

2010

**SOUTH JERSEY
PORT CORPORATION**

Annual Report

Reinventing Our Ports Reinventing Our Ports Reinventing Our Ports Reinventing Our Ports

A QUASI-STATE AGENCY with the authority to build and operate marine terminals in the seven southern counties of New Jersey, the South Jersey Port Corporation currently manages and operates three deepwater marine terminals in the City of Camden on the Delaware River and a barge facility on the Salem River, in the City of Salem. SJPC is developing a new omniport, the Paulsboro Marine Terminal, in Paulsboro on the Delaware River, which is anticipated to open in 2012. The agency also is poised to foster additional opportunities for expanded port operations in the Delaware River region. For more than 80 years, the South Jersey Port Corporation has been essential to New Jersey and the Delaware Valley region and anticipates playing an increasingly important role in the economic life of the area in the coming years.

2010 MESSAGE FROM THE CHAIRMAN



CHRIS CHRISTIE
NJ Governor



KIM GUADAGNO
NJ Lt. Governor



RICHARD A. ALAIMO
SJPC Chairman

Dear Governor Christie and Lt. Governor Guadagno:

On behalf of the Board of Directors, I respectfully submit the 2010 Annual Report of the South Jersey Port Corporation, a quasi-state agency owned and operated by the State of New Jersey.

The stubborn and deep global economic recession persisted in 2010. These have been very difficult times for all sectors of the world economy. The South Jersey Port Corporation—through your leadership and the coordination of state resources on economic development—has met these daunting challenges and is building for the future.

For the fourth consecutive year, the SJPC has seen its tonnage decline, by 2.9% in 2010 over 2009. This year's decline is not entirely a reflection of the overall global decline, but rather is a combination of the economy and also of the loss of Del Monte Fruit's tonnage at the Broadway Pier 5 facility. However, Del Monte is still obligated to a lease, holding SJPC financially harmless.

But 2010 has also been a turnaround year with increases in other cargoes. Indicating that an economic recovery is approaching, wood products and steel products, staples of the SJPC, began to rebound during 2010. The SJPC has made the prudent—but painful—cuts in staffing levels to reflect the new realities while making infrastructure improvements at its Camden terminals for the expansion of our breakbulk import cargoes.

The new Paulsboro Marine Terminal, with permits soon to be issued and construction to jump into high gear, will position South Jersey well for the eventual recovery and be primed to be the epicenter port for the emerging off-shore wind energy industry along the Atlantic seaboard.

We look forward to a better economy in 2011 and future growth.

Sincerely,

2010 LEADERSHIP



Chairman
Richard A. Alaimo
Burlington County



Director
Chad M. Bruner
Gloucester County



Director
Robert A. DeAngelo, Sr.
City of Paulsboro



Director
Jonathan S. Gershen
Mercer County



Director
Joseph A. Maressa, Jr.
Camden County



Director
Eric E. Martins
Mercer County



Director
Craig F. Remington
Camden County



Director
Sheila F. Roberts
City of Camden



Director
Francis X. Smith
Salem County



Director
Rev. Carl E. Styles
Cumberland County



Director
Christopher Chianese
Treasurer's Designee



Director Andrew P.
Sidamon-Eristoff
State Treasurer

BOARD OF DIRECTORS

THE BOARD OF DIRECTORS of the South Jersey Port Corporation is at full membership with five directors from the Camden/Gloucester subdistrict; three directors from the Burlington/Mercer subdistrict; two members from the Cape May/Cumber/Salem subdistrict; and the Treasurer of the State of New Jersey as a permanent ex-officio member.



2010 OVERVIEW

A RISING ECONOMIC TIDE, President John F. Kennedy said, “lifts all boats.” In the most persistent and deep global economic recession since the 1930s, the global economy has been stalled for several years at low tide, occasionally rising with expectations for a robust economy that offers more tease than growth.

2010 is another year in a placid recovery. The total tonnage for 2010 was 2,314,679 tons, a 2.9% decrease from 2009. The Port did see improvement in some sectors of cargo tonnage. The Port Corporation’s total 2010 tonnage growth would have reflected the beginning of an anticipated slow rebound in the economy if not for the approximately 90,000 tons of fruit that were deflected from the Pier 5 Broadway terminal.

This decrease reflects the loss of Del Monte import fruit, which opted for decreased union labor costs, beyond the SJPC control. While the move reflects a loss of tonnage and jobs at the SJPC’s Broadway Terminal, it has negligible impact on the SJPC’s bottom line. DelMonte is obligated to the remaining ten years of its lease at Broadway Terminal, holding SJPC harmless while replacement business is developed and expanded.

Bulk cargo in 2010 grew 3% at the SJPC’s two Camden terminals. Holcim import cement tonnage was up during December and finished the year significantly higher than 2009.

Containerized cargo tonnage fell in 2010 from 2009

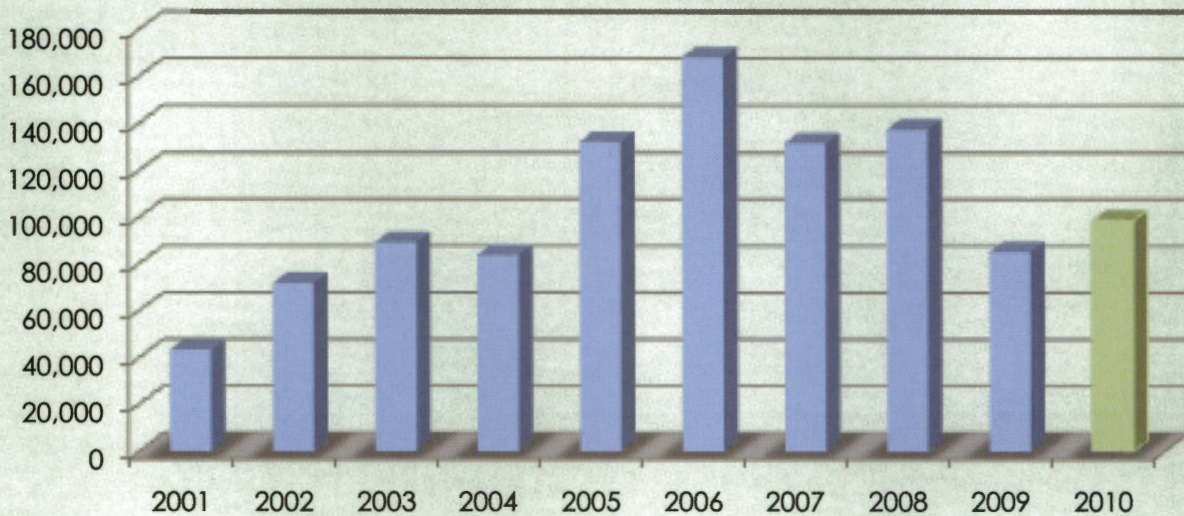
levels, which is largely attributable to the reduced activity at Pier 5, Broadway – the DelMonte terminal.

The SJPC continues right-sizing staffing at its terminals to reflect the new realities of the recession. It made prudent capital and infrastructure improvements to exploit the recovery predicted by economists. At Broadway Terminal, structures were demolished and land cleared to accommodate our ever-increasing cocoa business.

With the full financial support of the State of New Jersey, the SJPC – in partnership with the Gloucester County Improvement Authority – is moving from permitting to construction of the Paulsboro Marine Terminal to be open for business in 2012. This omni-port will have great flexibility of cargoes with an aggressive focus on the developing offshore wind energy generation. The Paulsboro Marine Terminal is the lynchpin of Governor Christopher Christie’s and Senate President Stephen Sweeney’s strategy to make New Jersey the epicenter of clean-producing, wind-powered electric generation both off shore and inland. With the State of New Jersey providing the financial incentives for wind-power developers, the SJPC is developing memorandum of understanding with developers and manufacturers in 2011 as the host port for this emerging industry.

2010 CARGO STATISTICS

COCOA BEANS IMPORTS GREW IN 2010



THE WORLD-WIDE RECESSION CONTINUED to take a toll on maritime business at the South Jersey Port Corporation during 2010. The total tonnage for 2010 was 2,314,679 tons, only a 2.9% decrease compared with the same period in 2009 which reflects the loss of Del Monte's import fruit during the last quarter of 2010.

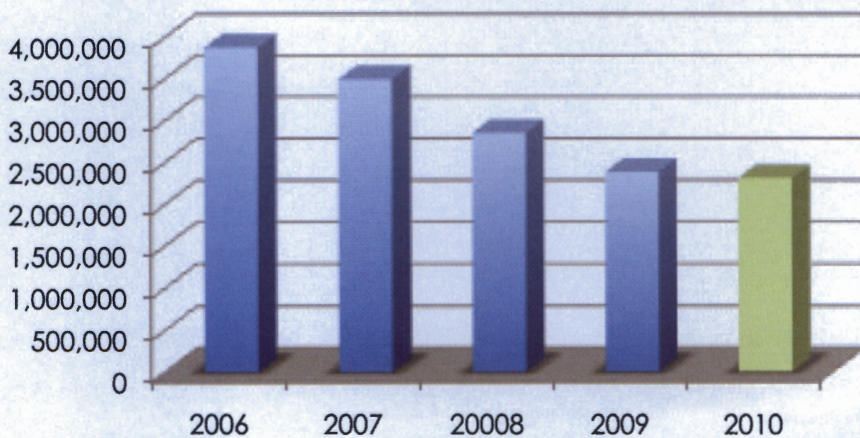
The Port did see improvement in some sectors of cargo tonnage and the Port Corporation's total 2010 tonnage growth would have reflected the beginning of what is anticipated as a slow rebound in the economy if not for the approximately 90,000 tons of fruit that were deflected from the Pier 5 Broadway terminal.

Bulk cargo was up 3% on the year. Holcim import cement tonnage was up during December and finished the year significantly higher than 2009. Scrap activity finished behind 2009, as forecast. It's interesting to note that the trendline over the past 30 years shows that when recycled metal exports decrease, the U. S. economy improves.

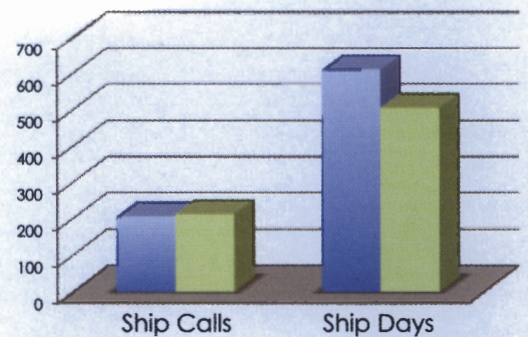
Containerized cargo tonnage fell in 2010 from 2009 levels, which is largely attributable to the reduced activity at Pier 5, Broadway.

Ship calls totaled 213 in 2010, an increase of 7 over 2009. Ship days for 2010 were 506, compared to 611 in 2009.

TOTAL TONNAGE: 2006-2010



SHIP ACTIVITY 2009 VS 2010

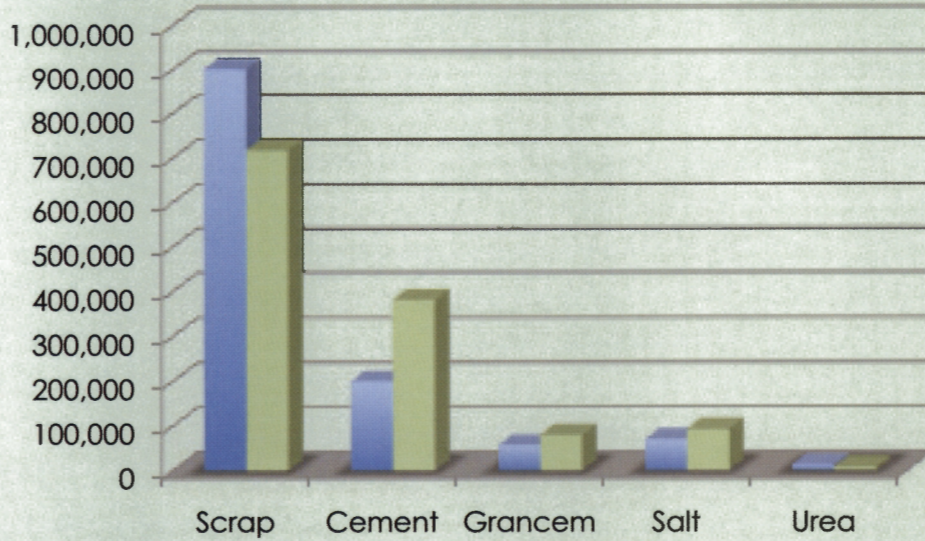


CONTAINERIZED CARGO 2009 VS 2010

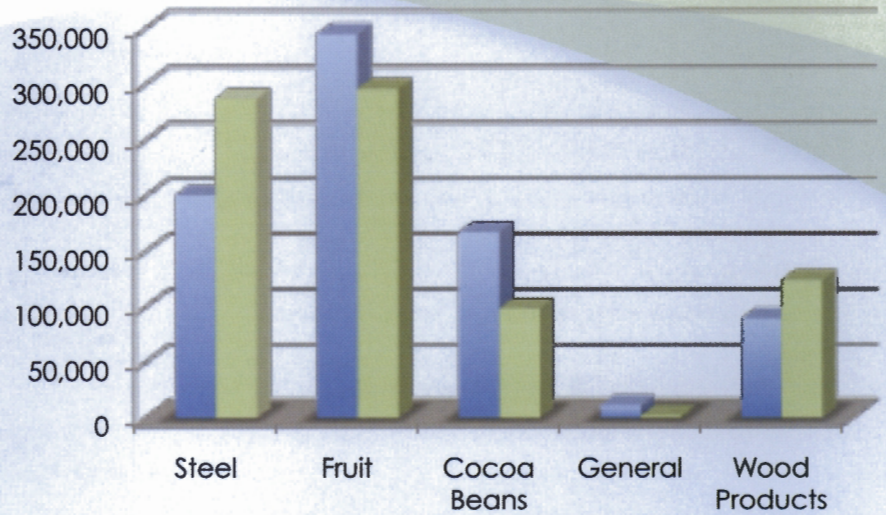


2010 CARGO STATISTICS

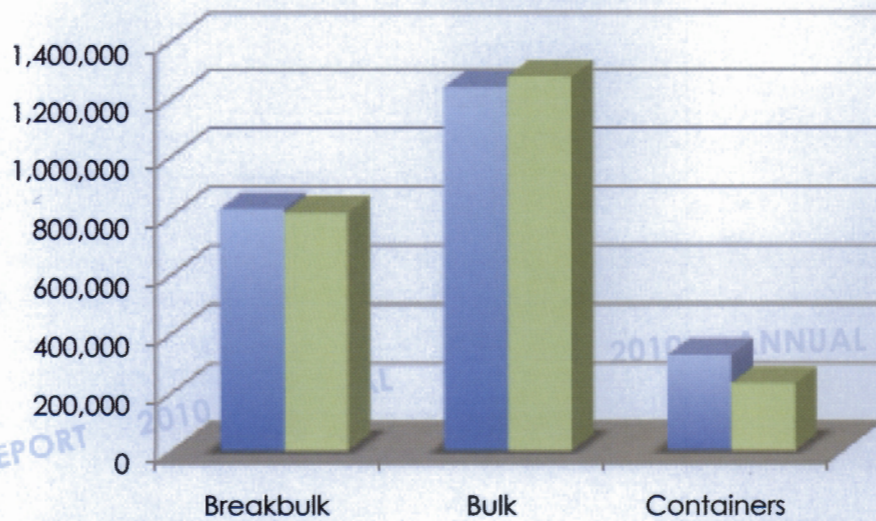
BULK TONNAGE: 2009 VS 2010



BREAKBULK TONNAGE: 2009 VS 2010



TONNAGE COMPARISON: 2009 VS 2010





SECURITY PARTNERSHIPS

IN 2010, THE SOUTH JERSEY PORT Corporation continued its commitment to taking the necessary steps to meet federal security requirements and as a result, received near-perfect U.S. Coast Guard assessments for the year.

One of the best measures of how the Port fulfills its security requirements is the more functional relationship that now exists between the Port and its federal partners, which include the U.S. Coast Guard and the U.S. Customs and Border Protection service. This cooperation has proven to be a success.

The Port undergoes extensive inspections each year, including being tested on staff knowledge of security regulations, the terminals' Facility Security Plans, inspection and review of required security documents (including all drills and exercises performed) and spot inspections in the terminals.

The high marks the Port receives reflect the priority placed on security, beginning with the Board of Directors and Executive Director and continuing through the staff's concerted efforts to ensure the highest level of security is in place to protect the Port's infrastructure, personnel, cargo, tenants and customers.

SJPC HAS BEEN AWARDED a number of security-related grants from the federal government that has and will allow the agency to maintain its highly rated security status over the coming years.

SJPC is steadfast in its efforts to enforce and promote the maritime security regulations every day through partnerships with tenants, vendors, customers and visitors. The Port encourages all of its partners to ensure all representatives and employees possess a Transportation Worker Identification Credential (TWIC).

A direct outgrowth from the Port's routine security exercises and drills, lessons learned develop into immediate enhancements to existing technology and procedures, as well as introducing new tools to better secure the Port's infrastructure, cargo and personnel. During 2010, the Port commenced a video recording and remote access project, began planning an Alert Notification System, continued to prepare for the implementation of TWIC card readers to be ready when the pending federal regulation is finalized, and bolstered security training for both security personnel and non-security operations personnel.

The Port places a high priority on maritime security and its rewards are perfect U.S. Coast Guard compliance inspections based on the Maritime Transportation Security Act regulations. In addition, the Port received recertification for the Beckett Street Terminal from the U.S. Coast Guard as a Designated Waterfront Facility, permitting the facility to load or unload certain hazardous materials cargoes.



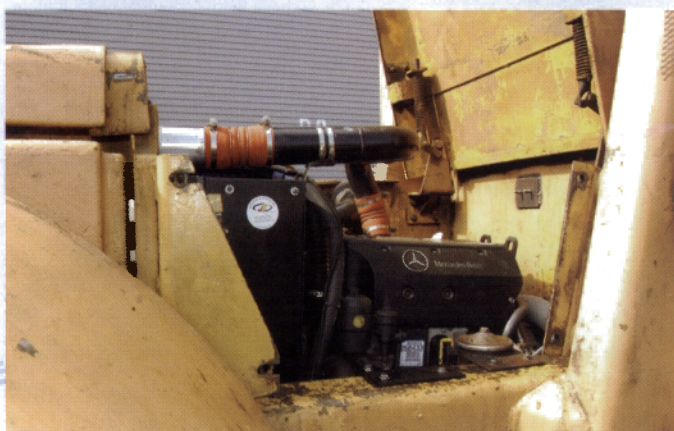
SUSTAINABILITY FOR THE FUTURE

THE SJPC RECEIVED A \$1.1 MILLION grant from the U.S. Environmental Protection Agency in 2010 that is to be used for reducing engine emissions. With the grant, the agency will be able to replace many of the old, inefficient diesel engines on its moveable stock with ones that run much cleaner. Older diesel engines can generate significant amounts of fine particles, hydrocarbons and carbon monoxide.

As early as 2008, SJPC applied for and received federal and state grants to install filters to scrub emissions from its cargo-moving equipment and on some machines has replaced engines with ones that are far more environmentally friendly.

The 2010 grant will provide for the installation of improved engines on port vehicles which include fork lifts, lift trucks, front-end loaders and other types of equipment.

The EPA estimates that the project will save over 64,000 gallons of fuel, and reduce carbon dioxide by more than 715 tons, nitrogen oxide by more than 352 tons and particulate matter by over 34 tons during the lifetime of the reconfigured equipment. The SJPC provides matching funds for important projects such as this.



THE GREEN PORT INITIATIVE of the SJPC and two regional transportation and marine agencies was completed in 2010. Each of the three agencies received suggestions for ways to reduce its regional carbon footprint through innovative best-practices using existing technology in order to decrease emissions.

The Delaware River Port Authority, the Philadelphia Regional Port Authority and the Port Corporation cooperated in the year-long project the goal of which was to find ways to improve individual operations while decreasing environmental impacts.



Construction on both land and water got under way during 2010. Thousands of cubic yards of clean fill material were delivered to the terminal site during the year as the terminal elevation was raised to above the 100-year flood level. On the water, old, inappropriate infrastructure was removed to make room for new.

SJPC'S NEW MARINE TERMINAL AT PAULSBORO

ZOOMING IN FROM Google Earth's space satellite view of the world to global coordinates 39°50'46.69"N, 75°14'06.59"W, the value of South Jersey Port Corporation's Paulsboro Marine Terminal stands in stark relief. It's in epicenter of the richest markets in the world. Slowly zooming out, the highway, air, and rail networks emerge, like a spider web from Paulsboro throughout the most-populous regions of the United States and into Canada.

Scrubbed from the 200-acre PMT site, which sits along the New Jersey shores of the Delaware River, opposite the busy runways of Philadelphia International Airport, are the derelict piers and storage tanks of a giant, demised petro-chemical tank-farm. Once the cornerstone of Paulsboro's local economy, and one of the spark plugs of Southern New Jersey's economy, this site at global coordinates 39°50'46.69"N, 75°14'06.59"W is morphing into a deepwater, highly flexible, multi-berth terminal—on schedule for operations in 2013.

Two-thirds of the world's richest consumer market is within a 24-hour drive of the SJPC's ports. While the boom of the 1990s and early 2000s has waned into the most stubborn recession since the 1930s, demands of inevitable population growth are a predictor of the future port needs of the region. During the boom, the corporation's two marine terminals in Camden reached near capacity with scant land available within Camden City for expansion. In 2006, the port corporation was forced to turn away 20 cargo ships. With berths and sheds full, the SJPC turned away 400,000 tons of cargo in 2006 and 2007. A study by the Delaware Rive Port Authority

projected a need for 20 additional berths along the Delaware River by 2020, which the current global recession has delayed but not eliminated.

Paulsboro will also benefit from what experts hail as a "game changer:" the completion of the \$5.25 billion expansion of the Panama Canal in 2014. Asian cargos destined for the eastern seaboard of the United States—and the reverse—will bypass the west coast ports and the ever-increasing, costly, cross-continent haul by rail and trucks and sail to their east coast markets. The efficiencies of a direct sea trade route for large cargo vessels connecting the east coast with Asia, via the Panama Canal, grows correspondingly with the growing cost of oil. The Panama Canal route will lower shipping costs per TEU (Twenty-Foot-Equivalent, the standard measure of a cargo container) and re-set traditional trade routes.

As the satellite focuses in on global positioning coordinates 39°50'46.69"N, 75°14'06.59"W, the landscape of the new Paulsboro Marine Terminal, tantalizingly invites the initial foot print of construction—to start in 2011—and the vibrant, bustling energy of a major port terminal. Eight miles closer to the Atlantic Ocean than its sister terminals in Camden, PMT is the first major new port along the Delaware River in 50 years.

In 2010 the SJPC, in collaboration with the Gloucester County Improvement Authority (GCIA), successfully navigated the necessary environmental permitting processes to begin construction. On December 30, 2010, a \$48 million for bulkhead, dredging and sub-grade preparation contract and a \$15.7 million for an access road

and bridge contract were awarded with work on both to begin in January 2011.

In Paulsboro, the SJPC is building a state-of-the-art omniport with a marginal, high-deck wharf designed to initially accommodate two ships with room to expand to four. The high-deck wharfs are designed to harmonize the industrial/commercial use of the river front with, and protect the native aquatic, marine and wild life along the river, including protecting the sensitive and rebounding Atlantic Sturgeon population. From its conception, the PMT is designed as an energy-saving—and possibly energy-producing —“green port” constructed with sensitivity to the ecosystem, energy conservation and clean, renewable energy.

Paulsboro, alone, will not meet the anticipated cargo demands of the future. It is the first step of prudent and carefully choreographed port expansion to meet need when demand requires it. The SJPC is evaluating two DuPont sites further south on the Delaware River for incremental expansion. Both sites have excellent highway and rail access and excellent uplands for warehousing, value-added manufacturing, and other industrial and commercial opportunities. The site at East Greenwich Township, New Jersey, with approximately 200 useable acres out of 1,200 acres, has the greatest potential in the short run with relatively deep water and berthing potential. The Carneys Point site has similar acreage potential but a greater challenge for deepwater and berthing.

That additional expansion, however, is over the horizon. Paulsboro Marine Terminal is today’s focus and need; and while earth

movers shape the land, Governor Chris Christie and Senate President Stephen M. Sweeney have been sculpting state policy and the state’s economic development goals that will make PMT a key step in its strategy to make New Jersey the lynch pin of offshore wind energy. Wind powered energy is part—albeit a small but increasing part—of America’s mixture of renewable energy to help ease dependence and hopefully liberate this nation from foreign sources of energy. The federal government proposes to lease 418 square miles off the eastern seaboard for off shore wind generation. In October 2010, Google Inc. threw its financial clout behind an ambitious US \$5 billion proposed electric transmission line. It is intended to spark investment in new wind farms off the heavily populated U.S. East Coast.

PMT is centrally located to provide support for development of the off shore wind industry as a staging area for the huge turbine blades and huge turbines that need to be barged to the off-shore wind energy farms. The port corporation is also in promising discussions with manufacturers of wind turbines to set up manufacturing and assembly facilities at or near the port.

The SJPC’s marketing efforts for PMT is not limited to wind energy. As an omniport, PMT has great flexibility for a variety of cargoes and uses including, food products, including fresh fruits, forest products, edible oils, grain, and general cargo.

As the blank slate at global coordinates 39°50’46.69”N, 75°14’06.59”W, the Paulsboro Marine Terminal begins to take form in 2011 with construction of berths, access roads and bridges and site development, operations are projected to begin in 2013.



The drawing shown here depicts what the Paulsboro Marine Terminal might look like at full build out if it becomes a general or specialized bulk or breakbulk facility.



OFF-SHORE WIND POTENTIAL

AS THE GIANT EARTH MOVERS sculpted the old oil tank farm along the Delaware River into the Paulsboro Marine Terminal, other powerful forces were sculpting key regulatory and financial incentives to position PMT as the epicenter of New Jersey's plans to be a regional leader in the wind turbine energy economy.

To help underwrite development of off-shore wind power and make New Jersey the mid-Atlantic leader of this emerging job-creating, energy industry, Governor Chris Christie and State Senate President Stephen M. Sweeney guided new laws into effect requiring the state's utility companies to buy off-shore wind-generator credits. These wind credits are now attracting developers of wind energy and the manufacturers of wind turbines and equipment to New Jersey.

SJPC is working with Fishermen's Energy of NJ; Bluewater Wind of New Jersey, NJ, which includes the NRG Energy Company of Princeton, N.J.; Garden State Offshore Energy, which includes PSE&G and Deepwater Wind; and the fourth is Offshore MW, a firm currently installing wind turbines in the North Sea off the German coast.

In an alliance with multiple state agencies and the Gloucester County Improvement Authority, the SJPC is targeting offshore wind equipment manufacturers to locate new manufacturing facilities at the Port of Paulsboro.

"It just makes sense that Paulsboro should be the epicenter of this great new industry," said Marlin Petersen, project director Paulsboro Marine Terminal. "There is just a natural synergism and cost efficiency

of having manufacturing of the turbines, towers and blades in roughly the same footprint as where the developers put the pieces together and barrage the towers, blades and turbines out to sea. The nexus will be Paulsboro Marine Terminal. All three need each other and in the same place."

It is a synergism that makes sense to the developers as well the offshore wind equipment companies. The SJPC and its partners are working with GE Energy, Siemens, Ventower, EEW Group and JDR Cable to bring the pieces together. It is a joint effort of the State of New Jersey through the Governor's Office, the Department of Environmental Protection, the Economic Development Authority and the SJPC in an alliance with the Gloucester County Improvement Authority

In mid 2010, Bob Martin, New Jersey's Commissioner of the Department of Environmental Protection, released the preliminary report of a \$7-million study that concluded off shore wind mills would have "negligible" impact on the environment. "We now have the science and data needed to take the first steps towards making wind energy projects a reality in New Jersey," Commissioner Martin announced. New Jersey is just "far ahead of everyone else" in developing wind energy, Commissioner Martin added.

"You can't underestimate how important wind-powered energy will be to this nation's energy policy and needs and what a critical role South Jersey Port will play in making it a reality," said Joseph A. Balzano, SJPC executive director.

SJPC NAMED ONE OF TOP 5 PORTS IN THE UNITED STATES

Award Recognizes Exceptional Progress and Potential in the Development of Wind Energy Projects

THE SOUTH JERSEY PORT CORPORATION was honored to be named one of the top five ports in the nation in 2010 by *Expansion Solutions* magazine. The SJPC was specifically honored for its interest and preparation for off-shore wind turbine manufacturing and staging.

In announcing the award, the magazine noted that “the SJPC is at the heart of one of the most vibrant and important commercial, industrial, and maritime complexes in the North Eastern United States. For over 73 years, the Port of Camden, has served the region and the nation as a major gateway of commerce and trade.

“Situated on the Delaware River with easy access to the Atlantic Ocean, South Jersey Port Corporation specializes in handling breakbulk and bulk cargo. The Beckett Street Terminal and the Broadway Terminal, well known as the Port of Camden, receives hundreds of ships moving international and domestic cargo through the Port’s modern and efficient facilities every year.

“In sheer tonnage, The South Jersey Port Corporation is one of the most productive ports in the world and the economic impacts to the Delaware Valley region are significant. The SJPC contributes mightily to the economic vitality of South Jersey and beyond.

“The South Jersey Port Corporation is a vibrant public enterprise with a network of tenants, private business and public and private facilities that create a dynamic, powerful economic engine in the City of Camden with benefit for the entire South Jersey and Delaware Valley

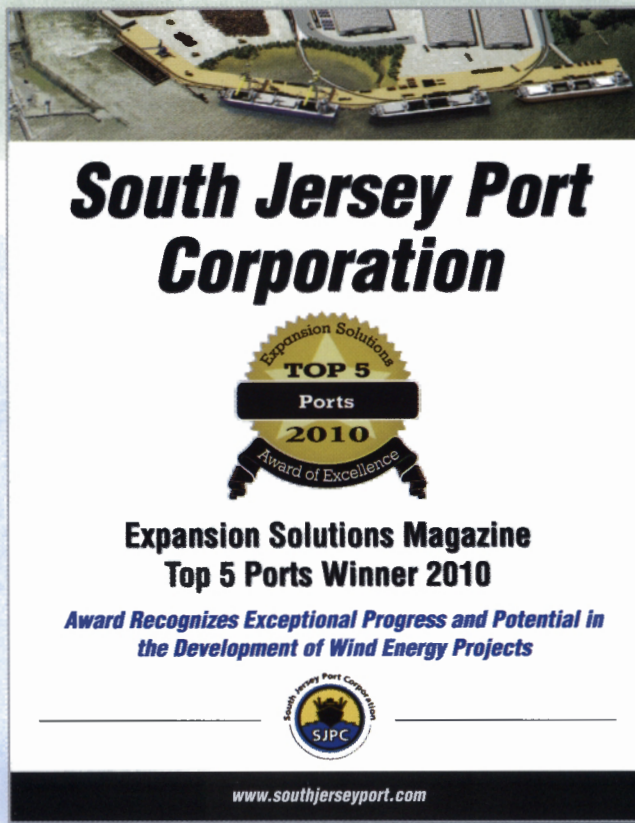
regions. In 2002, a study of the economic impacts of the Port showed that the South Jersey Port Corporation was responsible for more than 23,000 jobs and generated more than \$202 million in annual personal income in the Camden/South Jersey region, including direct personal income in excess of \$97 million.

“Business and tax revenue generation is equally impressive. The impact study reported more than \$161 million in annual business revenue, more than \$13.5 million in local purchasing, and tax payments each year of almost \$21 million derived from activity at the Port. SJPC is known worldwide for its expertise in the handling of breakbulk cargoes. The South Jersey Port Corporation has an unsurpassed reputation in the handling of wood and steel products.

“In the last twenty years, the SJPC has become the #1 port handling import wood products in the United States. The Port has also handled a growing array of steel products including, coil steel, slabs, wire rod, structural and pipe.

“Shippers and customers look for well maintained facilities, careful handling, competitive rates and reliable terminal and landside service that will speed their cargoes to their final destinations. The SJPC succeeds here on all accounts.

“They have expert labor, well versed in the sensitive requirements of the cargo that moves through the terminals. Direct discharge from vessel to rail cars is also offered.”





MARKETING MARITIME SERVICES

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IN AN ECONOMY THAT IS SLUGGISH at best, the SJPC understands the importance of marketing its services to shippers, manufacturers and others whose businesses center on maritime matters.

In 2010 the Port took its message to the annual Break Bulk Conference in Houston, to the Off-Shore Wind Turbine Association in Atlantic City, and to the Tri-County Economic Development community in Voorhees.

The need to market the Paulsboro Marine Terminal, which is expected to open in December 2012, led to the development of a new marketing campaign and materials which help brand the new terminals as well as the other SJPC facilities.

The Port also entered into a six-month long advertising campaign that featured the advantages and services that will be provided by the new Paulsboro facility. Full-page advertisements were placed in a series of trade and industry magazines. As a result, the Port received editorial coverage in many of the publications in which it had placed paid advertising.

Engineering the future omniport today

Paulsboro Marine Terminal — Opening 2012

ADVANTAGES

<p>PMT</p> <ul style="list-style-type: none"> • Facilities built to your needs • Deep water berths, 40-foot MLW • Dock-side rail • Direct, limited-access road to interstate system • Intermodal connections 	<p>SJPC</p> <ul style="list-style-type: none"> • Deep water berths • Heavy lift cranes • 80+ years experience in handling custom cargoes • Green port features • On-dock rail • Logistic services • Industrial maritime business park • Direct access to Interstate system • FTZ No. 142
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Contact us at: 856.757.4969 (p) 856.757.4903 (f) or info@southjerseyport.com

South Jersey Port Corporation
SJPC

Map labels: Atlantic City, Camden, Philadelphia, New York City, Washington, D.C., Baltimore, Washington, D.C., New York City, Philadelphia, Camden, Atlantic City

South Jersey Port Corporation
Broadway Terminal Beckett Street Terminal Salem Marine Terminal

www.SouthJerseyPort.com

SJPC MARINE TERMINALS



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BECKETT STREET TERMINAL

Location:	Beckett and Second Streets, Camden, NJ
Specialized cargoes:	Wood products, steel products, cocoa beans, furnace slag, salt, containers, and recycled metals
Other cargoes:	Project and dry bulk cargoes
Area:	122 acres (49.4 ha.)
Berths:	4: 2,655 linear ft. (701 meters)
Depth at MLW:	35 ft. (10.7 m.) to 40 ft. (12.2 m.)
Storage capacity:	21 dry warehouses comprising 1,168,441 sq. ft. (108,591sq. m.)
Heavy lift cranes:	One multi-purpose bulk/container crane, 95 tons (86.2 metric tons); one general purpose cargo/container crane, 35 tons (31.8 metric tons)
Direct transfer:	Direct to and from truck/rail/vessel
Truck gates:	Beckett Street main gate & 6 storage area gates
Highway access:	Direct to I-676, I-76, US Rt.130 and I-295
Rail connections:	CSX, NS, and CP rail systems
Other features:	Food grade warehousing; all warehouses and sheds served by rail; innovative direct discharge for bulk cargoes; custom cargo carriers for direct discharge to storage; all-weather loading; temperature control warehouse

SJPC MARINE TERMINALS



BROADWAY TERMINAL

Location: Broadway at Morgan Boulevard, Camden, NJ
Cargoes: Petroleum coke, furnace slag, dolomite, other dry bulks, steel products, wood products, minerals, cocoa beans and perishables
Area: 106 acres (42.8 ha.)
Berths: 2: 1,700 linear ft. (518.16 m.) Depth at MLW: Pier 1 — 35 ft. (10.7 m.), Pier 2 — 40 ft. (12.2 m.)
Storage capacity: 36 dry warehouses providing 1.128 million sq. ft. (102,600 sq. m.)
Cranes: Multi-purpose electric — 95 tons (86.2 metric tons)
Direct transfer: Direct to and from truck/rail/vessel
Truck gates: 3
Highway access: Direct to I-676, I-76, US Rt. 130 & I-295
Rail connections: CSX, NS, and CP rail systems
Other features: Full-service facility for all breakbulk and bulk cargoes; bulk cargo storage area with direct rail service; marine-related industrial park services

BROADWAY PRODUCE TERMINAL

Owner: South Jersey Port Corporation
Leasee: Del Monte Fresh Produce N.A., Inc. (inactive)
Location: Port of Camden, Broadway Terminal, 2500 Broadway, Camden, NJ
Specialized cargoes: Bananas, pineapples, other perishables
Terminal area: 28 acres (11.3 ha.)
Number/size of berths: 1 berth: 1,135 linear ft.
Depth at MLW: 35 ft. (10.7 m.)
Storage capacity: 3 temperature-controlled warehouses, 60,000 sq. ft., 75,000 sq. ft. and 53,400 sq. ft. 1 dry - 25,000 sq. ft.
Reefer plugs: 175
Direct transfer: Direct to truck/rail, LCL and FCL handling
Truck gates: 2
Loading docks: 40
Highways: Direct access to highways I-676, I-76, Rte. 130 and I-295
Rail connections: CSX, NS, CP Rail Systems
Other features: 2,000 ft. of rail siding for intermodal COFC transfer



SJPC MARINE TERMINALS



SALEM MARINE TERMINAL

Location:	Salem, NJ, at Exit 1 of the New Jersey Turnpike
Specialized cargoes:	Sand and gravel
Other cargoes:	Various dry bulk and project cargoes, wearing apparel, and motor vehicles
Area:	28 acres
Berths:	1: 350 linear ft. (130 ft. sheathed)
Storage capacity:	60,000 sq. ft. of shed and warehouse space
Highway access:	Direct access to Rt. 49, Rt. 45 with access to US 130, I-295 and NJ Turnpike
Special features:	The Port of Salem is designated as Foreign Trade Zone No. 142 in combination with nearby Millville (NJ) Airport

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COMING SOON . . .

PAULSBORO MARINE TERMINAL

A NEW OMNI-PORT ON THE DELAWARE RIVER

200 ACRES • 2,400-LINEAR-FOOT, DEEP DRAFT BERTHING;
500-LINEAR-FOOT BARGE BERTH PLANNED

ONE-MILE LIMITED ACCESS ROADWAY TO INTERSTATE

CSX, NS, CP RAIL SYSTEMS WITH INTEGRATED ON-DOCK RAIL INFRASTRUCTURE

AND MUCH MORE

SOUTH JERSEY PORT CORPORATION 2010 MANAGEMENT & STAFF



*Executive Director
and CEO
Joseph A. Balzano*



*Assistant Executive
Director
Kevin Castagnola*



*Deputy Executive
Director
Jay Jones*



*Treasurer
Patrick A. Abusi*



*Port Engineer
Henry D'Andrea*



*Board Secretary
John Maier*

SOUTH JERSEY PORT CORPORATION 2010 EMPLOYEES

Daniel Aaron
David Acevedo
Robert Albanese
Michael Anderson
Stephen Anderson
Robert Bak
Edward Bell
Glenn Berkowitz
Robert Bessing
Robert Britland
David Buffetta
Joseph Burleigh
Phillip Casale
Albert Celeste
Marie Cipolone
Michael Colavita
Urban Cooper
Kenneth Cosby
Damian Czajka
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