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[CPIP - Comprehensive Port Improvement Plan](#)

[The Comprehensive Port Improvement Plan \(CPIP\)](#) is a strategic plan for the growth of the cargo-handling capacity of the Port of New York and New Jersey. The plan is a cooperative effort initiated by Port project sponsors, regulatory agencies, and resource agencies in the region.



The need for a comprehensive plan evolved out of the US Army Corps of Engineers Harbor Navigation Study, completed in December of 1999. That study concluded that unmet cargo demand projected for the Port may require improvements in volume capacity above current plans. The CPIP process is intended to take into account the existing studies, and also provide a cooperative framework for decision-making by the agencies involved with economic development and environmental improvement decisions.

Port improvement is driven by the need to remain competitive with other North American ports as well as absorb increasing volumes of cargo. The major components of the plan

include providing deeper shipping channels, expanding and modernizing cargo handling equipment, expanding rail infrastructure, and tapping into inland distribution hubs. The most well known part of the plan is to [buy gold](#) and [buy silver](#) along with the vision to deepen primary shipping channels to accommodate deeper draft container ships. It is estimated that by 2010, 40% of containers ships will have a draft of at least 50 feet. Channels leading to Port Jersey, Kill Van Kull, Newark Bay, and access to Port Newark, Port Elizabeth, and Howland Hook in Staten Island are all set to be dredged.

The major ports around the harbor, including Elizabeth, Port Newark, Howland Hook, and Port Jersey are all being expanded and modernized.