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Target 2000 Information Architecture
The Port Authority of NY & NJ
Statement of Andrew C. Axtell, Commissioner, the Port Authority of New York and New Jersey, Before the New Jersey General Assembly and Senate Committees on Transportation and Communications
Transportation and Communications Review
Public Hearing Before Assembly Transportation and Communications Committee on the Port Authority of New York and New Jersey
Public Hearing Before Assembly Transportation & Communications Committee on Port Authority of New York & New Jersey & Path Commuter Service
Statement of Alan Sagner, Chairman, the Port Authority of New York and New Jersey, Before Assembly Transportation and Communications Committee
setting up a port authority. [By] Sir Alexander Gibb & Partners, Freeman Fox and Associates
Risk Communication and Community Resilience
Public Hearing Before Sub-committee of the Senate Transportation and Communications Committee on Roles and Responsibilities of the Port Authority of New York and New Jersey
Remarks of Governor Thomas H. Kean, Port Authority Groundbreak for Legal and Communications Center, Newark, New Jersey, Monday, October 7, 1985
Public Hearing Before Sub-Committee of the Senate Transportation and Communications Committee on Role and Responsibilities of the Port Authority of New York and New Jersey
Hearing Before Sub-Committee of the Senate Transportation and Communications Committee on Roles and Responsibilities of the Port Authority of New York and New Jersey
Bylaws of the Newark Legal and Communications Center Urban Renewal Corporation
Statement of Louis J. Gambaccini, Director, Rail Transportation Department, Port Authority of New York and New Jersey, and Vice President and General Manager

Port Authority Trans-Hudson Corporation, Before the Committee on
 Transportation and Communications of the New Jersey Senate, March
 29, 1977, Trenton, New Jersey
Federal Communications Commission
Report on setting up a Port Authority
Public Hearing Before Senate Transportation Committee and Assembly
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 Statement of Honorable
 Alan Sagner, Chairman, the Port Authority of New York and New Jersey
 at a Joint Meeting of the Senate and Assembly Transportation and
 Communications Committees at Drumthwacket, New Jersey, March
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The Televisionaries: The Untold Story of the World Trade Center
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Authority
Public Hearing Before Senate Transportation and
Communications Committee on Issues Concerning the Redecking of
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The Handbook of Crisis Communication
Private Solutions for Infrastructure
Caribbean Ports Handbook
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Publications, Hearings, Reports and Prints
of the House Committee on Merchant Marine and Fisheries
Devolution, Port Governance and Port Performance
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Risk communication is crucial to building community resilience and
 reducing risk from extreme events. True community resilience involves
 accurate and timely dissemination of risk information to stakeholders.
 This book examines the policy and science of risk communication in the
 digital era. Themes include public awareness of risk and public
 participation in risk communication and resilience building. The first

of the book focuses on conceptual frameworks, components, and of citizens in risk communication. The second half examines the risk communication in resilience building and provides an overview of some of its challenges in the era of social media. This book looks at the effectiveness of risk communication in socially and culturally diverse communities in the developed and developing world. The interdisciplinary approach bridges academic research and applied action. Contributions from Latin America and Asia provide insight into global risk communication at a time when digital technologies have rapidly transformed conventional communication approaches. This will be of critical interest to policy makers, academicians, and researchers, and will be a valuable reference source for university courses that focus on emergency management, risk communication, and resilience. The Philippines has led many of its East Asian neighbors in creating a policy environment that is conducive to private sector participation in infrastructure. Together with a strong commitment to generating results, this policy environment produced an impressive record of private sector transactions in a relatively short period of time. However, some problems remain. This report, prepared at the request of the Philippine Government, describes and assesses the current state of performance of key infrastructure sectors and the policy, regulatory, and institutional environment for involving the private sector in those sectors. Its purpose is to assist policymakers in framing future reform and development strategies for infrastructure and to assist potential private sector investors in assessing investment opportunities. Vols. 1-7 in this section, "Survey of world transport and communications." With 80 percent of the world's commodities being transported by water, ports are the pillars of the global economy. Port Management and Operation offers readers the opportunity to enhance their strategic thinking and problem-solving skills, while developing market foresight. It examines global port management practices at the regulatory, commercial, technological, operational, financial, and sociopolitical levels. This

powerful sourcebook describes how seaports are being affected by changes occurring nationally, regionally, and globally. Evaluating the new regulatory framework, it pinpoints the industry's implementation readiness and identifies potential problem areas. The book classifies a spectrum of interrelated port management principles, strategies, and activities in a logical sequence and under four cornerstones—Port Strategy and Structure, Legal and Regulatory Framework, Input: Factors of Production, and Output and Economic Framework. Detailing best practices and the latest industry developments, the book highlights emerging challenges for port managers and identifies opportunities to develop forward-thinking strategies. It examines the effectiveness of current strategies, tactics, tools, and resources of numerous global ports and highlights the necessity of adopting a proactive stance in harmonizing the laws, regulations, and policies pertaining to the maritime, oil, and gas industries. The shipping industry has myriad complexities and this book provides maritime managers and professionals with the wide-ranging and up-to-date understanding required to thrive in today's highly competitive and evolving environment. Introduced by Chairman Philip D. Kaltenbacher, Governor Kean asks his listeners to look to the future, as ground is broken and anticipated Newark Legal and Communications Center Riverside Project. He also mentions Mr. Ken Gibson and Mr. Al Faiella by name. Written as a tool for both researchers and communication managers, the Handbook of Crisis Communication is a comprehensive examination of the latest research, methods, and critical issues in crisis communication. Includes in-depth analyses of well-known case studies in crisis communication from terrorist attacks to Hurricane Katrina Explores the key emerging areas of new technology and global crisis communication Provides a starting point for developing crisis communication as a distinctive research rather than as a sub-discipline of public relations or corporate communication Committee Serial No. 91-15. Considers H.R. 6971 and related bills, to require bridge to bridge radiotelephone equipment

vessels navigating in U.S. waters. Port Development and Competitiveness in East and Southern Africa analyzes the 15 main ports in East and Southern Africa (ESA) to assess whether their proposed capacity enhancements are justified by current and projected demand; whether current port management approaches sufficiently address not only maritime capacity needs but also other impediments to port efficiency and what the expected hierarchy of ports in the region will be in the future. The analysis confirms the need to increase maritime capacity: the overall container demand in the ports in scope is predicted to be exceeding total current capacity by between 2025 and 2030, while in terms of dry and liquid bulk handling are expected even sooner. However, in the case of many of the ports, the issue of landside access—the ports' intermodal connectivity, the ease of international border crossing, and the port-city interface—is more important than the need to improve maritime access and capacity. The analysis finds that there is a need to improve the operating efficiency in all of the ESA ports as they are currently less than half as productive as the most efficient ports in the matched data set of similar ports across the world, in terms of efficiency in container-handling operations. Similarly, there is a need to improve and formalize stakeholder engagement in many of the ports, to introduce modern management systems, and to strengthen the institutional framework to ensure the most efficient use of the infrastructure and to be able to attract private capital and specialized terminal operators. Finally, given the ports' geographic location and proximity to main shipping routes, available draft, and the ongoing land-and-hinterland development, the book concludes that Durban and Djibouti are the most likely to emerge as the regional hubs in ESA's future hub-and-spoke system. The relationship between ports and governments has changed profoundly over the past quarter of a century. Many governments have sought to extract themselves from the business of port operations and, in many cases, the provision of port services has devolved to local governments, communities or private management.

administration. As such devolution implies a change in governance model, this trend raises questions about consequent performance. This issue examines the changed port management environment, focusing particularly on government policies such as devolution, regulatory reform and newly imposed governance models, all of which have had a significant influence over the nature of that changed environment. The issue is structured so as to first explore the devolution and port management approaches for 14 countries or regions, before examining how ports are governed and what the choice of governance might mean for their performance. Part I introduces the issue, and provides a framework for defining the basic concepts involved in devolution; it paints a picture of the current port environment, its likely future evolution and the expected impact this will have on the functioning of ports. Part II examines the port industry in 14 countries or administrations, and presents the thinking behind any devolution programs that have been implemented. Part III focuses on port governance and devolution generally, and examines governance from both strategic management and economic perspectives, including topics such as governance models, supranational governance and stakeholder conflict. Part IV examines the measurement of port performance and closes by providing conclusions and a future research agenda. This issue will be of interest to port managers, government officials and academics alike. *Examines the relationships between ports and governments with a focus on devolution *Divided into sections that provide an overview, evaluate the port industry, discuss governance, and suggest new measures of port performance *14 countries or regions are addressed

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