the press. I hope they rip me apart about it, and I'll tear them up. (applause) No, really. It really aggravates me. I don't care if you put it in the paper. I gave up other things to come here tonight, and I canceled things because it is important. This was a night we could get people out. I am galled that the press of this State-- They will give you all kinds of nasty press about stupid things, but when it comes to something like this, we can't get-- I hope they give us the press we need, come May 2, to get out the population in this area. And I hope the people at the base allow the employees to come out and line up as you enter the gate there. I think we need thousands of people lined up, with all kinds of banners and all kinds of signs, to let the BRAC Commission know we mean business. (applause)

If they can do it in Meridian, Mississippi, or wherever it is, they can do it here. The reason we are losing things in the North is because in the South they do come out. The people up here just don't give a damn sometimes. We have to have the people give a damn, and they have to come out. They have to stop sitting in their living rooms and looking at TV. They have to come out to protect their jobs, and also to protect the community. We have to get the community out; we have to get the people out. Is that tough enough?

ASSEMBLYMAN DORIA: Mr. Chairman, I would just like to add to that.

UNIDENTIFIED SPEAKER FROM AUDIENCE: Please announce the hour that BRAC will be here.

ASSEMBLYMAN AZZOLINA: We don't know the time yet. That is why we need the coverage when the time comes. I think between the Congressman, Joe Doria, Senator O'Connor, Assemblyman Connors, and everyone else, that we can get it on the radio. I am going to be here in a second. I am going to come. If we can get the people out, we have to do it. We have to let them know we mean business.

I was totally shocked at the Joint Chief of Staff, when he went before the Commission and said, "We don't need Bayonne." I was shocked. He's an Army guy, and he knows better. What was he before he took this job? I am totally shocked. I don't mind ripping into some military, because sometimes they sit in Washington and they don't know what the hell is going on in the rest of the country.

ASSEMBLYMAN DORIA: I just want to commend you, and thank you for those comments. You are absolutely right. We need to get the people involved.

I have to say that The Jersey Journal has been good. They have covered this very well, and I want to thank them. But you're right, the State media has not -- the AP, The Star-Ledger-- They have not really done what they should be doing. I think your comments are well-taken.

I want to, again, thank you, on behalf of Assemblyman Joe Charles, Senator Ed O'Connor, the Congressman, and all the elected officials here. I also want to thank the Catholic War Veterans for allowing us to have this meeting here this evening. I want to thank you and everyone here present. I think together we will succeed. We will continue to fight on May 2, and then on May 5 in New York City, because we also have to be at that meeting.

ASSEMBLYMAN AZZOLINA: By the way, we have a session on May 1, Joe, and while the whole press is there, we ought to get it out there, too. But we have to get it out before that. You all have to start organizing. The unions have to start

organizing their people. You have to get those Federal employees all out, you really do. And if they don't care, they deserve to lose their jobs.

**(MEETING CONCLUDED)**

APPENDIX





## NEW JERSEY GENERAL ASSEMBLY

CAPT. JOSEPH AZZOLINA, USN (RET.)  
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REGULATORY OVERSIGHT  
CHAIRMAN, USS N.J.  
BATTLESHIP COMMISSION

TASK FORCE  
CHAIRMAN, BUSINESS RETENTION  
EXPANSION & EXPORT  
OPPORTUNITIES

### ***ASSEMBLYMAN AZZOLINA: STATEMENT ON MOTBY CLOSING***

As Chairman of the Economic Development and Military Affairs Committee, I have worked in conjunction with Assemblyman Joe Doria, the Minority Leader, to organize this hearing on the BRAC Commission's decision to close the Military Ocean Terminal of Bayonne. The hearing will be a fact finding session with a variety of experts including the former Commanding Officer of Bayonne, Colonel Teale, BRAC Consultant, Matt Behrmann, and the Port Authority of New York and New Jersey.

We are not only talking about jobs here - this is an issue of national defense. Bayonne is one of the few remaining staging areas on the East Coast that can accommodate large volumes of heavy military equipment. Historically, Bayonne has played a key roll in every major conflict in the world. It is the quickest route to Europe, the Middle East and Africa. The sole purpose of this base is to serve the military, therefore we are guaranteed it will be available in the case of an emergency.

I really believe closing MOTBY will compromise our national security.

TESTIMONY OF MINORITY LEADER JOSEPH V. DORIA, JR.  
BEFORE THE ASSEMBLY COMMITTEE  
ON ECONOMIC DEVELOPMENT, AGRICULTURE AND VETERANS AFFAIRS  
APRIL 7, 1995  
BAYONNE, NEW JERSEY

Every town threatened with the loss of a military base can demonstrate that the base closing will produce economic dislocation; others who testify tonight will speak to that point; the first issue we need to consider with respect to the Military Ocean Terminal is the impact of its closing upon national defense.

Current national defense strategy calls for further reductions in military force size and a reduction of forces stationed abroad. This strategy implies that we can move military forces to trouble spots at high speed. There is a limit to what aircraft can carry, and there is a limit on how many aircraft we can afford. Ships will continue to play a key role in moving forces, and ships require installations where they can dock and where the vehicles, supplies and equipment they carry can be stockpiled while awaiting loading.

Bayonne's Military Ocean Terminal is the "place that's got the space" for meeting military sea transportation needs. Its rail, road, parking and siding network afford sufficient area to assemble the forces needed to ship fully equipped military units to Europe, the Caribbean, the Mediterranean and Southwest Asia. Civilian facilities in the Port of New York simply do not possess the design appropriate to the assembly and shipping of corps sized military units.

The economic function of MOTBY complements its vital role in national defense. MOTBY makes purchases of goods and services in the regional market; it employs people from Bayonne, Hudson County and from elsewhere in the New York metropolitan area. It is an integral element of the regional economy.

There are those who suggest that it would be simple to redevelop MOTBY if the base were to close. I suggest that the task would not be that simple. For every South Street Seaport, there is a Port Liberte'. The mere presence of developable land does not automatically assure its profitable development.



The highest and best use of MOTBY, and the one which combines national defense and local economic interests is its current use as a military logistics facility. Additional witnesses tonight will expand upon this theme and detail the arguments in favor of retaining MOTBY's current function.

This meeting is but one step in a process aimed in assuring that the Federal government takes the right course of action. The Assembly and the Governor of New Jersey have gone on record as supporting retention of MOTBY as a defense facility. This measure has bipartisan political support, and I believe that it also has the support of the people of Bayonne and Hudson County.

Before ending my remarks tonight, I want to extend my thanks to Assemblyman Joe Azzolina, Chairman of the Assembly Economic Development, Agriculture and Veterans Affairs Committee for assenting to my request to hold this hearing. His willingness to act quickly to address a vital need for our nation and this county is much appreciated. I would also like to thank the members of the Committee who have joined us tonight.

**April 7, 1995**

**Terry S. Teele, Colonel USA (Ret)**

**TESTIMONY BEFORE THE NEW JERSEY STATE LEGISLATURE  
ASSEMBLY ECONOMIC DEVELOPMENT, AGRICULTURE  
AND MILITARY AND VETERANS' AFFAIRS**

**Assemblyman Joseph Azzolina, Chairman**

GOOD EVENING MR. CHAIRMAN, LADIES AND GENTLEMEN.

I APPRECIATE THE INVITATION THAT YOU EXTENDED TO ME AND THE OPPORTUNITY TO APPEAR BEFORE YOU THIS EVENING.

FOR THE NEXT FEW MINUTES, I WOULD LIKE TO DESCRIBE THE OPERATIONAL CAPABILITIES OF THE MILITARY OCEAN TERMINAL, BAYONNE, COMPARE ITS CAPABILITIES TO COMMERCIAL PORTS SO THAT YOU MAY HAVE A BASIS FOR COMPARISON, AND TO BRIEFLY DISCUSS SOME OF THE PROBLEMS THAT MAY BE ENCOUNTERED IF AND WHEN THE MILITARY USES A COMMERCIAL PORT TO ACCOMPLISH THE MOTBY MISSION.

I WOULD ALSO LIKE TO POINT OUT THAT WHAT I AM ABOUT TO RELATE TO YOU, ARE MY THOUGHTS AND DO NOT REFLECT ANY OFFICIAL POSITION.

IN THE WAY OF MY OWN BACKGROUND, AFTER HAVING SERVED MORE THAN 27 YEARS ON ACTIVE DUTY, I RETIRED ON 1 JANUARY, 1994 IN THE RANK OF COLONEL, U.S. ARMY TRANSPORTATION CORPS.

I AM PRESENTLY THE EXECUTIVE VICE PRESIDENT OF "AE NATIONWIDE", A CORPORATION THAT PROVIDES TECHNICAL SERVICES TO THE RELOCATION, AND HOUSEHOLD GOODS MOVING AND STORAGE INDUSTRY. JUST FOR THE RECORD, MY COMPANY DOES NOT HAVE ANY BUSINESS DEALINGS WITH THE DEPARTMENT OF DEFENSE OR THE MILITARY OCEAN TERMINAL, BAYONNE.

IN MY "FORMER LIFE" I WAS A TRANSPORTATION CORPS OFFICER, AND IN THIS CAPACITY I SERVED WITH AND COMMANDED MILITARY PORTS AND CONDUCTED MILITARY OPERATIONS IN COMMERCIAL PORTS. FROM VIETNAM TO THE EASTERN BASIN OF THE MEDITERRANEAN AND BACK AGAIN.

MY COMMENTS TO YOU REGARDING MOTBY ARE BASED UPON FIRST HAND EXPERIENCE AS TO THE MILITARY OCEAN TERMINAL'S CAPABILITIES, EXPERIENCE WHICH WAS GAINED WHILE SERVING AT MOTBY FROM JUNE 1990 UNTIL DECEMBER 1993.

THEY ARE ALSO BASED UPON MY PRIOR EXPERIENCE OPERATING BOTH MILITARY AND COMMERCIAL TERMINALS WITHIN THE UNITED STATES AND OVERSEAS.

MY FIRST ASSIGNMENT AT MOTBY WAS TO ORGANIZE, ACTIVATE AND COMMAND THE U.S. ARMY GARRISON - THE BASE SUPPORT ELEMENT WHICH WAS RESPONSIBLE FOR PROVIDING LOGISTICS SUPPORT TO ALL UNITS ON BASE, AND PROVIDING ALL ESSENTIAL SERVICES TO EVERYONE LIVING AND WORKING ON THE MOT.

IN THIS CAPACITY I WAS THE EQUIVALENT TO A CITY MANAGER.

IN AUGUST OF 1991, I HAD THE PRIVILEGE OF ASSUMING COMMAND OF THE 1301ST MAJOR PORT COMMAND, THE COMMAND THAT HAD TOTAL RESPONSIBILITY FOR ALL CARGO AND SHIP OPERATIONS.

PLEASE ALLOW ME TO DIGRESS FOR A MOMENT SO THAT I CAN BETTER EXPLAIN WHAT THE MILITARY OCEAN TERMINAL IS AND WHO THE KEY PLAYERS ARE.

MOTBY IS THE NAME OF THE LAND MASS, THE PENINSULA, THAT JUTS OUT INTO NEW YORK HARBOR AND WHICH IS PRESENTLY OPERATED BY THE U.S. ARMY.

THE MAJOR UNIT THAT IS STATIONED ON THE MOT IS THE HEADQUARTERS, MILITARY TRAFFIC MANAGEMENT COMMAND, EASTERN AREA, COMMANDED BY A BRIGADIER GENERAL; THE 1301ST MAJOR PORT COMMAND, IS A SUBORDINATE ELEMENT OF MTMC EASTERN AREA. THERE ARE ALSO NUMEROUS OTHER UNITS SUCH AS THE U.S. NAVY'S MILITARY SEALIFT COMMAND, ATLANTIC, AND OTHER FEDERAL AGENCIES ON THE BASE.

HEADQUARTERS, MTMC EASTERN AREA IS RESPONSIBLE FOR OPERATING MILITARY PORTS EAST OF THE MISSISSIPPI AND IN EUROPE. AND IS ALSO RESPONSIBLE FOR THE TRAFFIC MANAGEMENT FUNCTIONS ASSOCIATED WITH MOVING DEFENSE CARGO ON AN INTERNATIONAL SCALE.

THE 1301ST MAJOR PORT COMMAND IS THE HEART AND SOUL OF THE MOT, SINCE IT IS THIS UNIT THAT IS RESPONSIBLE FOR EXECUTING MOTBY'S MISSION.

THE 1301ST'S MISSION IS A SIMPLE ONE TO ARTICULATE BUT

**DIFFICULT IN ITS EXECUTION.**

**ITS MISSION IS TO RECEIVE, STORE AND SHIP MILITARY EQUIPMENT AND CARGO IN SUPPORT OF U.S. FORCES TRANSITING ANY PORT WITHIN ITS ASSIGNED AREA OF RESPONSIBILITY.**

**WHAT MAKES IT DIFFICULT TO EXECUTE IS THAT THE 1301ST'S GEOGRAPHIC AREA OF RESPONSIBILITY IS NOT CONFINED TO THE MILITARY OCEAN TERMINAL, BAYONNE AND THE PORT OF NEW YORK AND NEW JERSEY, BUT EXTENDS FROM THE GREAT LAKES, DOWN THE ATLANTIC SEABOARD FROM MAINE TO VIRGINIA.**

**WITH THE EXCEPTION OF THE MOT, ALL OF THE PORTS THAT FALL WITHIN THIS GEOGRAPHIC REGION ARE COMMERCIAL PORTS, PORTS THAT ARE OPERATED BY VARIOUS STATE AUTHORITIES AND EACH ONE IN COMPETITION WITH EACH OTHER FOR SHIPPING REVENUES.**

**EACH ONE OF THESE COMMERCIAL PORTS HAS ITS OWN ESTABLISHED CONTRACTUAL AGREEMENTS WITH TERMINAL OPERATORS, SHIPPING LINES, AND LABOR UNIONS, AND EACH ONE HAS ITS OWN OPERATING RULES AND REGULATIONS - WHICH MAY OR MAY NOT BE RELAXED TO ACCOMMODATE THE UNIQUE REQUIREMENTS AND NEEDS OF MILITARY UNITS AND CARGO TRANSITING THAT PARTICULAR PORT.**

**WHAT ARE THESE REQUIREMENTS ?**

- ADEQUATE RAIL AND ROAD ACCESS INTO AND OUT OF THE PORT,
- GUARANTEED AND ADEQUATE BERTHING SPACE.
- ACRES OF HARDSTAND FOR STAGING OF MILITARY EQUIPMENT AND CARGO.
- SECURE WAREHOUSE SPACE.
- TRAINED AND SKILLED LABOR
- FLEXIBLE WORK RULES... AND MUCH MORE.

OVER THE YEARS THERE HAVE BEEN QUESTIONS RAISED REGARDING MOTBY'S FUTURE; THE QUESTION MOST OFTEN ASKED WAS, COULD MOTBY'S MISSION BE ACCOMPLISHED MORE EFFICIENTLY AND EFFECTIVELY BY REPLICATING ITS CAPABILITIES AT SOME OTHER MILITARY PORT, OR, COULD COMMERCIAL PORT FACILITIES BE USED TO EXECUTE THE MISSION IN BOTH PEACETIME AND DURING CONTINGENCY OPERATIONS.

IN ESSENCE THE QUESTION WAS, DO WE REALLY NEED THIS FACILITY !

EACH TIME THE QUESTION OF NEED CAME UP, INFORMAL STUDIES SHOWED THAT THE ANSWER WAS YES BECAUSE THE COST OF REPLICATION WAS TOO GREAT, OR BECAUSE COMMERCIAL FACILITIES COULD NOT MEET MILITARY REQUIREMENTS 100%.

LET ME EXPLAIN WHY BY COVERING A FEW OF THE MOST CRITICAL

REQUIREMENTS WITH YOU IN A LITTLE BIT MORE DETAIL.

**\* ADEQUATE RAIL AND ROAD ACCESS INTO AND OUT OF A PORT IS CRUCIAL FOR THE EFFICIENT MOVEMENT OF CARGO AND DEPLOYING UNITS.**

BOTH THE PORT OF NEW YORK & NEW JERSEY AND MOTBY ARE SERVICED BY ONE OF THE GREATEST TRANSPORTATION NETWORKS IN THE UNITED STATES.

IF THE MILITARY HAD TO USE LOCAL COMMERCIAL PORT FACILITIES, I BELIEVE THAT MILITARY CARGOES WOULD BE IN COMPETITION WITH COMMERCIAL CARGOES FOR THE USE OF THE LAND TRANSPORTATION NETWORK.

IN PEACETIME, ONE CAN WORK AROUND THIS COMPETITION. BUT DURING A CRISIS SITUATION, THE MILITARY PORT OPERATOR NEEDS TO BE GUARANTEED PRIORITY ACCESS, A GUARANTEE THAT MAY OR MAY NOT BE ASSURED, SINCE THE COMMERCIAL PORTS MUST LIVE UP TO THEIR CONTRACTUAL ARRANGEMENTS WITH THE COMMERCIAL SHIPPING LINES, TERMINAL OPERATORS AND OTHER COMMERCIAL INTERESTS..

THIS SORT OF COMPETITION DOES NOT EXIST ON MOTBY SINCE THE TERMINAL HAS ITS OWN INTERNAL ROAD AND RAIL NETWORK WHICH HAVE RECENTLY BEEN REFURBISHED.

**\* GUARANTEED AND ADEQUATE BERTHING SPACE. THIS IS A VERY REAL PROBLEM BECAUSE IF YOU ARE NOT GUARANTEED A BERTH FOR**



YOUR SHIPS WHEN AND WHERE YOU NEED IT. THE ENTIRE DEPLOYMENT TIMETABLE CAN AND WILL BE THROWN OFF-TRACK.

BY ADEQUATE I MEAN A BERTH THAT HAS THE WATER DEPTH TO ACCOMMODATE THE DRAFT OF THE SHIP THAT YOU ARE SCHEDULED TO LOAD OR DISCHARGE:

--- A BERTH THAT IS LONG ENOUGH TO ACCOMMODATE THE ENTIRE SHIP SO THAT YOU DON'T HAVE TO CONTINUOUSLY SHIFT (MOVE) THE SHIP BACK AND FORTH TO ACCOMMODATE LOADING OR DISCHARGE

--- A BERTH THAT HAS AN APRON (PIER FACE) WIDE ENOUGH TO LET YOU MOVE AND LOAD CARGO EFFICIENTLY AND SAFELY.

WHILE WE WERE DEPLOYING UNITS DURING DESERT STORM (THE PERSIAN GULF WAR) WE USED NUMEROUS COMMERCIAL PORTS THROUGHOUT THE UNITED STATES. IN TWO OF THE PORTS IN WHICH I WAS PERSONALLY INVOLVED, THE LOCAL PORT AUTHORITIES COULD NOT:

FIRST, GUARANTEE US ACCESS TO THE NUMBER OF BERTHS THAT WE NEEDED DUE TO COMMERCIAL CONTRACTUAL OBLIGATIONS.

SECOND, PROVIDE US WITH ADEQUATE BERTHING SPACE. AGAIN DUE TO CONTRACTUAL OBLIGATIONS.

I CAN APPRECIATE THE POSITION THE PORT AUTHORITIES TOOK SINCE THIS PARTICULAR MILITARY DEPLOYMENT WOULD BE LIMITED IN TIME, AND THEY HAD TO SATISFY THEIR COMMERCIAL CUSTOMERS WHO PROVIDED THE PORT A STEADY, YEAR ROUND FLOW OF BUSINESS.

THIS COMPETITION FOR BERTHING SPACE DID CAUSE US SOME VERY SERIOUS PROBLEMS THAT WERE OVERCOME ONLY BY USING SOME VERY "CREATIVE" OPERATIONAL PROCEDURES. OPERATIONAL PROCEDURES THAT STILL SCARE THE HELL OUT OF ME WHENEVER I THINK ABOUT WHAT WE HAD TO DO.

I FIRMLY BELIEVE THAT THE PROBLEMS CAUSED BY CONFLICTING DEMANDS WOULD BE EXPERIENCED EVEN TODAY IF THE MILITARY HAD TO DEPLOY A FORCE PACKAGE THROUGH A COMMERCIAL PORT.

COMPETITION FOR ADEQUATE BERTHING IS NOT A PROBLEM FOR OPERATIONS CONDUCTED AT MOTBY, SINCE THE TERMINAL HAS THE BERTHING SPACE NECESSARY TO EXECUTE A MAJOR DEPLOYMENT. AND SIMULTANEOUSLY CONDUCT ROUTINE OPERATIONS.

MOTBY'S CAPABILITY WAS TESTED AND PROVEN DURING OPERATIONS "DESERT STORM", OPERATION "RESTORE HOPE" ( THE DEPLOYMENT OF FORCES TO SOMALIA), AND MOST RECENTLY DURING THE HAITIAN DEPLOYMENT, AS WELL AS DURING ROUTINE PEACETIME OPERATIONS.

**\* LABOR**

"NOTHING HAPPENS UNTIL SOMETHING MOVES" IS A SAYING THAT EVERYONE WITHIN THE TRANSPORTATION AND LOGISTICS COMMUNITY LEARNS IN HIS FORMATIVE YEARS.

I LIKE TO PARAPHRASE THIS STATEMENT AND TAKE IT A STEP FURTHER BY SAYING THAT "NOTHING HAPPENS WITHOUT A COMPETENT,

DEDICATED AND WELL TRAINED WORK FORCE", AND THIS IS WHERE THE TERMINAL'S EMPLOYEES AND THE LONGSHOREMEN THAT WORK ON MOTBY COME INTO PLAY.

THE TERMINAL'S CIVILIAN EMPLOYEES ARE PROBABLY THE MOST PROFESSIONAL BUNCH OF PEOPLE I HAVE EVER HAD THE PRIVILEGE TO COMMAND. THEIR METTLE HAS BEEN TESTED AND EACH TIME THEY HAVE PROVEN THAT THEY CAN HANDLE ANYTHING THAT IS THROWN AT THEM.

IN REGARDS TO THE LONGSHOREMEN, LONGSHOREMEN IN COMMERCIAL PORTS JUST DO NOT HAVE THE TRAINING NOR THE EXPERTISE REQUIRED TO HANDLE MILITARY EQUIPMENT AND CARGO.

THIS LESSON WAS LEARNED TIME AND TIME AGAIN IN VARIOUS COMMERCIAL PORTS DURING BOTH OPERATION "DESERT STORM" AND "RESTORE HOPE".

ONCE AGAIN I HAVE TO REVERT TO MY OWN EXPERIENCES WHERE I SUFFERED DELAYS AT COMMERCIAL PORTS DURING BOTH OF THESE OPERATIONS, BECAUSE THE LONGSHOREMEN DID NOT KNOW HOW TO HANDLE OR LOAD OUR EQUIPMENT.

I AM NOT SAYING THAT THESE MEN WERE NOT HARD WORKING AND COMPETENT LONGSHOREMEN, IT IS JUST THAT THEY DID NOT HANDLE MILITARY EQUIPMENT AND CARGO ON A DAILY BASIS, AND WERE SIMPLY NOT FAMILIAR WITH THE UNIQUE LOADING REQUIREMENTS.

REGRETTABLY, A CONTINGENCY DEPLOYMENT OPERATION DOES NOT AFFORD THE TIME TO TRY AND TEACH SOMEONE THE LOADING AND LASHING TECHNIQUES NECESSARY TO SECURE MILITARY CARGO.

EACH PORT ABIDES BY ITS OWN LABOR RULES WHICH QUITE OFTEN ARE INFLEXIBLE AND DO NOT CHANGE SIMPLY BECAUSE MILITARY CARGO IS TRANSITING THAT PARTICULAR PORT.

IN TERMS OF EXPERIENCE, THE LONGSHOREMEN FROM ILA LOCAL 1558 THAT WORK THE MOTBY PIERS, ARE THE MOST EXPERIENCED I HAVE EVER ENCOUNTERED IN MY 27 PLUS YEARS. QUITE OFTEN I WOULD JUST POINT AT THE CARGO AND GIVE THEM A DIAGRAM OF THE SHIP, AND THEN JUST SIT BACK AND WATCH THESE MEN GO TO WORK WITH THE FULL CONFIDENCE THAT THE SHIP WOULD BE SAFELY LOADED AND LOADED ON TIME.

I COULD NOT HAVE ASKED FOR A BETTER CREW NOR COULD I FIND SUCH A CREW IN THE COMMERCIAL PORTS THAT I HAVE WORKED.

I CAN TELL YOU LABOR RULES ON MOTBY ALMOST WENT OUT THE WINDOW DURING BOTH OPERATION "DESERT STORM" AND "RESTORE HOPE".

IT IS NOT THAT THE LONGSHOREMEN OF ILA LOCAL 1558 OR MY OWN PEOPLE HAD A TOTAL DISREGARD FOR UNION RULES, IT WAS JUST THAT THE URGENCY OF THE MISSION REQUIRED US TO WORK TOGETHER AS A TEAM TO GET THE JOB DONE.

**LET ME GIVE YOU AN EXAMPLE.**

**DURING OPERATION "RESTORE HOPE" IN THE FALL OF 1992, THE DEPLOYMENT TIME SCHEDULE WAS REPEATEDLY DISRUPTED DUE TO TRAIN DERAILMENTS IN UPSTATE NEW YORK THAT WERE CAUSED BY SEVERE SNOW STORMS. ONCE THE TRAINS STARTED ARRIVING AT MOTBY WE WERE ALREADY ABOUT 48 TO 72 HOURS BEHIND SCHEDULE, AND THEN WE WERE HIT BY THE GREAT NORTH-EASTER, THE NO NAME STORM, THAT SWEEPED THE NORTHEAST.**

**THIS STORM BROUGHT WINDS THAT GUSTED UP TO 40 MILES AN HOUR. BLINDING RAIN AND WAVES CRASHING OVER MY PIERS. THE STORM WAS SO BAD THAT A SHIP THAT WAS TIED UP ALONGSIDE ONE OF MY PIERS. HAD TO QUADRUPLE IT'S MOORING LINES AND SET UP A STORM WATCH JUST TO ENSURE THE SAFETY OF THE SHIP.**

**TO MAKE UP FOR THE LOST TIME THE DERAILMENTS HAD CREATED, WE WOULD BE FORCED TO UNLOAD THE TRAINS IN THE STORM, OPERATING UNDER SOME TRULY DEPLORABLE WEATHER CONDITIONS.**

**UNDER THESE WEATHER CONDITIONS, MOST SANE MEN WOULD HAVE CLOSED THE PORT AND GONE HOME WHICH IS EXACTLY WHAT HAPPENED IN EVERY PORT THAT WAS HIT BY THIS PARTICULAR STORM.**

**BUT THIS DID NOT HAPPEN AT MOTBY.**

**THE ILA LOCAL ASKED ME IF I WANTED THEM TO WORK THROUGH THE STORM SO THAT WE COULD MAKE UP THE TIME.**

WHEN I HEARD THE QUESTION, I THOUGHT THESE MEN TO BE AS CRAZY AS I WAS BUT I WAS NOT SURE, SO I TOLD THEM IF WE CAN DO IT, AND DO IT SAFELY, GO AHEAD.

AND THEY DID.

THE ILA WORKED STRAIGHT THROUGH THE STORM WHICH BROUGHT THE DEPLOYMENT TIME SCHEDULE BACK ON TRACK, SOMETHING THAT WOULD HAVE NEVER HAPPENED IN A COMMERCIAL PORT.

**\* STAGING AREA & WAREHOUSE FACILITIES.**

A STAGING AREA IS NOTHING MORE THAN OPEN SPACE CAPABLE OF ACCOMMODATING A LARGE QUANTITY OF MILITARY EQUIPMENT WHERE IT CAN BE STORED AND MAINTAINED UNTIL IT IS LOADED ON BOARD A SHIP.

WAREHOUSES ARE NEEDED TO STORE CARGO THAT REQUIRE SPECIAL SECURITY, OR, PROTECTION FROM THE ELEMENTS.

HOW MUCH STAGING AREA IS REQUIRED IS DEPENDENT UPON THE SIZE OF THE UNIT THAT IS DEPLOYING THROUGH THAT PORT. EVEN FOR THE SMALLEST UNIT, ONE WOULD REQUIRE SEVERAL ACRES FOR EQUIPMENT STAGING.

MOST COMMERCIAL PORTS HAVE ADEQUATE STAGING AREA BUT THE QUESTION IS, WOULD IT BE AVAILABLE FOR MILITARY USE, OR WOULD IT BE CONGESTED WITH COMMERCIAL CARGO.

THE SAME APPLIES TO WAREHOUSE FACILITIES - WILL THEY BE AVAILABLE OR WILL THEY BE FULL OF COMMERCIAL CARGOES.

ONCE AGAIN COMPETITION BETWEEN MILITARY AND COMMERCIAL INTERESTS FOR LIMITED RESOURCES COMES INTO PLAY.

AND ONCE AGAIN, THAT PROBLEM DOES NOT EXIST ON MOTBY SINCE THE ENTIRE TERMINAL IS DEDICATED TO RECEIVING, STAGING AND WAREHOUSING MILITARY CARGO.

I HAVE JUST GONE OVER WITH YOU WHAT I FEEL ARE THE FOUR (4) MOST IMPORTANT FACTORS NEEDED TO OPERATE AN OCEAN TERMINAL EFFECTIVELY AND EFFICIENTLY.

- ADEQUATE RAIL AND ROAD ACCESS
- GUARANTEED AND ADEQUATE BERTHING
- STAGING AREAS AND WAREHOUSE SPACE
- AND A WELL TRAINED LABOR FORCE

YOU CANNOT WEIGH EACH FACTOR SEPARATELY AND SAY THAT ONE IS MORE IMPORTANT THAN THE OTHER, NOR CAN YOU SAY THAT SINCE ONE OF THE THREE FACTORS EXIST, A MILITARY PORT OPERATION CAN BE CONDUCTED EFFICIENTLY. ALL FOUR(4) FACTORS MUST BE PRESENT IN VARYING DEGREES.

THE VARIANCE OF COURSE IS GOING TO BE EQUAL TO THE RISK THAT YOU ARE WILLING TO TAKE.

YOU CAN FIND ALL FOUR OF THESE FACTORS IN ABUNDANCE AT THE MILITARY OCEAN TERMINAL, BAYONNE, WHICH IS SOMETHING THAT I CAN'T SAY HOLDS TRUE FOR ALL COMMERCIAL PORTS.

BUT THE KEY POINT IS WILL THE COMMERCIAL FACILITIES BE AVAILABLE FOR USE WHEN YOU NEED THEM OR WILL YOU HAVE TO COMPETE AGAINST COMMERCIAL INTERESTS AND HOPE YOU CAN GET THE JOB DONE.

MR. CHAIRMAN, LADIES AND GENTLEMEN, I SINCERELY HOPE THAT I HAVE BEEN ABLE TO GIVE YOU AN ADEQUATE DESCRIPTION OF THE CAPABILITIES THE MILITARY OCEAN TERMINAL, BAYONNE HAS, AND SOME OF THE PROBLEMS THAT CAN BE EXPECTED IF MILITARY OPERATIONS ARE TO BE CONDUCTED THROUGH COMMERCIAL PORTS.

THANK YOU FOR YOUR TIME AND YOUR PATIENCE.

SHOULD YOU HAVE ANY QUESTIONS, I WILL BE MORE THAN HAPPY TO TRY AND ANSWER THEM.





**ROBERT C. JANISZEWSKI**  
COUNTY EXECUTIVE

**COUNTY OF HUDSON  
OFFICE OF THE COUNTY EXECUTIVE  
BRENNAN COURT HOUSE  
583 NEWARK AVENUE  
JERSEY CITY, NEW JERSEY 07306**

**(201) 795-6200**

## **TESTIMONY**

**OF**

**ROBERT C. JANISZEWSKI  
HUDSON COUNTY EXECUTIVE**

**BEFORE THE  
ASSEMBLY ECONOMIC DEVELOPMENT, AGRICULTURE,  
AND MILITARY AND VETERANS AFFAIRS COMMITTEE**

**ON THE  
BAYONNE MILITARY OCEAN TERMINAL  
AND THE IMPACT THE CLOSURE WOULD HAVE  
ON THE REGIONAL ECONOMY.**

**APRIL 7, 1995**

**GOOD EVENING CHAIRMAN AZZOLINA AND  
COMMITTEE MEMBERS, MY NAME IS ROBERT  
JANISZEWSKI AND I AM THE COUNTY EXECUTIVE OF  
HUDSON COUNTY. ON BEHALF OF THE BOARD OF  
CHOSEN FREEHOLDERS AND MYSELF, I EXTEND TO  
YOU A WARM WELCOME TO HUDSON COUNTY.**

**SINCE THE SECRETARY OF DEFENSE'S  
SHOCKING ANNOUNCEMENT THAT MOTBY WOULD  
BE RECOMMENDED FOR CLOSURE, I ALONG WITH  
A NUMBER OF OTHER ELECTED OFFICIALS THAT  
REPRESENT BAYONNE, HAVE FRANTICALLY  
ENGAGED IN A NUMBER OF MEETINGS TO PREPARE  
OUR CASE IN SUPPORT OF MAINTAINING THIS  
IMPORTANT FACILITY.**

**FOR OVER 50 YEARS, MOTBY HAS SERVED OUR REGION AND, MORE IMPORTANTLY, THE NATIONAL DEFENSE, WITH PRIDE AND DISTINCTION. GIVEN IT'S STRATEGIC LOCATION IN THE HEART OF NEW YORK HARBOR, IT IS NO SURPRISE THAT MILITARY ACTIVITY AS RECENT AS THE PERSIAN GULF WAR AND THE SOMALIA RELIEF OPERATION WERE STAGED FROM MOTBY.**

**THESE TWO EVENTS SPEAK VOLUMES REGARDING THE UTILITY OF THIS BASE. WHEN ADDED TO THE RECENT \$14 MILLION FEDERAL APPROPRIATION TO THE ARMY CORPS FOR DREDGING AT THE BASE, ONE CLEARLY SEES BOTH THE OPERATIONAL AND PLANNING IMPORTANCE OF**

**THE SITE.**

**FOR HUDSON COUNTY, THE POTENTIAL LOSS OF 2500 CIVILIAN AND MILITARY JOBS IN BAYONNE AND IN THE OTHER TOWNS OF HUDSON REPRESENTS ANOTHER ECONOMIC EMERGENCY ON PAR WITH THE PLANT CLOSINGS AT WESTERN ELECTRIC, OWENS-ILLINOIS, COLGATE, AND, MORE RECENTLY, MAXWELL HOUSE. IN EACH CASE, MAJOR EMPLOYERS IN OUR COMMUNITY, PROVIDING THOUSANDS OF JOBS, SUBSTANTIAL DISPOSABLE INCOME AND MATERIAL CONTRACTS FOR GOODS AND SERVICES, WERE TORN FROM OUR ECONOMIC FABRIC LEAVING BEHIND BROKEN FAMILIES, FAILED CAREERS, AND FINANCIAL**

**STRAIN. THIS SPIRAL DOWN MUST STOP.**

**WHAT IS NEEDED TODAY IS A PLANNED AND COORDINATED EFFORT TO PRESENT OUR CASE BEFORE THE BASE CLOSURE COMMISSION WHICH WILL HOLD HEARINGS ON THE ISSUE THIS SPRING. YET, WE CANNOT SPEND ALL OF OUR TIME AND ENERGY HOPING THAT THE BASE CLOSURE COMMISSION CHANGES ITS MIND. IF THEIR TRACK RECORD IS ANY INDICATION, THIS IS AN UNLIKELY OUTCOME. THEREFORE, WE MUST WORK FOR THE BEST, BUT PREPARE FOR THE WORST.**

**AS COUNTY EXECUTIVE, I PLEDGE THAT THE COUNTY OF HUDSON WILL OFFER EXTENSIVE**

**SERVICES TO MOTBY EMPLOYEES, INCLUDING  
DISPLACED WORKERS RETRAINING FOR THOSE  
IMPACTED BY THIS "PLANT CLOSING." I CAN TELL  
YOU THAT OUR ECONOMY, ALREADY HAUNTED BY  
THE RECENT NATIONAL RECESSION AND  
SUFFERING FROM AN UNEMPLOYMENT RATE MORE  
THAN 50% ABOVE THE NEW JERSEY RATE, CAN NOT  
EASILY WITHSTAND THIS ECONOMIC BLOW. THE  
CLOSING OF MOTBY, WITH JOB LOSSES FOUR  
TIMES THAT OF MAXWELL HOUSE, WOULD BE THE  
EQUIVALENT OF THE LARGEST SINGLE  
EMPLOYMENT EMERGENCY IN HUDSON COUNTY IN  
THE LAST 15 YEARS. CONSIDERING OUR CURRENT  
ECONOMIC CONDITION, SUCH AN UNANTICIPATED  
BLOW COULD BE A NEAR KNOCKOUT PUNCH FOR**

**A COMMUNITY THAT IS BARELY GETTING BY AS IT IS.**

**AS A COMMISSIONER OF THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY, I AM WORKING WITH PRIVATE PORT OPERATORS AND PORT AUTHORITY OFFICIALS INVESTIGATING THE POSSIBILITY OF THE PRIVATE SECTOR TAKING UP THE TASK PRESENTLY PERFORMED BY MOTBY.**

**FINALLY, I COMMEND YOU MR. CHAIRMAN AND THE COMMITTEE MEMBERS FOR RECOGNIZING THE SIGNIFICANT CONTRIBUTION OF THE MOTBY FACILITY TO OUR REGIONAL ECONOMY. I WOULD ALSO LIKE TO COMMEND CONGRESSMAN**

**MENENDEZ, MAYOR KIZCEK, ASSEMBLYMAN DORIA  
AND FREEHOLDER CONNELLY FOR THEIR EFFORTS  
ON THIS ISSUE.**

**AS YOU MAY KNOW, BOB MENENDEZ IS IN THE  
FOREFRONT OF EFFORTS TO SAVE THIS FACILITY  
AND HAS ALREADY GATHERED THE SUPPORT OF  
SENATORS LAUTENBERG AND BRADLEY. JOE  
DORIA WAS INSTRUMENTAL IN THE ADOPTION OF  
ASSEMBLY RESOLUTION 130 IN SUPPORT OF  
SAVING MOTBY, AND, PHIL CONNELLY RECENTLY  
SPONSORED A RESOLUTION WHICH WAS  
UNANIMOUSLY ADOPTED BY HUDSON COUNTY'S  
BOARD OF CHOSEN FREEHOLDERS CALLING ON  
THE BASE CLOSURE COMMISSION TO REVERSE ITS**



**POSITION.**

**IN CLOSING, ALL OF US MUST DO EVERYTHING THAT WE CAN TO SAVE THIS FACILITY FROM THE CONGRESSIONAL "WRECKING BALL." I LOOK FORWARD TO JOINING THIS COMMITTEE, THE STATE OF NEW JERSEY AND MANY OTHERS TO WORK TOWARD BREATHING NEW LIFE INTO THE MOTBY FACILITY. I OFFER TO BE PRESENT, GIVE TESTIMONY, DRAFT LETTERS, OR DO ANYTHING WITHIN MY POWER TO ASSIST THE EFFORT TO PRESERVE THIS STRATEGIC AND ECONOMIC ASSET THAT HAS SERVED OUR COMMUNITY AND THIS NATION FOR DECADES WITH DISTINCTION.**

**F:\EXEC\SDM\MOTBY\TESTIMNY.RCJ**





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