



As PortSide was still creating its business plan in January 2005, Carolina Salguero testified as a journalist not as Director of PortSide New York. PortSide completed its business plan in May of 2005.

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I understand the City Council is holding a hearing about maritime employment in New York City. While the focus of the hearing may be containerport employment, I'd like to make the Council aware of jobs in another sector: tugs and barges.

I am currently doing a workforce study of tugs and barges to gather information on the number and types of jobs, their pay scales, how many jobs are filled by locals and how many by out-of-staters, and quantify job availability and recruitment methods.

While the study is not complete, the tug and barge count is close to done with a count of 256 tugs and towboats, and 718 barges based in this port. Additional equipment from outside the area is under contract for local work (especially in dredging and marine construction). I do not have final employment figures yet but estimate that the vessel count represents 2,762 employees on the water. There are related support jobs ashore that are not yet counted; but for orientation, consider that one major tug and barge company has some 375 people on the water and 60 ashore. If all firms have a similar ratio, 2,762 on the water employees would mean a total of 3,204 jobs.

The tug and barge sector has been growing for several years. Two tug companies operating here went public with IPOs last year. All the major companies are building new equipment, even small firms are growing their fleets. The vessels are involved in docking ships, marine construction (for example all the bridge repairs, pier repairs, tunnel ventilation shaft repairs, moving the FDR), harbor dredging (largest Army Corps dredging contract in the history of the US with total budget \$3.3 billion), moving fuel products, delivering bulk materials for construction industry, moving container barges, and specialty jobs such as bringing the Rockefeller Christmas tree and the new span for the Third Avenue bridge over the Harlem River.

Construction industry:

The boom in New York City construction projects, including the rebuilding of ground zero, calls for more importing of sand, stone and cement which arrive by ship and barge. New pier facilities have been approved for these uses.

Fuels:

This is the largest petroleum throughput port in the nation. Terminals and some refineries ring the "chemical coastline" on the Staten Island and New Jersey shores of the



Kill Van Kull and Arthur Kill. Fuel products are shipped out by barge to the north and south and inland.

Tug and barging traffic will increase dramatically given some changes in transportation:

- Our roadways within the city and nearby interstate are so clogged with traffic that there is a return to moving freight by water.
- The federal maritime administration MARAD is studying a National Water Highway system. It will look much like the airline hub system with major ports receiving massive amounts of cargo that will then be distributed by water to smaller feeder ports.
- Our own Port Authority launched the Port Inland Distribution Network (PIDN) in December 2002 to move cargo up to New England, south to the mid Atlantic Region and inland to Albany.
- The southern Connecticut shore was initially not included in the Port Authority catchment area of PIDN, but Connecticut was so interested in relieving traffic along I95, that Connecticut's DOT launched its own waterborne freight study. Connecticut is outfitting Bridgeport to be the first port to come on line with a RORO (roll on, roll off) service of barges moving truck chassis.
- New York City has announced two developments that call for more tug and barge use: a new Department of Sanitation Master Plan that will reactivate marine transfer stations and the creation of a new Hugo New recycling plant for the Sunset Park waterfront that will move most material in and out by tug and barge.
- The New York State DOT is currently studying how to move goods out of the Hunts Point Market by water.

Thanks for your time.

Respectfully,

Carolina Salguero