

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON ECONOMIC DEVELOPMENT

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February 15, 2024
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HELD AT: COUNCIL CHAMBERS - CITY HALL

B E F O R E: Amanda Farías,
Chairperson

COUNCIL MEMBERS:
Alexa Avilés
Erik D. Bottcher
Jennifer Gutiérrez
Kevin C. Riley
Rafael Salamanca, Jr.
Inna Vernikov

A P P E A R A N C E S

Andrew Glenn
Senior Vice President of Transportation EDC

Mikelle Adgate
EDC

Sabrina Lippman
EDC

Felix Saballos
Vice President in our Portfolio Management
Department

Adam Armstong
Self

Susan Povitch
Restaurant owner of Red Hook Lobster Pound

Carolina Salguero
Founder and Executive Director of a Maritime
Nonprofit Port Side New York

Rosette Diaz
In support of children PS 15 in Red Hook

Debbie Riservato
PTA Board member of PS 15

Kristine Rakowsky
Self

A P P E A R A N C E S (CONTINUED)

Lacey Tauber

Legislative Director for Brooklyn Borough

President Antonio Reynoso

Eric McClure

Chair of Brooklyn Community Board 6

Katherine Walsh

Self

Karen Blondel

President of Red Hook West

Micaela Skoknic

Self

Orissa Denny

Lobbyist based in Brooklyn

Christopher Leon Johnson

Self

1
2 SERGEANT AT ARMS: Check, check, check, this is a
3 microphone check on the Committee of Economic
4 Development in the Council Chambers on the 15th of
5 February, recorded by Patrick Kurzyna. Check, check,
6 check.

7 SERGEANT AT ARMS: Good morning and welcome to
8 today's New York City Council Hearing for the
9 Committee on Economic Development. At this time, we
10 ask that you please silence all cell phones and
11 electronic devices to minimize disruptions throughout
12 the hearing.

13 If you have testimony you wish to submit for the
14 record, you may do so via email at
15 testimony@council.nyc.gov. Once again, that is
16 testimony@council.nyc.gov. At any time throughout
17 the hearing, please do not approach the dais. We
18 thank you for your cooperation. Chair, we are ready
19 to begin.

20 CHAIRPERSON FARIAS: Good morning and welcome to
21 this hearing of the New York City Council's Committee
22 on Economic Development. My name is Amanda Farías
23 and I have the privilege of Chairing this Committee.
24 I would like to extend my thanks to the members of
25 the Committee who are here with us today, recognizing

1 Council Members Riley, Bottcher, and Avilés, the
2 Administration, the New York City Economic
3 Development Corporation, industry representatives and
4 other stakeholders for coming together for this
5 important hearing.
6

7 This hearing will examine options to expand shore
8 power capacity at New York City's Cruise ship
9 terminals. Installing infrastructure for ships to
10 plug into clean, electrical power while docked
11 provides tremendous environmental benefits for port
12 communities. While simultaneously enshrining New
13 York status as a prime global cruise destination.

14 The COVID-19 pandemic severely disrupted the
15 cruise industry and broader tourism economy but
16 cruise activity has been rebounding swiftly with over
17 1.3 million cruise tourists who contributed over \$420
18 million to the city's economy last year alone.

19 Investing now in sustainable technologies like shore
20 power at city cruise terminals will pay dividends as
21 passenger volume continues growing over the long
22 term.

23 Our city has traditionally been a leader in this
24 space. The Brooklyn cruise terminal was the first
25 east coast facility equipped for shore side

1
2 electrical connection back in 2016, yet its usage
3 remains low among ship docking in Brooklyn and
4 significant potential for shore power remains.

5 Upgrading more terminal berths with plug in
6 capacity at the Brooklyn terminal and as part of a
7 broader port redevelopment efforts at the Manhattan
8 Cruise Terminal will lead to significant emission
9 reductions for the entire city. It will also
10 demonstrate New York's commitment to the health and
11 sustainability of shoreline neighborhoods like Red
12 Hook and Midtown West.

13 Today's hearing will assess the utilization of
14 existing shore power infrastructure, as well as the
15 Economic Development Corporations plans to make shore
16 power universal at New York's cruise terminals. We
17 want to support our vibrant tourism community economy
18 while protecting surrounding communities from cruise
19 ship pollution.

20 We on the Committee see an opportunity to marry a
21 strategic policy with capital investment into clean,
22 poor technologies in order to achieve both of these
23 goals. We look forward to an informative discussion
24 with the Administration today on the progress of
25 shore power. Additionally, today's hearing will

1
2 consider Introduction Number 0004-2024 sponsored by
3 Council Member Alexa Avilés. This bill would mandate
4 cruise ship terminals to utilize available shore
5 power connections at city terminals as well as
6 require community impact mitigation plans addressing
7 increased traffic and pollution from cruise
8 passengers disembarking at the city's ports.

9 Enacting these shore power requirements into law,
10 rather than just voluntary port policy, would improve
11 emission reductions and neighborhood sustainability
12 around our two major cruise hubs. As we examine
13 legislation that would codify shore power standards,
14 it's important to consider progress in other major
15 ports nationally and worldwide.

16 American cities like Los Angeles, Seattle, and
17 Miami have already made shore power systems a normal
18 part of their expanded cruise terminals. Meanwhile,
19 global port cities like Hamburg, Copenhagen, Busan,
20 South Korea are setting robust targets for 100
21 percent port electrification by 2040.

22 New York's cruise industry suffered during the
23 pandemic but activity is rapidly returning. Now is
24 the time to install critical clean technologies
25 enabling continued growth while benefiting the city's

1 waterfront communities. We cannot rest on past
2 environmental achievements if we want New York to
3 remain competitive in the cruise market. Expanding
4 shore power represents a vital step towards cementing
5 New Yorks position as the greenest and most equitable
6 major cruise hub on the east coast.
7

8 Before we begin, I'd like to remind all those
9 present today to please maintain decorum throughout
10 the hearing. If you are here to testify, you will
11 have three minutes to speak while your name is
12 called. Please keep responses concise so that
13 everyone has a chance to be heard. If you are unable
14 to finish, please submit your complete written
15 testimony to testimony@council.nyc.gov.

16 Finally, I would like to thank the Economic
17 Development team here at the Council, Senior Counsel
18 Alex Paulenoff, Senior Policy Analyst William
19 Hongach, and Finance Analyst Glenn Martelloni for all
20 their hard work preparing for this hearing. I will
21 now turn the floor over to Council Member Avilés for
22 opening remarks on her bill.

23 COUNCIL MEMBER AVILÈS: Thank you Majority Leader
24 Fariás for hearing my bill today Intro. 004 formerly
25 known as 1050.

1
2 I also want to thank my colleague Council Member
3 Bottcher for his cool sponsorship and support of this
4 bill as the only other representative also directly
5 impacted by having a cruise port in his district.
6 Last but definitely not least, I'd like to thank all
7 of our Red Hook residents. Particular shoutouts to
8 Adam Armstrong, our Environmental Justice community-
9 based organizations, Portside New York, PS 15,
10 students and PTA, the Red Hook Business Alliance and
11 so many others who have been advocating for this for
12 so many years.

13 I'm sure that during our public session, the good
14 people of Red Hook will make you all aware of the
15 many problems surrounding the current cruise
16 operation, and the fear and the dread that they
17 currently face as we approach the height of this
18 oncoming season. I want to honor their voices and
19 allow them the space to speak to these issues but I
20 want to make it clear at the outset, is that what you
21 are seeing today however it manifests, is a community
22 that is tired of being dumped on and feels like it's
23 being dumped on and is ready to take collective
24 action.

1
2 From the BQE to the Last Mile facilities, to
3 giant cruise ship operations that pollute our air and
4 congest our streets. We are tired of being the brunt
5 of toxic consumer culture that causes our communities
6 to suffer disproportionately both mentally and
7 physically. Given how concentrated our city is and a
8 small geography, this is a citywide issue. To the
9 Administration, I hope they hear these stories and
10 know that this is civic engagement at its best. And
11 it is our residents who were behind the installation
12 of the initial electrification in the Brooklyn
13 Terminal.

14 Our ports are a vital asset, not only to our
15 neighborhood but also to our city and the region.
16 While we are talking about the cruise ships in
17 particular, I must underscore that our community is
18 committed to a working waterfront. To leaning into
19 climate solutions that must include our co-existence
20 with the water. We cannot barrier our way into
21 resilience or an adaptive future.

22 Further, we demand to be partners in the
23 solutions and decision makings that pertains to our
24 community. Not just passive listeners that we must
25

1 then clean up because our voices weren't heard at the
2 top.

3
4 The cruise ship industry, while rebounded is an
5 incredibly lucrative industry and what we are saying
6 here is that the health of all New Yorkers should be
7 the city's first priority. It should be dealt with
8 urgency as we lean in and see the climate
9 catastrophes that are surrounding us on a daily
10 basis. And lastly, I will say the Red Hook community
11 has not seen economic benefit from this or any other
12 cruise deal. In all of the years that we have been
13 hosting cruises, we have seen a negative benefit and
14 that is traffic unwieldy, businesses closing because
15 workers can't get there, honking, car crashes, only
16 one road in one road out, no planning. This is
17 unacceptable and our city can do better and I have to
18 say to the EDC team who worked with us, the community
19 residents last year to mitigate, I thank you and
20 recognize that work but we must do better. We cannot
21 do this after the fact and we must be included in
22 decisions. A lucrative industry and Red Hook at zero
23 benefit is just simply unacceptable.

24 Our health and wellness is the priority of myself
25 and every Council Member here and so let's partner in

1
2 protecting our air and our water and make sure that
3 we put people over profit and we lean into our
4 climate future and we ensure that we are doing
5 everything in our power to put New Yorkers first over
6 the profit margins of cruise industries.

7 So, with that, I want to thank the Chair again.

8 CHAIRPERSON FARIAS: Thank you so much Council
9 Member Avilés. I'd now like to allow Council Member
10 Bottcher a moment for an opening statement.

11 COUNCIL MEMBER BOTTCHEER: Thank you so much Chair
12 Farias and thank you to my friend and colleague
13 Council Member Alexa Avilés for your leadership on
14 this issue. We are here today to talk about the
15 good, the bad and the ugly. The good is the benefits
16 that the cruise industry provides to New York. It is
17 a major economic provider in New York. It directly
18 and indirectly employs thousands of New Yorkers in
19 our district. The Manhattan cruise ship terminals do
20 have a positive economic impact in Hell's Kitchen in
21 Midtown. A lot of the folks from the cruise ship
22 terminals come out into our neighborhoods, patronize
23 local small businesses. The hospitality industry
24 provides thousands of good paying jobs for New
25 Yorkers in all five boroughs.

1
2 The bad, is that that economic impact is not
3 equally shared among all New Yorkers and I've been
4 learning a lot about this. I was out in Red Hook for
5 a press conference when we first announced this
6 legislation in the fall, only to learn about how the
7 Red Hook cruise ship terminals are not directly
8 benefiting the people of Red Hook. The folks getting
9 off those terminals should be spending money in Red
10 Hook. They should be patronizing small businesses in
11 Red Hook; something I want to talk about today.

12 The ugly is the environmental impact of the
13 cruise industry. Cruise ships, when they're at sea,
14 emit tremendous pollutants. The 63 cruise ships
15 owned by carnival cruise lines emitted 43 percent
16 more sulfur oxides than all the cars in Europe
17 combined in 2022. When they're at port and not
18 connected to shore power, the ships are burning heavy
19 fuels, emitting toxic emissions into the air that's
20 wafting into our neighborhoods.

21 This is entirely preventable with shore power.
22 In Manhattan, we have no shore power. Those ships
23 are burning fuel when they're at port. In Red Hook,
24 they have the beginnings of shore power not fully
25 operational. We appreciate the efforts that EDC has

1
2 been making to electrify the ports. We've been told
3 that everything is being done. It's full speed ahead
4 and that these ports will be electrified as soon as
5 possible.

6 What we are doing today with Intro. 004, the
7 legislation that we're hearing today, is we want to
8 codify that process to ensure that it happens. Our
9 health depends on it. The health of our constituents
10 depend on it. So, I look forward to a hearing today
11 where we exercise our oversight authority as a City
12 Council looking into all these issues and our
13 legislative authority codifying shore power in New
14 York City for generations to come.

15 CHAIRPERSON FARIAS: Thank you Council Member
16 Bottcher. I will now turn it over to Committee
17 Counsel for swearing in.

18 COMMITTEE COUNSEL: Good morning. Alex
19 Paulenoff, Senior Counsel. Would all members of the
20 Administration testifying today please raise your
21 right hands. Do you all swear or affirm to tell the
22 truth, the whole truth and nothing but the truth in
23 your testimony today and to respond honestly to
24 Council Member questions?

25 PANEL: We do. I do.

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2 COMMITTEE COUNSEL: Thank you. You may begin
3 when ready.

4 SABRINA LIPPMAN: Good morning Chair Farias and
5 members of the Economic Development Committee. My
6 name is Sabrina Lippman and I serve as the Senior
7 Vice President for Portfolio Management at the New
8 York City Economic Development Corporation. I am
9 joined today by my colleagues Andrew Glenn Senior
10 Vice President of Transportation, Felix Ceballos Vice
11 President in our Portfolio Management Department.

12 As you know EDC is charged with creating a
13 vibrant, inclusive and globally competitive economy
14 for all New Yorkers, which includes but is not
15 limited to promoting economic development and
16 stewardship for the city's waterfront. To achieve
17 our mission, we take a comprehensive approach through
18 four main strategies. We strengthen confidence in
19 New York City as a great place to do business. We
20 grow innovation industries focusing on equity. We
21 build neighborhoods as places to live, learn, work
22 and play and we deliver sustainable infrastructure
23 for communities and the city's future economy.

24 As part of this mandate, EDC manages 64 million
25 square feet of real estate across approximately 220

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2 assets. We have a very broad portfolio of waterfront
3 assets across all five boroughs, which includes the
4 South Brooklyn Marine Terminal, the New York City
5 Ferry Landings, the Brooklyn Army Terminal, South
6 Street Seaport, Hunts Point Wholesale Markets and St.
7 George and Tompkinsville Esplanades, as well as the
8 Manhattan and Brooklyn Cruise Terminals.

9 Annually the cruise industry serves 30 million
10 passengers globally with an average of 1.1 million
11 passengers coming through our city with the local
12 economic impact of over \$400 million annually. In
13 New York City, the industry directly employs 2,000
14 full time jobs across the hospitality, tourism and
15 transportation sectors. And an additional 500 jobs
16 throughout other city industries. Each ship call
17 supports 115 local union jobs and 100 seasonal jobs.

18 We have forecasted that in 2023, more than 1.3
19 million passengers came to New York City and brought
20 an estimated \$420 million in local economic impact
21 from spending by passengers and crew members. EDC is
22 committed to sustainability, the development of the
23 green economy, and climate resiliency for the city.
24 The green economy is the city in EDC's vision for an
25 economic future that puts human wellbeing at the

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2 forefront by decarbonizing our economy to address the
3 existential risk of climate change, diversifying our
4 economic base and driving job creation in clean
5 energy industries to create new opportunities for New
6 Yorkers, while supporting the communities in our city
7 that have historically been the most vulnerable to
8 climate and environmental risk.

9 This vision serves as the foundation for our
10 current shore power work and I want to be crystal
11 clear that we absolutely share the Council's goals of
12 Introduction 0004 and are committed to increasing the
13 availability and utilization of shore power at both
14 the Brooklyn and Manhattan cruise terminals. And
15 improving traffic management within those local
16 neighborhoods.

17 The cruise industry is committed to transitioning
18 to shore power as one of its strategies to reduce
19 emissions and address climate change. Shore power is
20 the process of providing electrical power from the
21 ship to the shore while it's docked. It allows the
22 ships auxiliary engines to be turned off and
23 decisions regarding the safety and feasibility of
24 using shore power where available is a decision that
25

1 must be made by the ship's captain in consultation
2 with electrical consultants.
3

4 Currently, 40 percent of all cruise ships around
5 the world are shore power capable. By 2028, the
6 Cruise Line International Association, known as CLIA,
7 reports that 71 percent of its member vessels will be
8 shore power capable. Additionally, the industry has
9 established a goal date of 2035 for all existing
10 ships to be retrofitted with shore power capability.

11 It is worth noting as mentioned, that BCT,
12 Brooklyn Cruise Terminal remains the only shore power
13 equipped cruise terminal on the east coast.

14 Similarly, even ports considered leaders in shore
15 power, such as Seattle, are still working toward
16 greater shore power capability with an aim to equip
17 all home port cruise ships with shore power
18 capability by 2030.

19 Shore power is also a large financial savings for
20 ships. They will connect whenever possible. The
21 decision to connect to shore power is never
22 arbitrary. When cruise lines are unable to utilize
23 shore power, it is because the power grid cannot
24 handle the ships needs without overloading the system
25

1
2 and/or there are safety concerns with connecting
3 because of weather or load shedding.

4 EDC's management of the Manhattan and Brooklyn
5 Cruise Terminals on behalf of the city is
6 accomplished through a number of ownership and
7 operating agreements at each location. The Manhattan
8 Cruise Terminal is owned by the New York City
9 Department of Small Business Services. EDC serves as
10 the lease administrator.

11 The Brooklyn Cruise Terminal is owned by the Port
12 Authority of New York and New Jersey and EDC serves
13 as the leasee on site. The private company, Ports
14 America serves as the operator of both cruise
15 terminals through an operating agreement with EDC in
16 Brooklyn and through a lease agreement with the city
17 in Manhattan. As the cruise terminal operator, Ports
18 America provides services at the terminals to ships
19 and their passengers, they receive requests from the
20 cruise lines for berths and manage the docking
21 calendar.

22 The Brooklyn Cruise Terminal in Red Hook opened
23 in 2006 and can accommodate one ship at a time. The
24 existing shore power system at this site became
25 operational in 2017, after a \$19 million investment

1 from the Port Authority, the Environmental Protection
2 Agency and New York State. This was the first shore
3 power system for cruise ships installed on the east
4 coast of the United States and remains the only shore
5 power capable terminal on the east coast. It is
6 among only three percent of ports worldwide that are
7 connected or equipped with shore power.
8

9 The system first installed was specifically
10 designed for the Cunard and Princess ships that were
11 primarily serving BCT at the time. Princess and
12 Cunard ships always attempt to connect to shore power
13 when they are docked at BCT and in 2023, they
14 connected successfully over 70 percent of the time.
15 Generally, when ships do not connect or disengage, it
16 is because of load shedding or when the power or the
17 shore power supply is not sufficient to power the
18 vessel. It would also have a negative impact on the
19 neighborhoods power grid, weather dependent as well.

20 To expand the shore power systems ability to
21 connect with additional ships, EDC began
22 conceptualizing a plan in late 2019 to fund and
23 install a mobile cable positioning device on the pier
24 apron. This project and many other capital projects
25 were paused at the onset of the pandemic. We have

1 aligned our budget and capital planning to prioritize
2 this work because we understand and know how critical
3 and urgent it is to improve the connection rates in
4 Brooklyn and ensure that more cruise ships are able
5 to access shore power.
6

7 We are working with our vendor and our
8 contractors and expect this work to be fully
9 completed by the end of this calendar year 2024. The
10 Manhattan Cruise Terminal located at Piers 88 and 90,
11 can accommodate up to three ships at a time and the
12 vast majority of New York City's cruise passengers
13 utilize this terminal.

14 Due to the size and the complexity of this
15 terminal, the adoption of a shore power connection
16 will be a lengthy process but it is one that EDC is
17 steadfast and committed to pursuing. EDC initiated
18 and is currently completing a feasibility study that
19 will identify the next steps with respect to shore
20 power at Manhattan Cruise Terminal.

21 The final step of this study is receiving an
22 energy load assessment from Con Edison. Following
23 the receipt of this assessment, EDC will review
24 options, funding opportunities and develop an RFP for
25 this project. While we want to be transparent about

1
2 the uncertain timeframe and potential infrastructure
3 challenges of bringing shore power to MCT, we remain
4 committed to exploring and pursuing every avenue to
5 do so.

6 It is part of our long-term strategy to ensure
7 that the cruise industry fulfills economic and
8 sustainability goals for the city. In fall of last
9 year, EDC received board approval to enter into long
10 term agreements with three cruise companies, the
11 Mediterranean Shipping Company, known as MSC,
12 Carnival and Norwegian Cruise Lines. The long term
13 agreements will govern approximately 80 to 85 percent
14 of ships utilizing our terminals today, bringing
15 stability to the industry and benefits to the city
16 and neighborhoods that host these terminals. We know
17 that we must do more to ensure that local businesses
18 and communities experience the economic benefits of
19 New York City's cruise and tourism economy and that
20 is why we pushed our long-term agreement partners to
21 include unique advantages that have never been
22 contemplated or achieved in previous agreements.

23 We have leveraged our long-term agreements to
24 ensure that New York City's Cruise industry is
25 bringing economic benefit to the communities,

1
2 committing to shore power, contributing to workforce
3 opportunities and learning in exchange for
4 preferential berthing at our terminals. With the
5 implementation of our long-term agreements, we have
6 negotiated terms requiring that the cruise lines
7 establish educational partnerships to provide
8 networking and job opportunities for New Yorkers, as
9 well as a local provisioning plan to create
10 contracting opportunities for city businesses while
11 also maximizing contracting opportunities for MWBE's.

12 Cruise lines that enter into long term agreements
13 with EDC must also contribute to a first of its kind
14 community priority fund through a per passenger fee
15 and we will be working closely with Council Members
16 Avilés and Bottcher to ensure that these monies will
17 be used to address the needs and projects identified
18 by the local community. These benefits did not exist
19 in earlier agreements.

20 These agreements also function as an additional
21 measure to ensure that cruise companies commit to
22 shore power development and availability across their
23 vessels and operations in New York City. This this
24 end, any long-term agreement requires that a cruise
25

1
2 line first uses shore power for New York City bay
3 ships when not available and operational feasible.

4 Second, commits to reduce emissions while in port
5 where operationally feasible. And lastly, commits
6 that all new ships calling into New York City after
7 2028 will have shore power connections and that all
8 older vessels will be retrofitted with shore power
9 capability ahead of the 2035 Cruise Line
10 International Association goal date.

11 For the 15 to 20 percent of ships utilizing our
12 terminals without a long-term agreement with EDC,
13 these ships also have an interest in connecting to
14 shore power when feasible and available, as it is
15 significantly less expensive fuel source and all
16 cruise lines are committed to decarbonization
17 initiatives.

18 We understand that cruise ships generate traffic
19 impacts in the surrounding communities. As
20 passengers embark and disembark and we are dedicated
21 to minimizing these effects on local communities, we
22 recognize that Red Hook has experienced significant
23 traffic challenges last year when MSC began
24 temporarily berthing in the Brooklyn Cruise Terminal.

1
2 I want to sincerely thank Council Member Avilés
3 and her team for working with us and the community to
4 identify and improve traffic flow through wayfinding
5 improvements, improve circulation patterns, augmented
6 ferry service, renewed signage and deployment of
7 additional traffic agents. These mitigation
8 strategies are closely coordinated with our partners
9 and colleagues at the Department of Transportation,
10 the New York City Police Department and the Port
11 Authority of New York and New Jersey.

12 I also want to restate our commitment to
13 continuous traffic planning and coordination with our
14 partners, along with our goal of reducing personal
15 vehicles and for-hire vehicles in and out of both
16 terminals and supporting more public transit uses.
17 As a part of this commitment, any cruise line that is
18 a party to a long-term agreement is required to share
19 passenger data with EDC for transportation planning
20 purposes.

21 Turning to Introduction 0004, we want to thank
22 the Council for your leadership on the important
23 issues of sustainability and traffic planning. EDC
24 is fully aligned on the goals of improving shore
25 power connectivity at Brooklyn Cruise Terminal,

1
2 implementing shore power at the Manhattan Cruise
3 Terminal and improving traffic planning in both
4 communities.

5 This commitment is reflected by our long-term
6 agreements and our ongoing work to address climate
7 change, develop renewable energy and create
8 sustainable infrastructure across the city. We look
9 forward to discussing these issues further to ensure
10 that we are addressing the impacts to the communities
11 on the ground. Thank you so much for the opportunity
12 to speak with you today and we are happy to answer
13 any questions you may have.

14 CHAIRPERSON FARIAS: Thank you so much for your
15 testimony. I am going to yield my time temporarily
16 to allow my colleagues to ask their questions first.
17 I'd like to call on Council Member Avilés.

18 COUNCIL MEMBER AVILÈS: Thank you so much Chair.
19 Thank you to the EDC for your testimony. I think
20 just to jump in and excuse me, this might be a little
21 all over the place. We have so many questions but
22 let's start at the traffic mitigation piece. So, EDC
23 has noted to our office that legislating cruise
24 terminal agreements are not necessarily because the
25 cruise terminal agreements that are still in the

1
2 midst of being negotiated fully represent the
3 concerns of our community. And I think that was also
4 reflected in your testimony today.

5 So, I'd like to know, according to the
6 legislation and compare with what we understand that
7 language of the agreements are, which we have not yet
8 seen, starting with the traffic mitigation. So, this
9 past summer, the EDC as was noted by both of us, we
10 engaged in these weekly dialogue with community
11 members around traffic mitigation, which clearly was
12 a result of having no plan to deal with 5,000
13 individuals in the neighborhood at a sudden moment in
14 time.

15 As you know businesses suffered as traffic was at
16 near standstill each and every cruise day and
17 pedestrians suffered tremendously. This was a
18 disaster as we all know. In the presentation to our
19 office, you noted that the current cruise agreement
20 will require operators to conduct a voluntary survey
21 of passengers to be completed by guests at the
22 terminal asking a few key questions. The percent of
23 passengers participating in airfare. The origin of
24 passenger and the total amount of dollars spent in
25 New York City.

1 specifically calls on the specific cruise lines to
2 have their own traffic planning efforts and our
3 proposal back to you and back to the Committee is a
4 more comprehensive approach to community traffic
5 planning with plans for Brooklyn Cruise Terminal and
6 Manhattan Cruise Terminal that reflects not just
7 individual cruise lines but the total ecosystem of
8 the types of ships that are coming in.
9

10 I think that also, we want to speak to the fact
11 of challenges that we've heard from the community
12 about provisioning trucks coming in and idling. The
13 timing of those trucks, looking at a more
14 comprehensive approach to community planning for each
15 terminal. And doing that in a way that includes the
16 community voices because that as you mentioned in
17 your comments, we have learned a significant amount
18 from the stakeholders of Red Hook about how these
19 traffic issues had a negative impact on the
20 neighborhood.

21 And so, as we think about comprehensive planning,
22 we want to make sure that we have a more holistic
23 approach rather than looking at the individual cruise
24 lines to do that. One thing I would also add to that
25 effort is, you asked about what is the financial

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2 commitment to that type of work and I want to
3 highlight something that Sabrina mentioned in her
4 testimony in terms of the work that was done with the
5 Department of Transportation, the Police Department,
6 the Port Authority of New York and New Jersey, as
7 well as with our traffic consultant WSP there were
8 real dollars put into that work. The traffic
9 enforcement agents that we've hired every time that
10 the ship comes in to ensure that we are actually
11 putting our resources into that planning effort.

12 COUNCIL MEMBER AVILÈS: So, I guess in response,
13 uhm are our suggestion in the bill - our
14 interpretation of the bill is not that each cruise
15 industry would decide how they were going to mitigate
16 traffic in our community. In fact, we've been
17 voicing quite the opposite. Even when NYPD officers
18 have come in from other parts of the city and did not
19 know the neighborhood at all created more of a
20 problem, so I'm not sure where this interpretation is
21 that it would be the individual cruise lines.
22 Clearly, EDC through its port operator should be
23 engaging in a full comprehensive plan that obviously
24 includes us because - and includes the cruise
25 operator who is in the community and with no you know

1
2 the nuances of the community, which I think would be
3 very different certainly in Manhattan then it is in
4 Red Hook.

5 I think the point that I'm driving at is that the
6 survey of passengers does not equate a full
7 comprehensive traffic mitigation plan and the
8 investment that it requires and I would like to know
9 from the EDC, what is the full amount of concrete
10 investment that was actually made? There was a good
11 number of gestures put forward, obviously the most
12 concrete one is the uhm, is the traffic consultant
13 who did very concrete work.

14 So, I would love to know very clearly what the
15 actual investment was into Red Hook around traffic
16 mitigation and what is going to be the investment
17 moving forward since a good number of the issues
18 actually were not fully addressed and we will see
19 repeating again in this cruise time.

20 MIKELLE ADGATE: Thank you Council Member.
21 Before I hand it over to my colleague to answer the
22 questions about the investments to date, I do just
23 want to be clear that we agree with you that survey
24 questions from the cruise industry do not represent a

1
2 comprehensive traffic mitigation plan and it's
3 certainly not our intent to imply that it does.

4 The intention is to be clear that the data that
5 those cruise companies provide to us will be critical
6 for thinking about creative solutions for ensuring
7 that their passengers are not always driving personal
8 vehicles or taking rideshare service into the
9 neighborhoods. So, if we have more clear information
10 about where their passengers are coming from, it
11 helps us to make smarter decisions about things like
12 shuttles and increased ferry service and other public
13 transportation opportunities.

14 But I do want to kick it to Andrew who leads our
15 transportation team, who has really worked very
16 closely with our transportation planning consultant.

17 ANDREW GLENN: Yes, thank you Mikelle and thank
18 you Council Member. I think the best way to answer
19 the question is to say that our commitment already
20 has - we've spent about \$350,000 towards a mitigation
21 plan and we intend to spend more until we get it
22 right. I want to emphasize that EDC is committed to
23 getting it right. I also want to give you a little
24 history because I've been here at EDC for a bit.
25 There was a traffic, transportation plan done in

1
2 2015. I also want to emphasize that when EDC leased
3 piers 11 and 12 to build the Brooklyn Cruise Terminal
4 in the early 2000's, it was explicitly done so that
5 the entrance and exit to the terminal would be away
6 from the commercial corridor on Van Brunt Street, and
7 for many years, that worked very, very well. What
8 changed was like all of the maritime industry, you
9 know the ships have gotten larger and that's effected
10 both you know passenger ships as well as cargo
11 vessels. And so, what our commitment now is updating
12 all of that work using WSP as our consultant. One of
13 the things that they had recommended was really to
14 understand the origins and destinations of the cruise
15 passengers so that we can catch the passengers from
16 where they're coming. Use shuttle buses, use mass
17 transit to the largest extent possible so that there
18 are fewer vehicles coming into Red Hook.

19 At the same time, the commitment to use the
20 traffic enforcement agents to supplement NYPD traffic
21 agents during those cruise events, has really proved
22 beneficial and then you know one of the things that
23 we're doing too closely with New York City DOT on the
24 traffic master plan is to make sure that all the
25 signage, all the wayfinding devices with Google, with

1
2 Apple, with ways, all of that is directing people
3 appropriately into and out of the Red Hook community.

4 So, there will be a lot of work and beginning,
5 well it's happening now and continuing in close
6 concert with your office.

7 COUNCIL MEMBER AVILÈS: Thank you. Certainly, we
8 are well aware of your long history of working with
9 the community. I mean since 2015, the other very
10 notable change in the community. It's not just the
11 size of the ships but the proliferation of last mile
12 facilities, which EDC knows very well. Bringing
13 thousands of trucks into a community with one exit.
14 So, how none of this was considered with a ship with
15 5,000 individuals and 2,500 staff employees to
16 service the ship is mis defying to me quite frankly.
17 However, we're going to try to move forward. In good
18 faith, I would like your office to provide us with a
19 breakdown of what that \$350,000 went to so that we
20 have a clear understanding. And moving forward, what
21 is it going to tangibly look like? Because there are
22 still many signs that haven't been posted. There are
23 still many issues that remain. I would like to know
24 how much NYPD resources were utilized to subsidize
25 the cruise industry. I'm not sure this is a good use

1 of taxpayer dollars but I'd like to see that in the
2 breakdown. I think in moving onto shore power, I
3 agree, I appreciate that you're trying to use data.
4 We advocate for data to show the bottom line and in
5 fact, I also like to verify the data and ensure that
6 we're just not repeating cruise lobby data who are
7 specifically focused on protecting their bottom line.

8 So, our goals might be very different. I think
9 so I want to move onto the shore power piece. You
10 know early in my tenure, the EDC President Kimball
11 noted that electrification would be repaired within a
12 year. We are three years later with an additional
13 year and a half Q4- uhm 20 I think what did he say Q3
14 maybe this year. Again, it keeps moving to repair
15 this GIB. If the mobile GIB is anticipated to be
16 ready by next fall of this year, why has the EDC
17 extended the timeline for plugin to 2035 through
18 these agreements?
19

20 SABRINA LIPPMAN: Thank you Councilwoman, I can
21 hopefully address that. So, the current mobile GIB
22 that's there will allow us to connect to additional
23 Princess and Cunard ships, which is critical to get
24 more ships connected to shore power. That will be
25

1
2 complete by the end of 2024 and that will be tracked
3 and measured by our partner Ports America.

4 Again, the only time ships are unable to connect
5 or for three reasons. It is weather related and it
6 is unsafe. It will overload the grid and it is
7 unsafe or there is load shedding happening at Con
8 Edison and we want to be safe.

9 Outside of that, the most important piece is to
10 create a system that is compatible and that is the
11 true goal. The 2035 date is very specific to the
12 cruise lines themselves. So, the cruise industry,
13 the CLEA is committing that all new ships are shore
14 power capable by 2028.

15 By 2035, all ships, all vessels are to be
16 retrofitted. Those that are not shore power enabled
17 are retrofitted. Our goal at Brooklyn Cruise
18 Terminal is to expand the capability of that shore
19 power to connect to as many ships as possible.

20 COUNCIL MEMBER AVILÈS: So in terms of uhm, you
21 mentioned the reasons why ships may not be plugging
22 in. How does EDC verify that? Because there has
23 been data across the globe that show the ships
24 actually end up plugging in because it's just not
25 convenient and they are not interested, but these

1 things are often not verified unless there is an
2 investigator for porter who is following this data.
3 How is EDC verifying that these are the reasons?
4

5 SABRINA LIPPMAN: Yeah, absolutely. It's a very
6 good question and especially considering that we are
7 implementing a requirement within these long-term
8 agreements, it's critical for us to hold these lines
9 accountable.

10 So, EDC works with Ports America, the terminal
11 operator to track those connections. So, we do the
12 due diligence to make sure that the shore power
13 equipped to vessels connect as often as possible and
14 we monitor all the conditions under which the vessels
15 due.

16 So, that will help us find and develop a best set
17 of practices and address any conditions that impede
18 shore power. So, Ports America provides us with that
19 report along with what conditions were aligned to
20 ensure that it was only for those three reasons that
21 I stated earlier, that the ship was unable to
22 connect.

23 COUNCIL MEMBER AVILÈS: So, so it's Ports America
24 reporting to EDC and then they're documenting why the
25 hookups happen?

1 SABRINA LIPPMAN: Correct.

2 COUNCIL MEMBER AVILÈS: And can you tell me a
3 little bit why the port – why there has been such a
4 problem with the load shedding uhm here?
5

6 SABRINA LIPPMAN: I think that's a question that
7 Con Edison can likely answer a bit better but I can
8 give you a little sense of it. Uhm, we want to
9 ensure that we never compromise the integrity of the
10 neighborhoods grid capacity. We do not want an event
11 where the neighborhood ends up without power in order
12 to power the ship. So, we never want to see
13 something like that happen, which is why there is
14 always an electrical engineer on site to ensure that
15 it is a safe connection.

16 We are working very closely with Con Edison to
17 ensure that the grid is able, ready and willing and
18 it is. 70 percent of the time, the ships that are
19 compatible with the system are able to connect, which
20 from an industry perspective is a significant
21 percentage of the time. The other element is weather
22 and that is up to the ship's captain. If it is
23 inclement weather or high winds, we want to ensure
24 that that connection is safe.

25

1
2 COUNCIL MEMBER AVILÈS: Isn't the power supplied
3 by NYPA?

4 SABRINA LIPPMAN: The power - I'll as Felix
5 because I actually don't know the -

6 FELIX SABALLOS: The power is through Con Edison.

7 SABRINA LIPPMAN: I think the power is through
8 Con Edison. I know we work with DCAS as well but the
9 power.

10 COUNCIL MEMBER AVILÈS: Do you want to verify
11 that?

12 SABRINA LIPPMAN: I can verify that, yeah.

13 COUNCIL MEMBER AVILÈS: And get back to us.

14 SABRINA LIPPMAN: We can verify that.

15 COUNCIL MEMBER AVILÈS: You know it seems like
16 other ports seem to not have this problem. Of
17 course, I agree, we don't want to impact our
18 communities any more than they already are but it is
19 a curiosity why the system is frail in this way.

20 In terms of - so the bill - so, just, just in
21 terms of the 2035 timeframe, that is determined by
22 the cruise operators, not by New York City mandates
23 to meet climate goals or the actual health impacts
24 that we're experiencing now. I just want to be clear
25 where EDC is getting their direction from.

1
2 SABRINA LIPPMAN: So, the 2035 date is based on
3 the Cruise Line International Association mandate
4 across all cruise lines globally. So, that is the
5 date certain that all vessels will be shore power
6 capable. President Kimball is steadfast in his
7 commitment to move with purpose and urgency to equip
8 both Manhattan cruise terminals and Brooklyn cruise
9 terminals with the shore power needed to connect to
10 every ship that comes in. And we are making
11 significant steps towards that progress.

12 COUNCIL MEMBER AVILÈS: I appreciate that but for
13 the record, I have to note that we work for the
14 residents of New York City, not for the cruise liners
15 and their billions of dollars in revenues that we see
16 no benefit of. So, those queues should be from our
17 communities, from New Yorkers, not from the cruise
18 lobby or the cruise industry that decides it's going
19 to get his ships ready.

20 This has been a longstanding issue that the
21 industry knows quite well has been a problem. So, I
22 just have to say that for the record, I feel like
23 there is a very – there's a different boss in the
24 room and somehow it's not us and I find that deeply
25 problematic.

1 SABRINA LIPPMAN: And I – can I elaborate
2
3 Councilwoman because I understand that frustration.

4 COUNCIL MEMBER AVILÈS: Please.

5 SABRINA LIPPMAN: And I think a lot of the
6 frustration also stems from, there is no universal
7 standard for shore power and that complicates things.
8 Because what it means is we want to make thoughtful
9 and effective investments in shore power and we don't
10 want to repeat the mistakes of the past. We want to
11 build systems that are going to connect to these
12 ships that are retrofitting or new ships.

13 And so, the reason we have referenced CLEA, it is
14 not to say that we are following them but we want to
15 make sure the shore power we are expanding at our
16 terminals is compatible. Because there is no
17 universal standard and we do support a universal
18 standard and are working with that industry to try to
19 implement one because we want to be the leading; we
20 want to be on the cutting edge and leading this
21 initiative but that does complicate things.

22 COUNCIL MEMBER AVILÈS: Yeah, I appreciate that
23 and also in New York City, I mean this market is
24 probably one of the largest markets for the industry
25 themselves and our market share is significant and

1 our capital is significant. And like other
2 sustainable technologies, we don't wait until other
3 people decide to build them at their profit margin.
4 We ensure that we create the market and the
5 incentives to do what's right at bare minimum. So, I
6 think the 2035 deadline is just too far out. It's
7 too far out and benefits the cruise industry more
8 than New Yorkers but I'm going to move on.

9
10 In terms of – so the bill we introduced requires
11 that the contracted entity be responsible for
12 monitoring the operators compliance with shore power
13 plug in; however, the EDC claims that this is not
14 necessary because the cruise agreements ask operators
15 to reduce emissions where feasible, and where it does
16 not cause financial harm to the operator or create a
17 safety concern. How are these things at all similar
18 especially when financial harm is not defined?

19 MIKELLE ADGATE: Uhm, I'm sorry Council Member.
20 I'm not sure what you're referring to in terms of uhm
21 any conversation about financial harm to the cruise
22 operators. What we have said you know in sort of
23 early discussions with Committee Council is that you
24 know we want to negotiate this bill in a way that is
25 reflective of the Council's goals and our shared

1 alignment on improving shore power utilization at
2 both terminals. The cost to be able to do that, yes,
3 is something that the city and EDC need to manage in
4 terms of the financial commitments and the capital
5 planning. But as Sabrina laid out, we already have
6 that capital commitment confirmed for Brooklyn Cruise
7 Terminal. That work is ongoing for increasing
8 capacity and then once the feasibility study is
9 complete for Manhattan Cruise Terminal, then we'll
10 have an understanding of what the cost is and what
11 infrastructure improvements would be needed in order
12 to bring shore power to the Manhattan Cruise
13 Terminal. So, I apologize if there was confusion in
14 that conversation but what we want to be clear is
15 that from a planning perspective, we are moving
16 forward to improve shore power capacity at both
17 locations and we're doing it in a way that still
18 allows for as Sabrina laid out, both the real time
19 decision making that needs to be happening with the
20 ship's captain, the electrical engineer and all of
21 the technical realities each time that the ship is
22 coming into berth.

24 COUNCIL MEMBER AVILÈS: Uhm, you know I just have
25 to note that the phrase where it does not cause

1 financial harm to the operator or create a safety
2 concern was in a presentation that the EDC gave to us
3 directly. So, I don't know where the
4 miscommunication is but I think what we're asking for
5 is certainly clarity of definition and where none of
6 these things are fully elaborated.
7

8 The second question is have you all considered
9 the healthcare costs of Red Hook residents to have
10 borne the brunt of the environmental decades, uhm
11 environmental burdens for decades. Uhm, we know the
12 original investment in shore power was actually made
13 during the Bloomberg Administration using the
14 healthcare savings as a - in healthcare cost for
15 residents as a major impetus to justify da
16 installation of shore power. Have we, has the EDC
17 continued to map that data and has it at all uhm
18 looked at it as of recent?

19 SABRINA LIPPMAN: Thank you Councilwoman for
20 that. I think I'll pass it to my colleague Mikelle
21 Adgate to elaborate.

22 MIKELLE ADGATE: Yeah, thank you Sabrina and
23 thank you for the question Council Member. As you
24 know, EDC's mission surrounding economic development
25 is different from our colleagues at the Department of

1 Health and Human Hygiene, Mayor's Office of Climate
2 and Environmental Justice. So, I cannot say that we,
3 EDC have done specific mapping as it relates to
4 health indicators in our cruise terminal communities.
5 With that said, I can say that we collaborate closely
6 with DOHMH, MOCEJ and other partners about the
7 impacts of our economic development work. We know
8 that the community has been asking for progress when
9 it comes to air quality monitoring as it relates to
10 the cruise industry and the cruise terminals. And
11 so, we have already started discussions with DOHMH,
12 the Department of Environmental Protection and MOCEJ
13 to see how we can be a partner to that work because
14 as you said in your opening statement, the air
15 quality realities in our environmental justice
16 communities are impacted by a variety of factors.
17 Yes, the cruise industry but also traffic, last mile
18 facilities, uhm industrial uses.

19 We understand that we are part of a much broader
20 conversation about air quality and so we are
21 committed to partnering with the entities that
22 regulate and manage that work for the city so that
23 we're being transparent in sharing information as
24 decisions get made.
25

1
2 COUNCIL MEMBER AVILÉS: So, can you speak to I
3 mean, what has EDC with these partner agencies
4 knowing the health impacts of this industry, again
5 noting it was used to justify the implementation of
6 shore power back in the day and knowing it's not
7 fully functional. What has EDC tangibly done around
8 health impacts with the partner agencies in let's
9 just say the past three years?

10 MIKELLE ADGATE: Thank you for the question. I
11 would not be able to say to you that we have you know
12 done anything specifically that is improving health
13 indicators in these communities aside from the you
14 know sort of less tangible impacts of you know having
15 a working waterfront, job creation and those pieces
16 that are most loosely connected to health
17 improvements across our neighborhoods.

18 Uhm, what I can say is that we have initiated
19 those discussions to look at opportunities for air
20 quality monitoring, thinking about how can we be
21 transparent about that data and that we will - are
22 very committed to working with you Council Member
23 Avilés and Council Member Bottcher and your
24 constituents and having that information be a guiding
25 force in how decisions are made in the communities.

1
2 But if you're asking me to say you know have we
3 specifically invested in you know a health clinic in
4 Red Hook or something along those lines, I wouldn't
5 be able to answer affirmatively on that. What I can
6 also say though is that as part of the long-term
7 agreements that Sabrina highlighted, because we have
8 included language about environmental benefits,
9 emissions reductions, requiring shore power
10 connectivity, we see ourselves as part of the broader
11 strategy to improve air quality across the city.

12 And actually Council Member, I should say I
13 thought of one more thing that I do want to hand over
14 to Andrew Glenn to speak to which is our work on the
15 Blue Highlight and working to reduce traffic in our
16 neighborhoods as you mentioned in your opening
17 remarks, being able to use our waterfront more
18 holistically to move goods, to move goods, to move
19 people, is a critical strategy in getting vehicle
20 emissions down and getting cars off the road. And
21 so, in terms of your question about tangible things
22 that we are participating in, I would like Andrew to
23 speak to that work.

24 ANDREW GLENN: Thank you Mikelle and Council
25 Member, before I go into that, I do want to stress

1 that across the globe, the issue of fuels burned by
2 ships at sea has been addressed through treaties through
3 the International Maritime Organization, which is the
4 United Nations agency. And what that has done in
5 port cities across the world is establish
6 environmental control areas, where the ships have to
7 change the fuels that they burn to cleaner, low
8 sulfur, low nitrous oxide fuels when they enter a
9 port. And that is true for all the ships and
10 vessels, both freight and passenger that come into
11 New York Harbor and that's closely regulated by the
12 Coast Guard. So, that's one global improvement ahead
13 of shore power but uhm as we move forward, there's
14 more and more pressure to convert vessels to liquify
15 natural gas, to hydrogen, to other cleaner fuel
16 sources in addition to shore power.

18 COUNCIL MEMBER AVILÈS: Cleaner.

19 ANDREW GLENN: Yeah, no and I understand. I
20 understand. One, to get to Mikelle's point, EDC and
21 the city, the Administration is committed to the
22 green economy which is sustainable, economic growth
23 and key to that is decarbonization and reducing
24 carbon that's burned in our supply chains. And that
25 includes using waterways and using electric vehicles

1
2 wherever possible to literally transform you know how
3 the city – how both passenger and freight moves into,
4 out of and through the city. So, that is something
5 that we're you know you'll hear more about. Thank
6 you.

7 COUNCIL MEMBER AVILÈS: Yes, we talk a lot about
8 it. These are all related compounding issues that we
9 face and certainly, I know you have been working
10 materializing a blue highway. However, we're talking
11 specifically about the cruise terminal today and the
12 fact that the cruise industry itself, we are well
13 aware of what the emissions, the impacts, the
14 polluting impacts of this industry. Well aware. The
15 data is irrefutable. It's a global issue. We face
16 it here.

17 So to hear that we are signing agreements with
18 future, for future benefit or future mitigation
19 plans, when we have been doing this for years and
20 have not planted a tree, have not invested in any
21 real on the ground immediate mitigation strategies.
22 It's just unconscionable. We don't know what's in
23 the agreements and I know legally EDC has responded
24 that they cannot share those agreements for whatever
25 legally doesn't allow that. Nevertheless, we are at

1
2 a disservice here because we don't know what is
3 happening in those agreements. Just you and the
4 cruise agency and you're not an actual city agency.
5 You're a nonprofit corporation. We have a real
6 problem with this. Uhm, so I guess I just want to
7 say, I think I'm going to take a quick pause here and
8 certainly turn it over to my Council Member because
9 we engage in so much conversation and there are other
10 questions that I want to dig into but I'd like to
11 provide some courtesy to Council Member Bottcher.

12 COUNCIL MEMBER BOTTCHEER: Thank you so much. I'd
13 like to drill down on the timeline for
14 electrification of the Manhattan Cruise Ship
15 Terminal. Thank you for being transparent in your
16 testimony. I think the way you put it was, "we want
17 to be transparent about the uncertain timeframe."

18 So, we understand that you can't right now give
19 us dates and benchmarks attached to dates but I
20 really want to try to understand under the best-case
21 scenario, how soon our constituents can expect to see
22 shore power on the Manhattan Cruise Ship Terminal?

23 Here you say that the EDC initiated it and it is
24 currently completing a feasibility study that will
25 identify next steps with respect to shore power.

1
2 When can we expect to see that feasibility study
3 completed?

4 SABRINA LIPPMAN: Thank you Council Member
5 Bottcher and I'm happy to answer that. I want to
6 start by saying it's important to note that shore
7 power is tremendously complicated. It requires
8 again, there is no universal standard but it also
9 requires significant infrastructure upgrades, whether
10 it's new substations, switchboards, sawtooth and
11 cabling positioning devices and other complicated
12 electrical work.

13 With that said, the feasibility study that we've
14 commissioned for Manhattan Cruise Terminal is near
15 completion. We quite literally have just one
16 remaining item left and that is that Con Edison load
17 letter, which is incredibly critical because that
18 will inform us as to whether there is available grid
19 capacity for the additional 13 megawatts that is
20 needed for the system.

21 We are expecting that letter from Con Edison
22 quite literally any day now and that, once we have
23 that, if the grid capacity is confirmed, which we
24 won't know until we have it and it would mean that
25

1
2 Con Edison is willing to allow 13 megawatts added to
3 their grid, we can start and begin capital planning.

4 What that looks like right now per pier is
5 looking between \$15 million to \$20 million of an
6 investment to start standing up a shore power system.
7 If it doesn't have 13 megawatts, then what that means
8 is that we would need to incorporate utility upgrade
9 costs and that utility upgrade cost is going to be
10 dependent on what that load letter tells us and how
11 much more we would need to build or if we need to
12 build a substation.

13 With that said, we already are starting with
14 things that we can start with. So, for example, we
15 have a trench project because we will be trenching
16 that power through cables and we're trying to start
17 all of that infrastructure work now ahead of it.

18 But until that load letter is really in hand,
19 depending on what it says, there are two very
20 desperate tracks which is causing the frustration
21 that we have that we can't provide a timeframe at
22 this time. What I can commit to and what I know we
23 are committed to is that we will keep your office and
24 the community fully engaged as we have in Red Hook as
25 these items come to pass, so that it is a fully

1
2 transparent open line of communication and you
3 understand where we are in the process.

4 COUNCIL MEMBER BOTTCHEER: Thank you. Let's say
5 that the feasibility study wraps up this summer for
6 example and let's say that Con Edison in its load
7 assessment finds that a substation would not need to
8 be added. When from that point would we expect to
9 see an RFP put out potentially?

10 SABRINA LIPPMAN: I'm always concerned to speak
11 in generalities and I totally -

12 COUNCIL MEMBER BOTTCHEER: How long do these
13 generally take to prepare RFP's?

14 SABRINA LIPPMAN: Once we have a feasibility
15 study, we would move quite quickly. I mean, the
16 first piece before the RFP is identifying the funding
17 source. So, we would be working closely with your
18 office, with the Council, with the city to identify
19 the city capital that will be needed to be able to
20 implement. Once we have security in that field, the
21 RFP process can happen you know rather expedited as
22 we'd like it. I mean President Kimball has been
23 clear, this is a top priority. And so, this would be
24 fast tracked but the capital planning portion would

1
2 be the immediate next step as identifying those
3 sources.

4 COUNCIL MEMBER BOTTCHEER: So, let's say that in
5 next years during the budget negotiations, we get a
6 commitment that in the FY27 budget would it be, that
7 we have the capital funds for this. So, we put out
8 an RFP next spring. How long would that RFP be out?

9 SABRINA LIPPMAN: Typically and I again, just
10 speaking in generalities, I mean from your lips to
11 God's ears, I hope all of that works out. I would
12 say anywhere between a three-to-six-month process to
13 be able to draft the RFP, release it, allow three
14 months for us to bid out the project, publicly
15 procure the project.

16 Once the city's capital, the project is fully
17 invested, we would then be able to start engaging
18 with the experts that are going to be required. The
19 other element I just want to highlight here is we
20 don't do this in a vacuum. This has significant
21 coordination with additional partners, so the Army
22 Corp of Engineers is very involved here. DEC is very
23 involved here. We need to work with Ports America.
24 And so, it is -

25 COUNCIL MEMBER BOTTCHEER: Hudson River Park.

1
2 SABRINA LIPPMAN: Yes, correct Hudson River Park
3 Trust is another critical stakeholder, as is the
4 community and your office. And so, we would need to
5 all work together towards those timelines.

6 COUNCIL MEMBER BOTTCHEER: So, the project is,
7 let's say it's fully funded in the FY26 budget.
8 We're in the middle of next year, and RFP goes out
9 middle of next year. The responses come in at the
10 end of next year 2025. Uhm, construction starts in
11 2026?

12 SABRINA LIPPMAN: At this point, as much as I
13 want to – what I can say is, if all the stars align
14 and we're able to get what we need, our goal is to
15 issue and begin, which is why we conducted this
16 feasibility study and we're concluding it, is to get
17 shovels in the ground as soon as possible. That's as
18 much as I can say right now.

19 COUNCIL MEMBER BOTTCHEER: These are multi-year
20 capital projects once shovels get in the ground.

21 SABRINA LIPPMAN: Absolutely. It is very
22 conditional. I mean, as I'm sure all of you know,
23 our waterfront is aging. It requires significant
24 investment and we have to do this considering all of
25 the substructure that's in place, make sure we're

1 the west side are ready, willing and able to do
2 anything we can to help expedite this process,
3 particularly on the funding side. So, thank you for
4 your partnership in this.
5

6 SABRINA LIPPMAN: Thank you very much Council
7 Member.

8 CHAIRPERSON FARIAS: Thank you folks. I have a
9 couple questions too and I know you've answered some
10 of this in your testimony and from members. So, just
11 so we can recap. What's the current status of shore
12 power infrastructure at Brooklyn Cruise Terminal in
13 terms of its full functionality being utilized by
14 ships with shore power capacity? How many actual
15 hookups exist? And how close are we to that 2035
16 ship retrofits that we spoke about?

17 SABRINA LIPPMAN: Thank you Chair Farias. So, at
18 Brookly Cruise Terminal, the shore power system is
19 functioning fully. Uhm, what we need to do and what
20 we are committed in doing is expanding its
21 capability. Again, because it is not a universal
22 standard as these ships come online, as they are
23 retrofitted, as they are more capable, we need to
24 create flexibility within that system and that is
25 what is currently under way. The mobile GIB is this

1 system that is being implemented and will be fully
2 functioning by the end of 2024 to expand its ability
3 to connect to more ships that are docking at Brooklyn
4 Cruise Terminal.
5

6 CHAIRPERSON FARIAS: And that's not a flexible
7 goal post.

8 SABRINA LIPPMAN: That is not a flexible goal
9 post. That will be in place by the end of this
10 calendar year. As a part of that, that is the first
11 step. The one piece that I want to get out in front
12 of is we have heard the community loud and clear. We
13 are so grateful to the community for – and to Council
14 Member Avilés for raising the concerns. We
15 understand that MSC being one of the largest ships
16 that has docked the Brooklyn Cruise Terminal, that is
17 a temporary location. They are set to move over to
18 Manhattan but while it is there, we understand that
19 the community wants to see that ship connect. So,
20 that mobile GIB that will be complete by the end of
21 2024 is the first step in allowing us to add
22 additional capacity to add the cable positioning
23 that's needed to connect to the MSC Meraviglia Ship.

24 CHAIRPERSON FARIAS: Great, thank you so much.
25 Uhm, okay you just answered my timeline question of

1 expansion. What would be the estimated cost for both
2 purchasing and installing necessary equipment to make
3 Manhattan Cruise Terminal shore power operational?
4 Has EDC budgeted or sought funding for the terminal
5 upgrades?
6

7 SABRINA LIPPMAN: It's a great question and as I
8 mentioned earlier with Council Member Bottcher, shore
9 power at Manhattan Cruise Terminal is I mean shore
10 power anywhere is complicated but at Manhattan Cruise
11 Terminal, where we are today is, we are on the
12 precipice of completing the feasibility study.

13 CHAIRPERSON FARIAS: Right.

14 SABRINA LIPPMAN: Until that Con Edison letter is
15 in hand, the answer to that question can deviate
16 significantly. If the grid has the capacity to
17 accommodate shore power, it is a much, much different
18 story than if the current grid doesn't. If the
19 current grid doesn't, it doesn't mean that we can't
20 have shore power. What it means is the investment is
21 just larger because we need to add a substation to
22 the facility.

23 Once we have that Con Edison load letter, what I
24 can commit to is Chair, letting you, the Council, the
25 Council Members know what the result is and what our

1
2 immediate next steps are to be able to start putting
3 funding around it. Because there is no estimate at
4 this point, there is no funding allocated until the
5 study is complete.

6 CHAIRPERSON FARIAS: Great and are there
7 standardized systems for voltage, frequency and
8 connector types in place for shore power that are
9 typically used at cruise ports?

10 SABRINA LIPPMAN: We do work very closely with
11 Watt's Marine. They are the leading forefront vendor
12 that works on the best shore power connected ports.
13 Again, we are the only one on the east coast. There
14 are only three percent of ports worldwide that have
15 shore power but this consultant works in Seattle on
16 their shore power. Because there is no universal
17 standard, that's what makes it all the more
18 complicated. The connection points on ships vary
19 significantly.

20 And so, what we want to create is the flexibility
21 within, which is what we're doing with Brooklyn
22 Cruise Terminal is allow for flexibility. So,
23 regardless of where the ships connection point is,
24 we're able to find a way to connect to it and that's

1
2 what we are working very closely with Watt's Marine
3 is to create a flexible system.

4 CHAIRPERSON FARIAS: Okay, great. And as Council
5 Member Avilés stated earlier and it's been reported
6 that certain cruise ships fitted for shore power
7 still often fail to connect when in port. How is
8 shore power usage monitored and enforced by terminal
9 operators? What penalties could potentially be
10 imposed for noncompliance and how is EDC promoting
11 the city cruise terminals to incentivize shore power
12 compliance from cruise line operators?

13 SABRINA LIPPMAN: That's a fantastic question
14 Chair Farias. So, there's a few mechanisms. So,
15 first I want to just be clear that of the compatible
16 ships that can connect to shore power, they are
17 connecting 70 percent of the time, which if you look
18 at any port in the United States, it's a
19 significantly high connection rate.

20 CHAIRPERSON FARIAS: What's the usual? Do we
21 know if there's like a -

22 SABRINA LIPPMAN: A standard? We can look back.
23 I think we might have that number but if we don't
24 we'll look back and we'll be able to report out to
25 the Council on that.

1
2 Uhm, we do know it is higher than average,
3 significantly higher. And so, when they are not
4 connecting that, 30 percent of the time that they are
5 not connecting it is for three reasons. It is for
6 weather, inclement weather. It is for load shedding
7 or it is a concern on the grid capacity. It's a very
8 hot summer you know, the grid is uploaded.

9 CHAIRPERSON FARIAS: Yeah, totally heard that in
10 the testimony.

11 SABRINA LIPPMAN: So, those are the reasons. TO
12 move on to the reporting piece, so Ports America is
13 keeping track of every ship that comes in, whether
14 they've connected and if they haven't what were the
15 conditions that didn't allow them to connect? They
16 work with the onsite electrical engineer to ensure
17 that the electrical engineer is providing proof that
18 the grid couldn't make it or the weather was such,
19 right? It's between the ship's captain and the
20 electrical engineer that make that call.

21 Lastly, this is where the long-term agreements
22 are actually incredibly critical to holding these
23 cruise lines accountable. Like I mentioned in my
24 testimony, connecting to shore power is not
25 arbitrary. It is an absolute cost savings to ship.

1
2 As Andrew mentioned, when ships come within the two
3 miles of the North American Coast line, this switch
4 to the alternative fuel is very, very expensive to
5 reduce those emissions as they're getting closer to
6 land. It is significantly more affordable to them to
7 connect to shore power.

8 So, they are already incentivized through that
9 but that's not enough, which is why in the long-term
10 agreements, what we've done is built in a mechanism
11 as a part of the long-term agreements just uh because
12 I don't think we mentioned this. The idea is you
13 give preferential berth. So, it's not increasing
14 cruise traffic. It just allows the cruise lines to
15 book the berths instead of you know, immediately they
16 booked it, they get preferential berth days. Not
17 birth days but berth days.

18 Uhm, so when in exchange for that, we are able to
19 extract an enormous amount of community benefit and
20 that is what we're doing through these agreements.
21 If they are not connected to shore power, there are
22 incentive fees that are baked in because they pay
23 dockage and wharfage per passenger that are
24 completely redacted and uhm, they no longer, so there
25

1
2 is a financial penalty to the cruise lines if they do
3 not connect to shore power if it was feasible.

4 CHAIRPERSON FARIAS: Okay, do we know off the top
5 of mind right now the penalty fees how big they are?

6 SABRINA LIPPMAN: It does vary between cruise
7 line depending on when they're coming in, those
8 preferential berth days if – we can definitely get
9 back to you and give you that number.

10 CHAIRPERSON FARIAS: Yeah, that would be cool and
11 just any data around percentages per quarter or per
12 year, however you want to give it of like who has
13 actually been in violation or noncompliance and
14 issued penalties. And then just in terms of the
15 lease agreements. You know we haven't and I think –
16 I don't want to be misquoted here but in over a
17 decade, has this Committee heard anything around
18 shore power, so I don't quite know all of the details
19 of the lease agreement. So, what data do we collect
20 or have we in terms of lease agreement implementation
21 on hired workers, MWBE contracts, job opportunities
22 locally, some of those points that you referenced in
23 your testimony?

24

25

1 SABRINA LIPPMAN: Yeah, thank you Chair Farias.

2 So, just to be clear, so these are long-term
3 agreements. So, they are not lease agreements.

4 CHAIRPERSON FARIAS: Sorry.

5 SABRINA LIPPMAN: What they are are an
6 opportunity for – and the reason we feel strongly
7 about them is because it is the mechanism where we
8 can hold cruise lines accountable. Most ports around
9 the world just allow cruise ships to dock and keep
10 moving. What we're doing is creating meaningful and
11 documented partnerships with these businesses in
12 order to hold them accountable.

13 What we've built in to these long-term agreements
14 is first of its kind in many, many ways. So, there
15 are few points that are in there and there is a
16 tracking mechanism and those incentive fees are the
17 way that we are able to ensure that they are meeting
18 those needs and that they are guaranteed those days,
19 which they are very keen on making sure that they are
20 able to have.

21 CHAIRPERSON FARIAS: Okay, so how do we know the
22 percentage of MWBE contracts from the cruise lines
23 for example?
24

1
2 SABRINA LIPPMAN: So, the reporting requirements
3 are built into the long-term agreements. I don't
4 know Mikelle if you want to elaborate? So, there's
5 annual reporting that will be done on local
6 provisioning. So, there's a few categories. There's
7 local provisioning, ensuring that New York vendors
8 are supplying food, flowers, other services to the
9 site. There is workforce development and local
10 educational partnerships that need to be built,
11 planned for and executed on. That they need to
12 report out on an annual basis. There is the
13 emissions reduction, both ensuring that they meet and
14 exceed EPA standards but that they are connecting to
15 shore powers requirement. And then there is the
16 community fund which is truly innovative and which is
17 \$1.00 per passenger of every guest that comes through
18 our terminals that will go into a restricted fund
19 specifically for the communities where the terminals
20 are housed.

21 CHAIRPERSON FARIAS: Okay can we actually talk
22 about the community fund. So I know in your
23 testimony you refer to it that there's an EDC
24 contributing to or per passenger through passenger
25 fees to a community priority fund. Can we talk about

1
2 what the fund is, how it was established, maybe
3 what's within it, how it's utilized.

4 MIKELLE ADGATE: Yeah, thank you very much
5 Council Member. One thing I want to be clear about
6 is that the information that Sabrina was just sharing
7 in terms of tracking local provisioning MWBE
8 workforce, even the Community Priority Fund. Those
9 are new things that are being implemented as part of
10 these long-term agreements. And you know to Council
11 Member Avilés earlier point, we completely recognize
12 that many of our local businesses are small
13 businesses have not seen the economic benefits of
14 cruise industry in the Red Hook in particular as
15 Council Member Bottcher laid out.

16 And so, part of the impetus of negotiating these
17 long-term agreements was to take corrective action to
18 ensure that we are being very intentional about how
19 this industry and how we are thinking about economic
20 development from a sense of equity and from
21 supporting our local businesses. So, to your
22 question of what kind of tracking has been done
23 historically, the answer is none. What we are saying
24 is that as part of this work because we have heard
25 very loud and clear that we need to do better on

1 transparency, on reporting, on being able to clearly
2 show how funds are being spent in our local
3 neighborhoods. That is part of the work and part of
4 why you know as Sabrina laid out, these long-term
5 agreements are what we see as being the future of
6 ensuring that we can actually do that in a way that
7 has real implications for the cruise industry.
8

9 And so, to your question about the Community
10 Priority Fund as Council Member Avilés and Bottcher
11 can attest to, we are looking forward to working with
12 them and their stakeholders to establish the
13 governance for that fund so that it's being used to
14 meet the needs of both cruise terminal communities.
15 We've had some early conversations with them to that
16 point. We do not yet have a covenant structure
17 established because again, we want to be mindful that
18 it's not an EDC led decision making process. We are
19 conduit for the funds from the cruise industry but
20 that it's actually the Council and the community.

21 CHAIRPERSON FARIAS: So, when was it initially
22 established? I understand it hasn't been established
23 for a decade but when was it initially established?

24 MIKELLE ADGATE: So, we received board approval
25 for the long-term agreements in the fall, fall 2023.

1 So, that process and as Council Member Avilés
2 mentioned, while we have shared language around the
3 community and the sustainability benefits, especially
4 around shore power with the Council, we do want to
5 work with you to be able to share that full language
6 but it is still in process because we only received
7 that board approval a few months ago.

9 CHAIRPERSON FARIAS: Sure. Okay and then so, are
10 you saying it's \$1.00 per passenger?

11 MIKELLE ADGATE: It's \$1.00 per passenger.

12 CHAIRPERSON FARIAS: \$1.00 per passenger. How
13 many dollars have we seen go into the community fund
14 since fall of 2023? Do we know if there's been –
15 there's none? So, it's not established at all?

16 MIKELLE ADGATE: It's not established yet.

17 CHAIRPERSON FARIAS: So, we're waiting on – of us
18 to create the full governance model, set up a
19 structure and then we'll start the charging and
20 putting into the monetary commitment into the fund.

21 SABRINA LIPPMAN: Yeah, it is a part of the long-
22 term agreement.

23 CHAIRPERSON FARIAS: Right.

24 SABRINA LIPPMAN: So, once those long-term
25 agreements are set, it's \$1.00 per passenger. So, we

1 can expect based on passenger counts about 1.1 to 1.3
2 million that we get a year. So, that's the funding.
3 So, for example, in 2024, Manhattan Cruise Terminal
4 usually sees about 700,000 passengers. It's a
5 700,000 annual fund.
6

7 We estimate over the next ten years, that fund
8 will generate close to \$14 million, specifically for
9 those two communities, for Red Hook, Midtown West.

10 CHAIRPERSON FARIAS: That's kind of - to try to
11 understand. I would recommend we retroactively pay
12 into that once we figure that out from fall 2023,
13 which would be great. Uhm, but I'd like to obviously
14 stay in the loop on how it's progressing but these
15 members are the priority members to be working with.
16 The last question I have before I see if anyone has
17 any additional questions or comments. What kind of
18 support does the NYCDC need from the state or Port
19 Authority to outfit all city cruise terminal berths
20 with shore power capacity? Other than all the
21 support?

22 MIKELLE ADGATE: Yeah, I think you said it
23 perfectly. You know as Sabrina said in our
24 testimony, because of the ownership and leasing
25 structures varying between Brooklyn Cruise Terminal

1
2 and Manhattan Cruise Terminal, obviously the Port
3 Authority of New York and New Jersey is a critical
4 partner on the Brooklyn Cruise Terminal side. On the
5 Manhattan Cruise Terminal side, she mentioned a few
6 Department of Environmental Conservation, the Army
7 Corp of Engineers and others. I think as we
8 continue, especially on the Manhattan Cruise Terminal
9 side, the completion of the feasibility study, a
10 timeline for that work, we definitely see being able
11 to access federal funding as being a part of our
12 long-term strategy.

13 We've had initial discussions with the US
14 Department of Transportation, Marad as you know. We
15 have been successful in securing federal funding from
16 that entity. They know that we have a very clear
17 directive from the Mayor and from President Kimball
18 to do more to ensure our clean ports and we see that
19 partnership as being instrumental, not just on the
20 permitting side but also on the funding side.

21 CHAIRPERSON FARIAS: Great, thank you so much.
22 Oh, I'd like to acknowledge Council Member Rafael
23 Salamanca has joined us for this hearing. Thank you
24 Council Member. Do you have questions? Awesome.

25

1
2 COUNCIL MEMBER SALAMANCA: Thank you Madam Chair.
3 First, I want to congratulate you Councilwoman Avilés
4 on this bill. I was part of a meeting yesterday. We
5 were reviewing bills and I was extremely impressed
6 with this and I would love to signed on to this bill.

7 My question more to EDC is more on the Waterfront
8 in Hunts Point. We have I know Freight NYC, Freight
9 NYC, I'm sorry it's something that EDC is interested
10 in. I know that nothing has moved but there has been
11 many conversations and I know that in the waterfront
12 of Hunts Point for example, we have a cement company
13 called McInnis that comes in once a month and they
14 bring cement from Canada, powder. Then it goes into
15 this I guess; they process it and it goes back out.

16 The community was extremely supportive because it
17 eliminated thousands and thousands of truck miles
18 coming into Hunts Point in and out, opposed to now
19 it's just you're going out. But the cement truck is
20 stationed there for a long period of time. Do we
21 know, has EDC ever done a study as to the amount of
22 energy that they are using to be stationed there?

23 SABRINA LIPPMAN: Council Member, always a
24 pleasure to see you. Nice to see you today. I'm
25

1 going to pass that question to our head of
2 transportation albeit subject matter expert Andrew.

3
4 ANDREW GLENN: Yes Council Member, we are - I did
5 want to say, we have been working with the owners of
6 the McInnis site and the neighbors to really look at
7 something innovative, which is a marine highway
8 landing at that location, so that we can further
9 reduce truck trips into and out of the peninsula.

10 As to the question about - maybe I need a little
11 clarification. Are you referring to the vessel that
12 comes down from Canada with the cement powder?

13 COUNCIL MEMBER SALAMANCA: Yes.

14 ANDREW GLENN: That is a private terminal, so we
15 would have to look into the amount of time it stays
16 at berth at that location and understand better you
17 know how much it's requirements are. Usually those
18 dry bulk vessels do not have a very high-power
19 requirement when at berth. They're not like
20 passenger vessels that have all sorts of you know
21 HVAC systems. Those vessels are much less power
22 intensive.

23 COUNCIL MEMBER SALAMANCA: Understood but as
24 we're having these conversations on vessels and our
25 waterfronts. You know, I know that Council Member

1 Avilés has a high asthma rate in her district. So do
2 I in my Council District. I say this often and I
3 have to walk around with my asthma pump with me just
4 in case because I live in the community, so I'm an
5 asthmatic because of the environment there.
6

7 Uhm, and uh, just finally, are there any plans
8 for the Freight NYC, Freight NYC program? Because
9 I've heard about it for many years but that's all
10 it's been, it's just power point presentation.

11 ANDREW GLENN: Yeah, well, maybe some updates.
12 You know, we have been working with US DOT, the
13 Maritime Administration on a grant that will connect
14 six landings, mostly on the East River but including
15 Oak Point in the Bronx, the site next to McInnis to
16 create a marine highway network that will include
17 sites in Manhattan. The 23rd Street Sky Port Marina,
18 Pier 36, and the Downtown Heliport as well as the
19 25th Street and 29th Street piers in Sunset Park, and
20 next week we've issued a request for proposals for an
21 engineering and design and environmental review for
22 that system.

23 So, in addition to that, we have received the
24 results of the joint EDC Department of Transportation
25 requests for expressions of interest for the Blue

1 Highway program at large and we were very excited
2 because we have gotten a robust response to that from
3 some very large entities, freight entities, maritime
4 companies that are interested in using the waterways
5 for moving freight and decongesting our roadways and
6 decarbonizing as well. So, there's a lot of good
7 news and a lot of movement that you know we're happy
8 to share.
9

10 COUNCIL MEMBER SALAMANCA: Well, I look forward
11 to that type of presentation as soon as possible.
12 Alright, thank you Madam Chair.

13 CHAIRPERSON FARIAS: Thank you. Council Member
14 Avilés.

15 COUNCIL MEMBER AVILÈS: Great, so while my bill I
16 believe is written relatively generously and allowing
17 for plug in to happen when feasible, EDC argues that
18 the language of their agreement is similar, therefore
19 regulation not needed. However, in the EDC language,
20 as it's been presented to us, we see that only
21 vessels consider to be regularly calling will be
22 required to plug in when feasible.

23 So, in our estimation, the EDC's language further
24 limits the number of ships that would even be
25 considered eligible for plug in as it's confined to

1 the particular vessel, rather than to the cruise
2 company itself. So, in essence, Norwegian, the
3 operating company could run 20 individual ships into
4 the terminal and never be required to plug in because
5 they instead did not run for separate ships. I know
6 this is really technical and we want clarification on
7 this reasoning to understand. Because it seems like
8 a very large loophole.

10 MIKELLE ADGATE: Yeah, thank you for the question
11 Council Member and I also would like to go a little
12 bit backwards to a question that you had asked that I
13 misunderstood when you were talking about the
14 language, undue financial hardship and I thought that
15 you were referring to conversations about the bill
16 rather than the specific language that we had shared
17 from the long-term agreements.

18 So, I apologize for that confusion and do want to
19 be clear before I hand it over to Sabrina that the
20 absolute intention and where I think we are aligned
21 with the bill language is ensuring that ships are
22 connecting when operationally feasible and we
23 understand that we might have work to do in
24 negotiation about what the definition of
25 operationally feasible is. But the intent of our

1 work here is to ensure that we are doing our part,
2 both at Brooklyn Cruise Terminal and Manhattan Cruise
3 Terminal to ensure that flexibility so that ships can
4 and will connect. And I won't you know sort of go
5 back over the language about the different pieces of
6 that. But it's not the intention to allow for - I
7 want to use the word copout but to create sort of
8 wiggle room for the industry to be able to get out of
9 connecting, right. The intention is to ensure that
10 we have the infrastructure in place to be able to do
11 so but that we're also ensuring that the ship captain
12 and the electrical engineer who are really at the
13 point of connection are the ones who are ultimately
14 making the decision based on operational feasibility,
15 safety and so on.

17 So, I just want to sort of clarify my earlier
18 comment. I apologize for that again and I can hand
19 it over to Sabrina to talk more about the specific
20 lines and why having these agreements governing 80 to
21 85 percent of our cruise traffic is important.

22 SABRINA LIPPMAN: Yeah and I think that's a
23 perfect place to jump off. That is the purpose of
24 how important these long-term agreements is because
25 then we have long-term understanding and stability as

1
2 to what ships are coming in. Again, MSC is a ship
3 that is temporarily docked and we're looking to have
4 that ship moved but the Cunard and Princess lines
5 under Carnival that are shore power capable, those
6 are the ones we really need to make sure are
7 connected and those are the ones using the terminal.

8 So, the spirit and the goal and we, I know we are
9 more than happy to get together with you Councilwoman
10 to make sure that if there is something that seems
11 like a loophole, that we're closing that up. Is that
12 if that ship is compatible to the system at BCT, they
13 are connecting full stop. The only exception to that
14 is when it is not feasible for it to connect. And
15 that's really - if that is the spirit, we need to
16 make sure that the language can mirror that to avoid
17 any confusion or uncertainty that it is creating a
18 loophole.

19 COUNCIL MEMBER AVILÈS: So, just for clarity
20 sake, this is based on the cruise liner, not the
21 actual ships because it's a very - I think the
22 language was five connecting. I think if connected
23 five or more times, then they don't have to report.

24 So, I guess we need clarity on what this
25 threshold is and how it can navigate. And you know

1
2 I'm certainly not sitting here with the understanding
3 that EDC's intention is to be nefarious and do
4 terrible things. I'm concerned about the impact and
5 the fact that the cruise industry, like many other
6 corporate industries find every loophole in the book
7 to lower uhm, you know to lower their risk and
8 certainly their risk to profit. So, this is not a
9 matter of like intentionality, it's a matter of
10 recognizing where there are problems and loopholes to
11 be closed.

12 So, I guess we'd like to really understand this
13 particular issue on the number related to the cruise
14 line or the number of vessels, individual vessels
15 because it could create a very wide gap of actual
16 plug in. So, I guess we'll follow up some more on
17 this issue.

18 In terms of there was a follow up letter between
19 from President Kimball in September, which predated
20 the announcement of the Cruise Terminal Agreement.
21 In this letter, EDC states that the only instance in
22 which ships do not plug in is when there is a need
23 for load shedding, as we've talked about during hot
24 summer days. Has EDC compelled the corporations that
25 have entered into these cruise terminal agreements

1
2 who are clearly benefitting substantially to make any
3 investments in critical infrastructure? Such as
4 battery storage, which has now been further enabled
5 actually by the City of Yes for Carbon Neutrality
6 technology.

7 SABRINA LIPPMAN: Thank you for that question and
8 it's a good one. As stated in that letter and I
9 think I can speak for President Kimball that we are
10 and as it is in one of our four strategies as the
11 Economic Development Corporation, we're committed to
12 building a sustainable infrastructure for this
13 economy. The economic impact that the cruise
14 industry provides to the city is the mechanism in
15 which we are able to make those types of improvements
16 and commitments to the grid.

17 As you mentioned the community, city agencies,
18 the Council are the ones that should have oversight
19 and we are not looking for an overreach of any cruise
20 lines into our terminals. They need to be good
21 neighbors. They need to be strong partners, which
22 again, the long-term agreements, what that allows us
23 to do is secure that investment for the City of New
24 York so that we can look at the infrastructure needs
25 and upgrades that are required to continue to build a

1
2 more sustainable infrastructure to be able to move
3 forward.

4 COUNCIL MEMBER AVILÈS: Okay, so the answer is
5 no. We don't ask corporations to invest in
6 infrastructure. That would be good for our
7 communities when reaping enormous benefits.

8 ANDREW GLENN: In order to plug into shore power,
9 the ships do get modified by the cruise lines. So,
10 in each vessel makes a substantial investment so that
11 they can accept the cables coming off from our pier.
12 So, I think our focus has always been on making sure
13 that the cruise lines when they come here are making
14 those modifications.

15 In the case of Brooklyn, 70 percent you know the
16 Princess vessels and the Queen Mary too have made
17 those investments and I think we would continue to
18 press for all of the vessels to be shore power
19 capable.

20 SABRINA LIPPMAN: One of the other things that I
21 think we can say, we have the highest dockage and
22 wharfage rates in the country. And so, it is much
23 more affordable for ships to dock elsewhere and we
24 are I think seven out of the top ten terminals. We
25 are not Miami and we are not Seattle yet we are able

1
2 to exact much more from the dockage and wharfage fees
3 that we charge every ship.

4 COUNCIL MEMBER AVILÈS: Uhm, I have so many
5 things running through my mind. We could talk about
6 this all day long. It is true that the taxpayers are
7 also subsidizing a part of the electricity that ships
8 are using as well right? Is that true? Would you
9 like to talk about—

10 ANDREW GLENN: That is true because when we
11 installed the shore power system, it was understood
12 that the cost of the ship using its own power versus
13 the cost of plugging into the New York City grid,
14 there was a differential and we agreed because of the
15 public benefit, the air quality benefit to subsidize
16 the difference between plugging in and allowing the
17 vessels to burn their own fuel. So, that is true and
18 it's part of our commitment really. It's part of the
19 learning curve I think for all of these systems that
20 until this is a global, until other ports around the
21 world have these systems, we are kind of the pioneers
22 in getting the shipping, the cruise lines to convert
23 and be able to handle the shore power.

24 COUNCIL MEMBER AVILÈS: But other ports do have
25 these systems. I mean, your moving speedily and

1
2 other cities are committing much more aggressively in
3 their systems but I think we can move on.

4 In terms of in the letter you state MSC is unable
5 to plug in to shore power but that they use the
6 exhaust gas cleaning system. That the air is
7 scrubbed. What happens to the sulfur oxide and
8 nitrous oxide that is captured by the ship in this
9 process?

10 Sure, so I guess to, let me take one quick step
11 back. So, as Mr. Ganz (SP?) noted, the ships are
12 supposed to use the low sulfur. We know that because
13 they're supposed to be meeting standards. We know
14 that ships are in fact not entirely using that and
15 using alternative scrubbers as a way to meet this
16 requirement. That's a pretty well-known fact.

17 So, I think we're all aware of or I'd like to
18 hear from you, what are the problems with the
19 scrubbers and what happens to the sulfur oxide and
20 nitrous oxide that is captured in the scrubbers?

21 FELIX SABALLOS: So, thank you for that question
22 Council Member. The sulfur and the nitrous that are
23 captured through the filtering process go into a
24 holding tank and then that gets discharged to a
25

1 treatment facility that the cruise lines have
2 contracts with.

3
4 COUNCIL MEMBER AVILÈS: And are there treatment
5 facilities in New York City?

6 FELIX SABALLOS: They don't discharge that in New
7 York City.

8 COUNCIL MEMBER AVILÈS: And do we ever test the
9 water to see if any of that, all those pollutants are
10 being discharged in the local waters?

11 FELIX SABALLOS: The EPA oversees that aspect.

12 COUNCIL MEMBER AVILÈS: Are you aware if any EPA
13 studies of recent?

14 FELIX SABALLOS: We'd have to get back to you on
15 that.

16 COUNCIL MEMBER AVILÈS: Okay, you know I think
17 this is why I said clean energy. We also know, I
18 just have to point out the concerns of natural
19 liquified gas, which the industry will point to as a
20 cleaner option but in fact is just as polluting and
21 awful as the other emissions. So, I hope in the work
22 moving forward, we will not be captured by industry
23 nonsense of a cleaner pollutant.

24 So, I just have to state that for the record. In
25 terms of air quality monitoring, you mentioned

1
2 integrating some air quality monitoring projects and
3 data collection at the cruise terminal. Will air
4 quality monitoring and mitigation be part of the
5 agreements and can you be more specific about that
6 from the September 23rd letter around air quality
7 monitoring.

8 MIKELLE ADGATE: Thank you for the question
9 Council Member. So, we see this effort as being
10 specific to the cruise terminals themselves, rather
11 than the specific industry partners. Because as our
12 testimony laid out, there's you know a variety of
13 cruise companies that are docking at both terminals.
14 And so, from a management perspective, the same way
15 we discussed earlier on traffic mitigation, we think
16 that it's important to think about air quality
17 holistically. And so, we have again, you know
18 started discussions with DOHMH and DEP who are really
19 you know the leaders on air quality testing
20 throughout the city, whether it's through DOH's
21 community air survey or other efforts and so the
22 intention and I know you and I have discussed this,
23 is for us to come to you with a plan, a proposal to
24 think about air quality. What monitoring could be
25 done. Where those would be deployed but I think what we

1
2 really hope to see is our partners again, DOH and
3 others being on the driver's seat of that because it
4 connects to the larger work about air quality
5 improvements in the city.

6 Again, we recognize that the cruise industry is
7 one point of this conversation but as you mentioned,
8 there are other factors that need to be considered.
9 And so, you know in terms of the details, as you
10 know, we are very open to discussing that with you,
11 with Councilman Bottcher and with both of your sets
12 of stakeholders.

13 COUNCIL MEMBER AVILÈS: But in the actual
14 agreement, is there any mention of air quality
15 monitoring?

16 MIKELLE ADGATE: Not that I am aware of but we
17 can get back to you on that.

18 COUNCIL MEMBER AVILÈS: Okay. Uhm, I just want
19 to get to the community fund. Now, in some of the
20 earlier conversations, I know you've been very open
21 about the potential of this community fund and
22 exploring and our community has said \$1.00 per
23 passenger is an interesting and relatively arbitrary
24 number. Does the EDC know what the revenue

1 generation has been for the cruise operators in our
2 ports?
3

4 SABRINA LIPPMAN: The revenue generator—

5 COUNCIL MEMBER AVILÈS: Actually, how much does
6 EDC make on the agreements?

7 SABRINA LIPPMAN: So, the agreements once fully
8 executed over 15 years, uhm will allow us to execute
9 on our economic development mission to the tune of
10 about \$427 million over the next 15 years.

11 COUNCIL MEMBER AVILÈS: And how about last year?

12 SABRINA LIPPMAN: Last year on an annual, we
13 gross about \$40 million. Net after Ports America
14 makes their management fee and investments in the
15 terminals on a net basis, we have an NOI of about \$10
16 million for cruise once we do dredging and the work
17 that's needed.

18 COUNCIL MEMBER AVILÈS: Are you — does uhm, does
19 the cruise terminal — excuse me. Do the cruise
20 companies pay New York City or State taxes directly?

21 SABRINA LIPPMAN: That's a very good question.
22 Directly versus the passengers. They do pay taxes.
23 I will have to get back to you as to how that's
24 divvied up.
25

1
2 COUNCIL MEMBER AVILÈS: We'd love to know how
3 much these cruise operators actually contribute to
4 city and state taxes.

5 SABRINA LIPPMAN: Absolutely.

6 COUNCIL MEMBER AVILÈS: Because my understanding
7 is they do not.

8 SABRINA LIPPMAN: We can absolutely get back to
9 you on that.

10 COUNCIL MEMBER AVILÈS: And they don't actually
11 around many ports around the country, which is a real
12 problem because they use our services quite
13 profoundly and we subsidize in addition to that.

14 So, also we understand that cruise operators
15 often pay a head tax of \$4 to \$15 per passenger when
16 they get to the port of calls. Is this dollar in
17 addition to the \$4 to \$15 they pay? Or actually, the
18 better question is, what do they pay to EDC in head
19 tax per passenger per port of call?

20 SABRINA LIPPMAN: And I can pull up the — you
21 have the dockage and wharfage? So, just before I
22 pass it onto Felix, so we have the highest dockage
23 and wharfage rates in the country. That means —

24 COUNCIL MEMBER AVILÈS: Could you define what
25 wharfage is by the way?

1
2 SABRINA LIPPMAN: Sure, sure sorry. Uhm and I'll
3 let Felix do it because as the Coast Guard man, he
4 can explain it better. The \$1 fee is above and
5 beyond that. It is completely separate from their
6 dockage and wharfage and I just want to stipulate,
7 this is a first of its kind. We have not found any
8 other port in the United States that has ever
9 implemented the community fund fee. So, I just want
10 to stipulate that. This is first of its kind. It
11 has never been done before. And so, with that, I'll
12 pass it to Felix to answer what dockage and wharfage
13 is and what the rates are.

14 FELIX SABALLOS: Sure. So, Council Member, the
15 wharfage fee is the fee per passenger and that number
16 is \$27.69. It's publicly posted on the Ports America
17 tariff online. And the dockage fee is \$0.14 per
18 registered ton that gets assessed to a ship that
19 docks at the terminals.

20 COUNCIL MEMBER AVILÈS: So, just for the record,
21 so the 2757 per passenger goes to Ports Authority? I
22 mean, I get confused, all the agencies. Does that go
23 to Ports America and then goes to EDC? What is the
24 trail of this?

25

1
2 FELIX SABALLOS: Sure, so that fee, all the fees
3 are charged and collected by Ports America. Of that,
4 30 percent of that fee, 30 percent is retained by
5 Ports America to cover cost of operations for running
6 the terminals. That includes labor, [INAUDIBLE
7 01:59:22], utilities, etc.. The balance is remitted
8 to EDC and then EDC pays its cost of operations,
9 dredging expenses, rental payments in Brooklyn to the
10 Port Authority, uhm insurance and other expenses and
11 then the balance is what's left over as the net.

12 COUNCIL MEMBER AVILÈS: The \$10 million?

13 FELIX SABALLOS: Yes.

14 COUNCIL MEMBER AVILÈS: Is the net after all
15 those expenditures.

16 FELIX SABALLOS: Correct.

17 COUNCIL MEMBER AVILÈS: Got it. That is very
18 helpful and I just, I ask these questions to
19 underscore while the first in the country and
20 absolutely appreciate that gesture and creating
21 something new. The contradiction, the position here
22 that is very challenging is that we wouldn't have
23 community demands if in fact these agreements
24 prioritize what the community needs to make sure it
25 doesn't have pollutants and it doesn't have traffic

1 that is unbearable and doesn't have all the other
2 economic challenges that we've currently faced right.
3 We wouldn't need a community fund if we would address
4 these things up front.
5

6 The community could have been consulted in what
7 would be an appropriate, equitable I guess
8 development of a solution right. Just telling us, oh
9 well you get \$1 per passenger, maybe \$400,000 when
10 we've seen a net negative of significantly higher
11 than that because we haven't studied the health
12 impacts. We don't know the loss of businesses. Any
13 of the jobs that were noted in the testimony, 20,000
14 jobs, I would love to hear any shred of evidence that
15 demonstrates any community member in my district
16 being employed in any part of this sector. Does EDC
17 provide any - do they collect any data by zip code?
18 Not even like individuals on these 20, I'm sorry, I
19 can't even remember, thousands of jobs in this
20 industry in New York City?

21 MIKELLE ADGATE: Thank you for the question
22 Council Member and as we have spoken before not just
23 about Red Hook and about Sunset Park and all of the
24 EDC assets that are in your district. To just put a
25 fine point to your question, we do not currently have

1
2 at this moment data with like the zip codes of where
3 those folks live. We can certainly get back to you
4 on that the same way that we did on the Sunset Park
5 side. With that said, as part of our work across the
6 EDC portfolio, we are making strides both on
7 workforce development and ensuring that local
8 communities have access to our assets for job
9 creation and job retention. And so, we have
10 definitely partnered with the Mayor's Office on
11 things like community hiring and how our existing
12 structures can be amended to assure that more
13 community members are able to find jobs, find
14 families sustaining jobs at the assets that we
15 manage. And I think that part of the commitment that
16 we have received in the long-term agreements on the
17 workforce development side, gives us the opportunity
18 to ensure that community members, not only get access
19 to the education and the training but also the
20 credentials that they may be needed to work in these
21 different roles.

22 And so, as we have discussed with you, we look
23 forward to making sure that we get that right in
24 terms of connecting your community members, Council
25

1
2 Member Bottcher's community members to the jobs that
3 are available.

4 COUNCIL MEMBER AVILÈS: What jobs are available
5 right now?

6 MIKELLE ADGATE: Yeah, I will hand that over to
7 Felix to talk specifically about the roles at Pier
8 12.

9 FELIX SABALLOS: Thank you for that question
10 Council Member. So, there's jobs on cruise days
11 specifically for the customer agents that do the
12 ticketing. There's also jobs within the labor union
13 ILA that do the services and we're working towards
14 identifying more contracting opportunities again for
15 local vendors and that's ongoing.

16 COUNCIL MEMBER AVILÈS: When you said, I'm sorry,
17 you said Pier 12. This is the Pier in Manhattan?

18 FELIX SABALLOS: No, Pier 12 is Brooklyn Cruise
19 Terminal.

20 COUNCIL MEMBER AVILÈS: Brooklyn Cruise Terminal.
21 So, how many jobs did you say there were for
22 ticketing agents?

23 FELIX SABALLOS: On a cruise ship day, there's
24 about 100 jobs for those services. For the ticket
25 agenting and customer service-related jobs and then

1
2 about 115 union labor jobs are during cruise days as
3 well.

4 CHAIRPERSON FARIAS: Just really quickly to just
5 ask about like another way to ask this, and I don't
6 understand this. I don't understand this. Is this
7 contracted out day by day or is this contracted out
8 by the terminals long term agreement?

9 FELIX SABALLOS: So, with respect to the union
10 work, Ports America holds the contract with the Labor
11 Union.

12 CHAIRPERSON FARIAS: Which?

13 FELIX SABALLOS: Which is the ILA?

14 CHAIRPERSON FARIAS: ILA okay.

15 FELIX SABALLOS: Yes. With respect to the
16 customer facing work, that's contracted by the cruise
17 lines on a ship call that staffing levels are about
18 100 jobs and the cruise lines contract with shore
19 side agents. There's two in New York Harbor and they
20 provide the staffing for those services.

21 CHAIRPERSON FARIAS: Okay, do we ask how
22 regularly people - like, do we have any of the data
23 in terms of through ILA or through any of the
24 networks that pull in people when necessary on whose
25

1
2 local versus whose citywide, versus who tristate
3 wide?

4 FELIX SABALLOS: That's a question we've started
5 asking internally at EDC and we're working on getting
6 that data.

7 CHAIRPERSON FARIAS: Yeah, I hear the — I mean as
8 someone that like has worked in job training and both
9 unionized job training and apprenticeship models, I
10 feel like more times than not when folks on the
11 outsides of those that already are not used to the
12 stringent level of data, aggregation and creating
13 reports to get that information, it's critical that
14 we put ourselves in that mindset every time we make
15 either a regulatory agreement or a partnership that's
16 created or a new initiative. I mean even here in
17 local governance who are creating things like
18 community hiring or anything else, it's important for
19 us to remember that we need to know all the
20 demographic information which includes where people
21 are and things like that. So, thank you for
22 entertaining my questions. Sorry Council Member.

23 COUNCIL MEMBER AVILÈS: Just to circle back.
24 Yes, I mean, we talk a lot about this. Uhm, the need
25 for real tangible information. We hear you know \$400

1 million investment; \$100 million investment coming to
2 our communities and can't point to more than a
3 handful of jobs and it is just utterly frustrating to
4 continue down this path. Not relegated to the ports
5 but just like, the massive size of the projects and
6 to see no one in your neighborhood ever employed in
7 any of these projects is truly infuriating.

8 So, in terms of the hookups, I just want to go
9 back to this point. There was a moment and time
10 where it was posted publicly when the ships would
11 come in and when they were plugging in or not. Were
12 we able to correct, and then it got pulled down. Is
13 that going to be reinstated again?

14 MIKELLE ADGATE: Yes.

15 COUNCIL MEMBER AVILÈS: Okay great. In terms of
16 the rational, you laid out three broad based reasons
17 why we don't hook up to shore power. Whether I think
18 safety, of course I don't remember them. Do you have
19 a sense of that 30 percent? Like, how much is
20 attributed to weather? How much is it attributed to
21 the other reasons?

22 SABRINA LIPPMAN: Yes, so when Ports America
23 monitors who is connecting and who's not, the reasons
24 why and the conditions in which they weren't able to
25

1
2 connect are secured and that is something we are
3 committed to sharing with you Councilwoman and the
4 community.

5 COUNCIL MEMBER AVILÈS: Great, so you'll share
6 the last 30 percent. I assume the 30 percent that
7 didn't hook up is all the MSC ship. I mean MSC has
8 been hooked up since it's been in Red Hook, is that
9 correct?

10 SABRINA LIPPMAN: So, MSC is not currently
11 compatible with the system.

12 COUNCIL MEMBER AVILÈS: Right, right but they are
13 part of the 30 percent. Are there other ships that
14 are not in - okay, I may be complaining. So, those
15 that are compatible but not hooking up? And there
16 are those that are just not hooking up because
17 they're not compatible?

18 SABRINA LIPPMAN: Correct.

19 COUNCIL MEMBER AVILÈS: So, what is the total of
20 ships that are coming, that are at berth that are not
21 hooking up for whatever reason?

22 SABRINA LIPPMAN: So, I believe it's three
23 because it will be MSC that's not compatible and
24 there are two Princess and Canard ships. By the end
25 of this year when that mobile gib goes in, those two

1 ships that aren't connecting will be able to connect.
2 So, that will happen.

3 The MSC ship requires this mobile gib is the
4 first step. There is infrastructure work and
5 additional cabling positioning that needs to be added
6 to the mobile gib to allow the MSC ship to connect
7 and that's what we're working on right now.

8 COUNCIL MEMBER AVILÈS: Okay, I guess with that
9 Chair, uhm I think there is quite a lot of community
10 experts who would like to testify, so I'm open to
11 move into public testimony.

12 CHAIRPERSON FARIAS: I just have one last just
13 clarifying question. While I did hear we are a
14 pioneer in this and just like other places are
15 adapting and building their infrastructure. Are we
16 ensuring that the technologies and the infrastructure
17 upgrades that we're currently working on implementing
18 and installing and adapting these ships to are not -
19 we're not going to be putting ourselves in a position
20 where in another decade, we will have to reconfigure.
21 Talking, I know we don't have a universal industry
22 standard. I know that's something you guys are
23 working CLEA, if I have that correctly.
24

1
2 Uhm, but are we seeing that we are using the most
3 up to date recent infrastructure and that we are
4 doing that in hopes in like a decade, 15 years, 20
5 years, it is still the most updated industry
6 standard?

7 SABRINA LIPPMAN: That's a fantastic question and
8 very astute observation. The answer is yes,
9 unequivocally yes and the reason for that is the
10 issue tends to be connection point and so, what we're
11 doing at Brooklyn Cruise Terminal in this mobile
12 device, it allows us to kind of bring it up and down
13 the pier apron, so that if the ships connection point
14 is on one side or the other side, we're still able to
15 move it to ships. So, it creates that additional
16 flexibility and as we work with CLEA and other ship
17 agencies, the hope is that we do get to a place that
18 is standardized but we are working with the vendors
19 and the experts in the field to ensure that we are
20 matching kind of the for leading technology that is
21 out there.

22 CHAIRPERSON FARIAS: Okay, great thank you. One
23 last question from Council Member Avilés.

24 COUNCIL MEMBER AVILÈS: Unending, unending, I'm
25 sorry.

1 SABRINA LIPPMAN: Not at all. Not at all.

2 COUNCIL MEMBER AVILÈS: I was curious if EDC had
3 considered utilizing solar when we think about the
4 Brooklyn Cruise Terminal itself right. A very large
5 parking area, the structures are all very large.
6 Have you considered using solar?
7

8 FELIX SABALLOS: Thank you for that question
9 Council Member. Yes, that is something we are
10 currently exploring. We were exploring it via DCAS
11 program. There's been challenges with that, with the
12 specific requirements of that program. So, we're
13 looking at other means to get renewable energies on
14 site.

15 COUNCIL MEMBER AVILÈS: Can you tell me a little
16 bit more about what the challenges are that you're
17 facing?

18 FELIX SABALLOS: I'd have to get back to you on
19 the specifics. Our energy team was working with DCAS
20 and ran into some challenges with specific to Pier 11
21 and Pier 12 in Brooklyn.

22 But essentially the condition of the roof is one
23 gating issue, uhm so it wasn't eligible because of
24 the condition of the roof is one thing but there were
25 others and we can get more detail.

1
2 CHAIRPERSON FARIAS: Great, thank you so much
3 today for your testimony. This panel is now
4 dismissed and if you folks can hang back for some of
5 our public testimony panels, that would be greatly
6 appreciated. And I'll turn it over to Committee
7 Counsel to call up our public testimony. And if I
8 can just ask the Sergeants to clear out any cups or
9 anything on the front. We are still in winter time
10 COVID era. Thank you.

11 [02:13:48]- [02:13:52]

12 COMMITTEE COUNSEL: Thank you Chair. We'll now
13 turn to public testimony. For in person panelists,
14 please come up to the dais once your name has been
15 called and for virtual panelists, we'll be calling
16 individuals one by one to testify.

17 We will be limiting public testimony today to
18 three minutes each, so please begin once the Sergeant
19 has started the timer. The first panel today in
20 person will be Adam Armstrong, Susan Povitch,
21 Carolina Salguero, Rosette Diaz, Debbie Riservato,
22 and Kristine Rakowsky.

23 If you did not hear your name and you wish to
24 testify, please fill out a witness slip and hand it
25 to the Sergeant. Thank you. [02:14:27]- [02:14:32]

1
2 CHAIRPERSON FARIAS: Come on down. It's like the
3 Price is Right. [02:14:34]- [02:14:52]

4 ROSETTE DIAZ: Hello, can you hear me alright?
5 You can. Hi, my name is Rosette Diaz and I'm here to
6 lend a voice to the 430 children ranging in age from
7 2 to 11 who attend PS 15 in Red Hook.

8 CHAIRPERSON FARIAS: Sorry, can you just pause
9 one second. Can the Sergeants hit the clock? You
10 were ready but we were not ready.

11 ROSETTE DIAZ: Sorry.

12 CHAIRPERSON FARIAS: No, that's okay. Okay, go
13 ahead.

14 ROSETTE DIAZ: PS 15 is the only fully public
15 elementary school in the neighborhood and the
16 majority of our students reside in the Red Hook
17 houses, the largest NYCHA development in all of
18 Brooklyn. Many of my amazing community members here
19 can speak better about the communities current needs
20 and issues but I'm actually going to take a little
21 history tour for the past 100 years.

22 In the 1920's, Red Hook was one of the busiest
23 shipping ports in the country and it was mostly poor,
24 immigrant dock workers living in the neighborhood.
25 Sorry, sorry. Okay, in the 1930's, Robert Moses came

1
2 to power and he changed the neighborhood in two key
3 ways. Number one, his Sloan clearances where he
4 pushed the city's poorest to the coast line
5 indirectly leading to the building of the Red Hook
6 houses in 1939. And number two, building the BQE in
7 1946 and the reason why these are both important is
8 because they were about segregating and about keeping
9 poor people poor and keeping them over there.

10 Then in the 50's shipping methods changed and
11 suddenly 7,000 shipping jobs are gone and they
12 removed the trolley service and there's just very
13 little economic opportunity for Red Hook residents
14 who were already considered low income to begin with.
15 Then the persistent neglect and severe lack of
16 infrastructure continued into the 80's, where Life
17 Magazine called Red Hook the crack capital of America
18 and even our schools own formal principal Patrick F.
19 Daly, for whom our school is now named after was shot
20 and killed due to gun violence and a drug epidemic
21 that were the consequences of the neighborhoods
22 mistreatment.

23 Then came Hurricane Sandy, which by design,
24 disproportionately hit our poorest people the
25 hardest. The Red Hook houses were under water for

1 weeks, no heat, no electricity. Then three huge
2 Amazon warehouses came with another UPS one on the
3 way and here we are now with an MSC Meraviglia, the
4 sixth largest cruise ship in the world spewing toxic
5 emissions every week.
6

7 Now why is any of this relevant? Why am I taking
8 my three minutes to talk about the history? Because
9 this issue is just another example and a long history
10 of abuse and exploitation in Red Hook. It is
11 absolutely relevant that Red Hook is still a mostly
12 poor, Black and Brown neighborhood because that is
13 not by accident. And the city hopes that the
14 community is too tired and too burdened by the
15 systemic racist and socioeconomic historical
16 injustices to fight back. But we will keep fighting
17 because as I said at the very beginning, I'm here for
18 the kids. These kids who go to school every day
19 three blocks from the entrance of the BCT and they
20 cannot, according to the EDC's cruise ships
21 agreements, wait until 2035 or even 2028 for full
22 shore power usage. The kids deserve better and we
23 should do better for them. Thank you.

24 ADAM ARMSTRONG: Hi, my name is Adam Armstrong.
25 Just, I wanted to just quickly divert from my

1 prepared pieces just to say scrubbers are no
2 solution. If those ships were using scrubbers in Red
3 Hook, they wouldn't have black smoke. Ships using
4 scrubbers emit white smoke. I don't know why EDC is
5 ensuring everyone that the ships are using scrubbers
6 and that's just okay. So, I don't know what's going
7 on there.
8

9 The other point is shore power is not hard.
10 Other ports are doing it all around the world and
11 around this country. Miami is instigating there
12 shore power system from announcement till
13 implementation in a couple of years. They're doing
14 it in years, not decades. My son, born in Red Hook
15 in 2003 was three years old when we first started to
16 see the polluting funnels of cruise ships towering
17 over the backyard of our family home on Pioneer
18 Street. That's when I began the campaign to bring
19 shore power to the Brooklyn Cruise Terminal.

20 He was six when the NYC EDC and Port Authority
21 made their promise to build zero emission shore power
22 infrastructure at the terminal. He was nine when
23 Super Storm Sandy flooded our house, filling our
24 first floor to the ceiling with oily stormwater and
25 still the building of the shore power system that

1
2 promised to remove tons of Co2 and other greenhouse
3 gases yearly from our air had not yet begun.

4 He was 13 when EDC announced the nearly built
5 shore power system was fully operational. It was
6 not. In the press release the EDC submitted in 2016,
7 they said that the health benefits associated with
8 improved air quality were resulting in \$99 million,
9 \$99 million over 15 years. That is an EDC statement
10 they don't seem to remember today.

11 We celebrated our son's 14th, 15th, and 16th
12 birthdays watching the cruise ships continue to build
13 carcinogenic, asthma and climate change inducing
14 diesel emissions over our neighborhood. With EDC
15 making excuses why the ships weren't plugging in.

16 He was nearly 17 when the New York Times story
17 exposing the EDC's excuses and ineptitude in building
18 a functional shore power system was published. He
19 was nearly 18 when we left Red Hook due to our
20 families concerns about our continued exposure to
21 ship pollution, truck congestion and the fear of
22 other disasters due to climate change. And our
23 frustration with the continued inaction on fixing the
24 shore power system I had spent 15 years fighting for.

1
2 My son turns 21 next month. The shore power
3 system is still not working to its full capacity and
4 EDC is dragging its feet in fixing it. Now in a
5 backroom deal with EDC and the cruise companies, they
6 are giving a decade more for the cruise ships to plug
7 in. Ten more years to pump emissions into our air
8 and water that have been proven to be dangerous to
9 human health and of the climate. Ten more years of
10 avoidable pollution that's killing our children and
11 our planet. This sad and embarrassing saga has to
12 end. NYC has to join the other world class port
13 cities and urgently mandate the use of shore power
14 for all ships visiting our city. Thank you.

15 SUSAN POVITCH: Thank you to the City Council for
16 giving me the opportunity to give testimony in
17 support of Intro. 004. My name is Susan Povitch. I
18 live in Red Hook. I own a restaurant in Red Hook
19 called the Red Hook Lobster Pound. I am also the
20 Chairperson of the Red Hook Business Alliance. I am
21 here to urge all members to pass Intro. 004.

22 The arrival of the MSC Meraviglia in April, which
23 carries over 5,600 passengers and 2,500 in crew
24 brought hours of gridlock, resulting in bus
25 rerouting, ambulances driving on the sidewalk, unsafe

1 walking and biking conditions, in addition to the
2 toxic fumes.

3
4 While the major boasts a huge economic gain for
5 the city, very little if any comes to the local
6 neighborhood. The lack experience of the cruise
7 terminal without any mention of Red Hook or local
8 businesses consist of one sign that says, "Welcome to
9 Brooklyn Marty Markowitz." This discourages any
10 exploration beyond the Port and discourages and there
11 is zero connection of the local business community
12 with the cruise ship passengers that arrived.

13 Red Hook retail businesses and restaurants earn
14 80 percent of their revenue from May 1st through
15 September when locals and tourists tend to take a day
16 trip to Red Hook. This coincides with the heaviest
17 cruising days. The traffic congestion this past year
18 during peak months resulted in overall neighborhood
19 business decline. My personal business could not
20 open on several occasions because my employees could
21 not access the neighborhood to come to work. I can
22 also personally report that only a handful of cruise
23 passengers have frequent in my establishment and
24 these guests were there because they were meeting
25 friends and family that already lived in Brooklyn.

1
2 Our revenue is down by 20 percent. This means
3 the community lost jobs. Our small business
4 community is in a fragile, seasonally dependent
5 neighborhood. We cannot wait anymore for the EDC's
6 long-term timelines to connect and to give economic
7 development from the cruise lines to the
8 neighborhood. We have already lost one landmark 15-
9 year business. The word is out in Brooklyn, do not
10 come to Red Hook because you cannot get there.

11 Calls with the EDC this past summer revealed zero
12 traffic planning was done prior to this ship docking.
13 I specifically asked members who sat in this Council
14 room for a copy of the traffic plan that was done
15 before the MSC docked. I have yet to receive a copy
16 of this plan. Unregulated EDC management of the port
17 means these problems will continue to burden Red
18 Hook. For years the EDC has made promises that are
19 unfulfilled. In 2017, the EDC announced a \$15
20 million investment in the Red Hook terminal. The
21 money was not invested and in February, along with
22 its new long-term agreement, the EDC transferred
23 nearly all the promised \$15 million to the Manhattan
24 Cruise Port.

1 Intro. 004 our water or air is a step towards
2 accountability and protection. It will require all
3 idling cruise ships to use the city's electric grid.
4 It will also require comprehensive traffic planning.
5 Intro. 004 marks a pivotal moment in the quest for a
6 responsible cruise industry and City Council input on
7 EDC agreements. Beyond Red Hook, it's a beacon for a
8 future where economic growth harmonizes with
9 environmental and community health. We encourage all
10 Council Members to support the passage of the
11 legislation.

12 DEBBIE RISERVATO: Thank you to the City Council
13 for hearing my testimony in support of the use of
14 shore power by all cruise ships docking in New York
15 City. My name is Debbie Riservato and I've lived in
16 Red Hook Brooklyn for 15 years. I have two children
17 who lived in Red Hook their entire lives. They
18 attend PS 15, Patrick F. Daly, where I'm also a PTA
19 Board member.

20 I'm here to represent not only myself and my
21 family but all of the families in the PS 15 community
22 who cannot be here today. I feel that it is
23 important for me to speak because I own a home in Red
24 Hook and plan to live here for many years to come.
25

1
2 Red Hook is a mixed-use neighborhood with residential
3 properties alongside manufacturing businesses and
4 last mile warehouses. Families already have to deal
5 with traffic and exhaust from idle trucks parked
6 outside our doors at all hours of the day. When
7 cruise ships are docked there and running on Marine
8 diesel fuel, we are exposed to emissions that are far
9 more toxic than those caused by typical highway fuel.
10 Children that grow up in Red Hook continue to suffer
11 from high rates of asthma and blood lead levels
12 caused by preventable environmental factors.

13 My children spend hours outside each day on the
14 playground at PS 15 and at the Red Hook ball fields
15 just a few blocks from the cruise ship terminal. Air
16 quality sensors throughout the neighborhood show that
17 they are exposed on a weekly basis to harmful levels
18 of pollutants. This is made worse by prolonged
19 physical exertion during recess, after school sports
20 and playtime outdoors. I'm concerned for the long-
21 term health of my children, my husband, a cancer
22 survivor, and all of the families who call Red Hook
23 their home. If a cruise ship cannot plug into shore
24 power, it should not be allowed to dock in New York
25 City.

1 Intro. 004, our water, our air, would require
2 cruise ship companies to use shore power and provide
3 protections against some of the harmful impacts of
4 diesel fuel emissions. Passing this legislation
5 would be a critical step towards the sustainable
6 future for the families of Red Hook and the greater
7 New York City area. Cruise ships should dock
8 responsibly. We deserve clean air now.

9
10 Thank you to Council Members for hearing my
11 testimony. Please consider the families of Red Hook
12 and support Intro. 004. I appreciate your time and
13 attention.

14 CAROLINA SALGUERO: Hi, my name is Carolina
15 Salguero and uhm, I've covered the waterfront as a
16 photo journalist, a waterfront advocate and now as
17 the Founder and Executive Director of a Maritime
18 Nonprofit Port Side New York. We are on Pier 11
19 parallel to Pier 12, the cruise terminal and EDC
20 tenant.

21 I've dumped everything I've wrote because I'm
22 really concerned by what I heard today and I think
23 we're all given three minutes after 2 hours and 15
24 minutes the EDC talking, during which there were many
25 representations and I mean many. So, I just want to

1 say to you Chair Farias, I'm really glad to hear
2 about your experience and commitment to workforce
3 development for example, so the EDC will say, uhm,
4 we're looking at local educational partnerships that
5 need to be built. The EDC promised Port Side a home
6 where we are now 2008, 2009, and 2010, where one of
7 our functions would be to create a pipeline of marine
8 careers and since you're from Soundview, you know
9 Rocking the Boat, we have intended from the beginning
10 to have a program like Rocking the Boat. They're
11 even willing to advise us now plus training for
12 adults with identified partners. We don't have the
13 space.
14

15 There were many misrepresentations by EDC about
16 things here and I don't have time in my three minutes
17 to state them all but I want to say that passing this
18 act is absolutely necessary because the EDC doesn't
19 do it right on their own. They just don't and it's a
20 lot of spend to use an old term behind me, it really
21 was pretty shocking to hear a lot of it and so, the
22 act is necessary to make things happen.

23 About the Community Fund, I have been asking for
24 and actually there was a January 16 meeting, I said,
25 "within two weeks, can you provide EDC your revenue

1 net and gross? Every year you run the facility, not
2 just for the Brooklyn Cruise Terminal but all-over
3 Atlantic Basin because it was formal e-car race.
4 There are other tenants in there and I think that
5 should be the starting point for figuring out how
6 much Red Hook deserves because otherwise it's
7 completely extractive.
8

9 What the EDC has done is put a head tax on the
10 cruise ships companies. That doesn't reflect
11 necessarily what they're earning locally and we
12 deserve to know what they're earning locally because
13 we deserve to know and then we should start talking
14 about money. And the EDC, here's another
15 misrepresentation. The official press release says
16 that the EDC would be managing that fund. Whereas
17 here, Mikelle I think it was said, the community is
18 going to have input. They say it's an EDC managed
19 fund.

20 The EDC has ignored Red Hook input, suggestions,
21 comments. All very constructive for 19 years and not
22 delivered on promises in the main including the home
23 for Port Side New York, a fully realized Port Side
24 New York. Not just based for the stored ship but
25 everything else. So, I just need to say, EDC

1 promises at this point sadly or not believable,
2 there's a community here perfectly willing and deeply
3 willing to collaborate. But we have not been served
4 well and so, I implore that you pass this act and
5 that you continue to talk to us so that we can
6 address other issues as well. And I really thank you
7 for your time and I want to thank particularly you
8 Council Member Alexa Avilés and Eric Bottcher for
9 taking the initiative on this and for partnering
10 because Red Hook has battled this alone for a very
11 long time and it's really great for Red Hook to have
12 Manhattan in the house. Thank you very much.

14 CHAIRPERSON FARIAS: Thank you so much for your
15 testimony. I will say one, you have 72 hours to
16 submit what you actually wrote.

17 CAROLINA SALGUERO: Oh it's coming.

18 CHAIRPERSON FARIAS: Okay, great you can still
19 submit and I - yeah exactly and any additional pages
20 that you'd like to add to it, please.

21 CAROLINA SALGUERO: Yeah and I mean, honestly I
22 wasn't able to prepare one in time because we did
23 respond to the RFP that was due last night. The RFP
24 for Atlantic Basin which would displace us. So,
25 there we go, years of - not only did the EDC promise

1 a home called For Port Side, a fully realized Port
2 Side Atlantic Basin as a promise, it was a community
3 give back to Red Hook right away for a Red Hook that
4 was not happy about other decisions the EDC made.
5 The EDC made representations at the Harbor Operations
6 Committee. It was a promise to the Maritime
7 community, the City of Water Day. You know they
8 dumped us completely. It was a fight. Thanks to
9 Councilman Carlos Menchaca giving the ship back there
10 and you know they got an RFP out that would displace
11 us. And this kind of thing goes on and on and you
12 know what I was able to and willing to constructively
13 engage on those Zoom calls that Alexa set up. You
14 know weekly Zoom calls for two and a half months last
15 year to work. It was crowd sourced you know traffic
16 management and they need to do better. And there
17 really needs to be Council involvement. And I think
18 honestly, we need this act because the EDC is not a
19 city agency and so you don't get to vote on their
20 budget and there's very limited control and if they
21 won't do the right thing on their own or with
22 community input like this, there needs to be a
23 change. Thank you.

1
2 CHAIRPERSON FARIAS: Well, I appreciate your
3 testimony. Please include everything that you can
4 into – something more thorough or at least complete
5 every thought that you want to make sure we can look
6 back to and I hope that this is at least a first step
7 from my end as Chair of this Committee as a Bronxite,
8 who doesn't necessarily is experiencing what's
9 happening on the ground.

10 CAROLINA SALGUERO: Come visit. We'd all love to
11 have you. Yeah, come on down.

12 CHAIRPERSON FARIAS: I'll make my way down but I
13 hope –

14 CAROLINA SALGUERO: I hear there's good lobster.

15 CHAIRPERSON FARIAS: At least my commitment to
16 ensuring that we are focusing in on the issues that
17 are happening across the city and not just my own
18 individual priorities. So, thank you.

19 CAROLINA SALGUERO: May I ask a question first?
20 Can we add more to our written testimony?

21 CHAIRPERSON FARIAS: Yes, you have 72 hours.

22 CAROLINA SALGUERO: We can add as much as we
23 want?

24 CHAIRPERSON FARIAS: So you can say what you want
25 to say here and then you have 72 hours to email us –

1
2 CAROLINA SALGUERO: What if we already submitted
3 a testimony.

4 CHAIRPERSON FARIAS: You can still update your
5 testimony.

6 CAROLINA SALGUERO: Great. Yeah, I think given
7 what we heard, there's a real interest in saying
8 something.

9 CHAIRPERSON FARIAS: Homework for the next 72
10 hours.

11 CAROLINA SALGUERO: I know we're going to be
12 really busy.

13 KRISTINE RAKOWSKY: Alright, let's start that
14 clock. Hi, my name is Kristine Valentine Rakowsky.
15 I am commonly known as Keke Valentine. I just want
16 to say, I like Carolina, I had to amend this today.

17 Debbie, my son was born in 2014 and he had lead
18 and we went through incredible testing and ripped the
19 apartment, a rent stabilized apartment and we live
20 right next to the cruise terminal. And we couldn't
21 figure out where the lead came from. It's so hard
22 not to get emotional because now he has asthma and
23 his best friend in NYCHA has asthma and ends up in
24 the hospital. This kids missed 17 days of school.
25 His mother has asthma, she grew up in NYCHA. How

1 dare the EDC sit here under oath. I digress.

2 Council Members and Committee Chair, today alongside
3 many others, I actually express concerns about
4 Section 22-A27 in the bill.
5

6 This amendment grants cruise operators access to
7 terminals for a shore powered connections but with
8 the caveat of practicability. This ambiguous
9 language opens doors for exploitation of loopholes, a
10 stand our community has repeatedly rejected. Most
11 recently in a meeting on January 16th with EDC, where
12 we challenged the word feasibility, which if I had a
13 dollar for every time I heard feasibility today, I
14 would buy you all coffee.

15 We urge specificity in this bills language for
16 your consideration reflecting the vast disparities
17 between what can be mandated in Brooklyn right now
18 and what the future could hold for Manhattan. They
19 are two different boroughs, two different issues. It
20 is imperative and I'd like to add on the matter of
21 transparency and trust, there are two audience
22 members in chambers who I noticed were at the press
23 conference. I approached them to introduce myself.
24 They did not introduce themselves to me. Only when
25

1
2 asked, they said, "they're here because it's an
3 interesting issue."

4 But on the back of their phone is FTI. FTI
5 Consulting provides communications, reputation
6 management, public affairs, lobbying and more in the
7 "complex realm" of one of the world's largest
8 industries, the cruise ship industry. FTI's revenue
9 in 2022 was over \$3 billion. Cruise industry
10 consultants failing to disclose their identity and
11 worse, lying to my face while I'm not getting paid to
12 be here today, illustrates a minuscule fraction of
13 the rhetorical fallacies Red Hook has been hearing
14 from EDC for 16 years and what Manhattan will be
15 hearing once MSC gets there.

16 Uhm, I went through after January 16th and said to
17 each EDC representative, this is not personal, it's
18 business. I implore this Council to make this
19 personal because as we've seen in both the cruise
20 industry consultants here today and the EDC's
21 performance here today, this is a very big business
22 and they do not care about the people.

23 CHAIRPERSON FARIAS: Thank you so much everyone
24 for your testimony today.

1
2 COUNCIL MEMBER AVILÈS: Just one question. Uhm,
3 in the sites of economic development, Susan could you
4 talk a little bit about some of the things that you
5 would like to concretely like to see the EDC actually
6 do in this realm?

7 SUSAN POVITCH: The Red Hook Business Alliance –
8 okay, let me start back. We had a very large event
9 for a long time called Formula E, which was electric
10 car racing. It was very difficult during that time
11 for the tenants in the cruise port, like Port Side.
12 When I'm talking about Formula E, I am excluding the
13 negative impact that that had on tenants in the
14 terminal.

15 On tenants on small businesses outside of the
16 terminal, it was one of the biggest months of the
17 year for our business. We regularly saw revenue
18 increase 20 percent from the year before once Formula
19 E started. In order to expand cruising in Red Hook,
20 the city terminated its contract. EDC terminated its
21 contract with Formula E.

22 So we lost one of our biggest economic drivers.
23 In the aftermath of this, we toured the Brooklyn
24 Cruise Terminal with the Borough President, with SBS,
25 with everybody and people could not believe what a

1
2 lack luster experience it is. There's no food and
3 beverage, there's no map, there's no even mention of
4 any businesses outside of Red Hook. A bunch of us
5 went gorilla and put our own signs up on the fence.
6 We had no choice because there was no official way
7 that we could get our businesses seen.

8 What we would like to start with is a thorough
9 rehab of signage and wayfinding in the terminal.
10 This is a millions of dollars investment. First, we
11 need to ensure that the Wi-Fi is working because a
12 lot of the cruise ship passengers have cellphones
13 that are on international networks. So, we have to
14 get that up. We need QR codes and we need signs that
15 say Welcome to Red Hook. You know we have all these
16 great opportunities for you, like do you want key
17 lime pie? Do you want lobster? Do you want great
18 cocktails? There is not a single passenger that
19 enters into that terminal that's aware of it. I
20 would also like, I would like a mandate that the
21 cruise companies need to include information about
22 their embarkation and debarkation ports and what's
23 available there.

24 If they come a night early, they can stay and you
25 know they can go out to Sunny's and hear music. They

1
2 can go to Marios and get pasta. There are so many
3 things to do. There are so many cultural
4 institutions in Red Hook.

5 So, we need a full renovation of the cruise
6 terminal. We've been talking about it for years.
7 I'm not hearing about anything until the end of 2024.
8 We are going to lose 5 to 6 more small businesses in
9 Red Hook this summer if the traffic congestion
10 continues. Word is out, people are not coming. So,
11 what I'm looking for is communication directly
12 required with the cruise guests, so they know what's
13 available in the neighborhood. We need an entire
14 renovation of the terminal that not only shows local
15 mapping for businesses but provides people with
16 interesting history. Port Side with water stories
17 has incredible amounts of knowledge of graphics of
18 things that can teach people about Brooklyn.

19 So, those are the two first things we need. I
20 mean, we also need traffic mitigation, which is
21 keeping everyone else except the cruise passengers
22 outside of Red Hook. But those are our three asks,
23 traffic mitigation, direct contact with cruise
24 customers, and a thorough renovation of the terminal
25 that lets people know what's going on. There was \$15

1 million that was supposed to be invested that has
2 been taken away from us. There has not been a single
3 dime invested in that terminal since it was built
4 except for the shore power. It is embarrassing and I
5 do think that frankly, I can't believe the current
6 mayor and the current borough president haven't at
7 least tried to get Marty Markowitz off the wall. I'm
8 wondering where is Marty? I should send him down
9 there. He's a very nice guy.

11 CHAIRPERSON FARIAS: Sure, you can respond.

12 CAROLINA SAIGUERO: I wanted to say something.
13 That was great, thank you very much for mentioning
14 [02:39:28]. In terms of the traffic mitigation for
15 example, I'm not alone, Keke's talk about this. A
16 lot of other people. I don't think the NYPD should
17 be used. Why are we using taxpayer dollars to
18 facilitate the EDC and cruise ship companies you know
19 making money here? They should be paying for traffic
20 people but also as someone had pointed out, the NYPD
21 officers, if they're not from Red Hook and Red Hook
22 is admittedly physically eccentric, you got all sorts
23 of one-way streets and T-bone junctions and
24 everything else. You know there needs to be people
25 who are really dedicated to this project. Ports

1
2 America has actually done a great job. I think they
3 were the ones that got a bunch of people on site and
4 did some events but the EDC did nothing about this
5 and so, here's another misrepresentation and this one
6 I think was Andrew Glenn who said, yeah, we're
7 notifying the apps and everything else port side.
8 Little Port Side was the one who was struggling with
9 Google Maps when they just suddenly decided there was
10 no longer pedestrian entrance on Pioneer Streets.
11 All the Ferry passengers were being routed you know –
12 I was doing that during the depths of the pandemic.

13 The EDC was not doing this at all. I mean, Carly
14 from the Road of Business Alliance was saying you
15 know, you should do like the Port Authority does with
16 the airports and communicate how to get to the
17 terminal. And I mentioned, it seems like a small
18 detail probably, it seems but no. It's huge because
19 the facility has fences all around it and the apps
20 don't know that those street ends don't go right into
21 it. So, what happens when you introduce 400 or 600
22 inbound cars an hour, for three hours at peak?
23 That's just the inbound by the way, that isn't the
24 exiting ones and if they don't know where they're
25 going, they start circling around at all these dead

1 ends in the fence and it's just like it's a vortex of
2 dysfunctional craziness and the EDC hadn't address
3 that at all.

4
5 And so, that's just one example and these things
6 all snowball so you have as he said, all of us not
7 paid to do this, doing work that the EDC should be
8 doing proactively and then oh yeah and they're going
9 to do a head you know tax on passengers and then
10 they're going to run a community fund. You people
11 are making money. It's totally extractive to not be
12 sharing that money with us. They need to disclose
13 how much money there is and this all needs to be
14 handled differently. And why should taxpayers pay
15 for NYPD to do traffic directing for cruise
16 passengers? That's not right.

17 CHAIRPERSON FARIAS: Thank you folks so much for
18 your responses and your testimony. This panel is now
19 dismissed. Thank you.

20 UNIDENTIFIED: May I just add one? May I please?

21 CHAIRPERSON FARIAS: You have to be brief.

22 UNIDENTIFIED: Yes, no, uh I just want to say on
23 the matter of employment opportunities in Red Hook by
24 the cruise industry, there are pedestrian safety
25 agents that were hired and then replaced by the NYPD.

1 So, when we have ships come in that don't have 5,600
2 passengers, there's an overstaffing at NYPD and it's
3 not their fault that they're idly on their phones.
4 There's just not enough traffic to justify it. So,
5 that's the compensation but we're paying for it as
6 taxpayers. And I'll say the number of pedestrian
7 safety agents that are hired are I want to say 12 but
8 it's under 15. So, that is not job stimulation and
9 the work there that they had didn't even outreach to
10 our local schools and nonprofit organizations that
11 focuses on marginalized Black and Brown community
12 members in NYCHA. We have a community justice center
13 that's innovative. Red Hook is a unique community
14 and that's why you haven't seen anything like this
15 happen before because we are not going to take this
16 and we will represent the entire country if we have
17 to have justice around cruise ship impacts. Thank
18 you.

20 CAROLINA SAIGUERO: Yeah, the Career Day, the
21 EDC's Maritime Career Day that was being held in
22 Atlantic Basin, it's since I think two times in the
23 cruise terminal in Manhattan, they didn't invite
24 local schools. It was you know the EDC preselected
25 schools. The Harbor School logically but other ones

1 at Staten Island, one somebody from the Bronx. You
2 know whatever else and there was no engagement with
3 Red Hook on this. You know, there was also I
4 remember testifying to the City Council in April 2019
5 there was a hearing about the EDC's management of the
6 NYC Ferry and I got to the Red Hook ferry dock and I
7 seen school buses coming in and the ferry dock was
8 packed with people and some of them speaking; I speak
9 several languages, though not all very well. And I
10 speak to one from Germany, "what are you here for?"
11 "Well, there's a youth business plan competition."
12

13 I said, "there is? Where is it?" "It's in the
14 cruise terminal." No one had been told. So local
15 students couldn't participate, submit a business plan
16 but they couldn't even and I'm going to like cry like
17 Keke, because I'm big into kids and education. Our
18 local kids couldn't see an international business
19 plan competition in their own neighborhood because
20 nobody had told them.

21 You know and this is the kind of absolute
22 disconnect and for years I have made suggestions like
23 this. Like publicize the special events in the
24 cruise terminal, so businesses like Susan's know when
25 people are coming because you know what? If you're

1 running a business and you suddenly have 5,000 people
2 at a trade show who want to come in for burgers and
3 you're not staffed up and you don't have burger meat,
4 it's not a help you know. And so, there's been no
5 connection in any kind of way in all of the ways that
6 the cruise terminals use because it's not just for
7 cruise ships to have this work for the neighborhood.

8 And you know what? It's not that hard but it
9 means the EDC has to listen and stop saying things
10 like, "we're happy to have that question. We're
11 happy to engage and we're engaging with the apps and
12 whatever. I mean, just please be real.

13 SUSAN POVITCH: I just want to add one more
14 thing. We cannot wait on -

15 CHAIRPERSON FARIAS: I have many people
16 virtually. I need you to submit testimony. I'm
17 being generous and it's not typically how I am in my
18 hearings but I totally understand.

19 PANEL: Thank you.

20 CHAIRPERSON FARIAS: I hear you all. I see you
21 all. Please, please, please send us as much more and
22 be as detailed as possible within your testimony.
23 Thank you all so much.

24 PANEL: Thank you so much.
25

1
2 COMMITTEE COUNSEL: Thanks Chairs. We're now
3 going to move to virtual testimony. For panelists
4 who are here virtually, please wait on the Sergeants
5 to call your name and start the timer before
6 delivering your testimony. I will call on panelists
7 one by one to testify. First, we'll hear from Lacey
8 Tauber followed by Eric McClure and then Karen
9 Blondel. Lacey Tauber, you can begin when the
10 Sergeants call the time.

11 SERGEANT AT ARMS: Your time will begin.

12 LACEY TAUBER: Hi everyone. Thank you so much
13 for holding this hearing today. My name is Lacey
14 Tauber, I'm the Legislative Director for Brooklyn
15 Borough President Antonio Reynoso. I'm here today to
16 express the Borough Presidents support for Intro.
17 004, which will help bring the environmental justice
18 to Red Hook.

19 As you have just been hearing, Red Hook has been
20 overburdened by the impact of the industry and the
21 history of environmental racism, home to the largest
22 public housing development in Brooklyn cut off from
23 the rest of the borough by construction of the BQE at
24 the Battery Tunnel. And more recently, inundated the
25 warehouse facilities causing a heavy increase in

1 truck traffic. The community suffers from poor air
2 quality and associated health such as height in
3 asthma rates. Pedestrians and cyclists also report
4 feeling unsafe on the streets due to the uptick in
5 truck traffic.
6

7 This is the contacts into which these giant
8 cruise ships arrive in Brooklyn. They have to be
9 diesel exhaust equivalent to 34,400 idling tracker
10 trailers per day when not connected to shore power,
11 according to the New York Times, and now between 300
12 to 500 plus vehicles per hour during peak hours to
13 run in the streets, creating hectic traffic not to
14 mention more idling according to EDC's own analysis.

15 Borough President Reynoso wants to recognize
16 EDC's work with Council Member Avilés and the Red
17 Hook community so far but he agrees with Council
18 Member Avilés that EDC's agreement with the cruise
19 ship industry does not go far enough. 2035 is too
20 long for the community to wait for compliance.

21 According to an industry analysis about 42
22 percent of the existing local cruise ships fleet has
23 adopted shore power. You heard earlier about how
24 many of these ships are already able to comply.
25 California has a shore power mandate. All of the

1 European union will have one place for major ports by
2 2030. This is to say that the industry is already
3 changing so it does not seem unreasonable to demand
4 that these companies prioritize community health and
5 safety now or find somewhere else to dock.
6

7 In order for this to happen, the city must make
8 it feasible for them to do so. EDC must expedite
9 upgrades to the Brooklyn Terminal and immediate
10 pursue shore power capability in Manhattan and do
11 better working with the industry and community to
12 create traffic mitigation plans. As mentioned, EDC's
13 announced traffic issues on port of call days for the
14 system that could be greatly improved by for example,
15 coordinating shuttle buses to common destinations
16 and/or to public transit and adding more service on
17 the NYC Ferry.

18 In conclusion, Borough President Reynoso supports
19 Intro. 004 and encourages the EDC to work with the
20 cruise ship industry and impact to communities to
21 make some plans quickly and mitigate impact on the
22 ground. Our communities health supports the
23 investment. Thank you.

24 COMMITTEE COUNSEL: Thank you. Next, we'll hear
25 from Eric McClure followed by Karen Blondel and then

1 Micaela Skoknic. Eric, you may begin when the
2 Sergeants call the time.

3 SERGEANT AT ARMS: Your time will begin.

4 ERIC MCCLURE: Good afternoon. Thank you. My
5 name is Eric McClure. I am the Chair of Brooklyn
6 Community Board 6, as well as the Executive Director
7 of Streets Pack. I appreciate the opportunity to
8 testify today.

9 Brooklyn Community District 6 includes the
10 neighborhood of Red Hook in its entirety. Brooklyn
11 Community Board 6 has long advocated for the use of
12 shore power at the Brooklyn Cruise Terminal and we've
13 long advocated in supportive efforts to mitigate and
14 better manage traffic in Red Hook, including the
15 chaotic gridlock that too often accompanies the
16 departure and arrival of cruise ships.

17 We strongly support Intro. 004, Council Member
18 Avilés's bill that would require cruise operators to
19 connect to and use shore power that the city's cruise
20 terminals and would also require the creation of
21 traffic mitigation plans as a condition of port
22 access. The passage and enactment of Intro. 004 will
23 have tremendous benefits for Red Hook which continues
24 to bear the brunt of multiple environmental
25

1
2 injustices. Research has shown that a cruise ship
3 docked for a single day without connecting to
4 electrical power can generate as much diesel exhaust
5 as more than 30,000 idling semitrucks.

6 Hundreds of gridlock taxi's and other rideshare
7 vehicles dropping off and picking up passengers, as
8 well as dozens of trucks resupplying dock cruise
9 ships add to the harmful emissions, further polluting
10 a community that's already overrun daily by hundreds
11 of trucks operating out of Red Hook's growing last
12 mile delivery facilities. It's no wonder that Red
13 Hook's public housing residents suffer from asthma at
14 three times the citywide rate.

15 Brooklyn CB6 has for several years and across
16 multiple administrations called upon the city to
17 conduct a comprehensive traffic study for Red Hook,
18 which the Department of Transportation finally
19 undertook last March. We've also called on the
20 Department of City Planning to place a moratorium on
21 the development of any additional last mile
22 facilities in the neighborhood which continue to pop
23 up as of right.

24 Intro. 004 can help lessen the environmental harm
25 to Red Hook by forcing the New York City Economic

1
2 Development Corporation to require the use of shore
3 power and traffic mitigation efforts. Something that
4 some cruise operators have done by employing shuttle
5 buses. But MSC Cruise, which operates the largest
6 ships sailing from the Brooklyn Cruise Terminal with
7 room for nearly 6,000 passengers makes no such
8 accommodations for arrivals and departures. Intro.
9 004 would compel a plan. We urge the members of the
10 Committee on Economic Development to vote in favor of
11 Intro. 004 and the full Council to pass it without
12 delay. Red Hook's residents deserve nothing less.

13 I also just want to add that Council Member
14 Avilés raised the question of solar panels on site at
15 the Brooklyn Cruise Terminal and I'll point out that
16 the wholefoods in Gowanus, which opened about ten
17 years ago installed a solar canopy above its parking
18 lot prior to opening. It's been in operation now for
19 ten years and while the roof over the port facility
20 may be insufficient to the whole solar panels at this
21 time, there's no reason that they could not install
22 structures that would allow us or a canopy over the
23 parking lot there. Thank you very much.

24

25

1
2 COMMITTEE COUNSEL: Thank you. Next, we will
3 hear from Karen Blondel followed by Micaela Skoknic
4 and then Orissa Denny.

5 SERGEANT AT ARMS: Your time will begin.

6 KAREN BLONDEL: Good morning, uh yeah good
7 afternoon. Thank you to this Committee for having me
8 today. I am the President of Red Hook West. I am
9 speaking for the residents of public housing,
10 including Red Hook East where over 6,000 residents
11 are living in Red Hook.

12 As far as asthma rates, if we can't monetize this
13 conversation, then I want us to stop just blaming
14 asthma rates on the cruise ship because we've been
15 dealing with construction retrofits since 2016 on the
16 development in regards to Sandy upgrades.

17 Back in 2011, cruise shore power was announced, I
18 got very excited. I met Adam. Adam is one of the
19 experts on the last panel that I pivot to in regards
20 to shore power because I know he's been working on
21 this for at least the last ten years.

22 In regards to shore power, I hate the fact that
23 1050 is calling for grandfathering in certain ships
24 and as Ms. Valentine said, the feasibility. Whether
25 it's feasible or not, Red Hook has to benefit from

1 this environmental injustice. One of the things I'd
2 love for EDC to look into, that the E Formula did, it
3 did one good thing. It actually planted some trees
4 in Red Hook before it left. Since Sandy, we have
5 lost over 1,500 trees in Red Hook. Some [INAUDIBLE
6 02:53:31] that's one of the reasons we don't like
7 walk over to the cruise terminal is because the urban
8 heat island effect is real and we feel it
9 tremendously in Red Hook. So, while we're waiting
10 for shore power, I would love for us to come up with
11 a conversation where we could work with Parks
12 Department and do some street processes that allow
13 for residents and visitors to walk Red Hook because
14 Red Hook is a walkable area.

16 Finally, jobs, there are so many jobs like going
17 there cleaning. Last minute, you don't have enough
18 cleaners at the ship, why isn't the Red Hook
19 residents a part of that hiring process? And again,
20 I'm going to give you all the Red Hook West phone
21 number and email address because I speak for the
22 residents here. We need partnerships. We need
23 discounts on some of those tickets. When you guys
24 don't have a full ship but you're using full power,
25 can you invite some of the Red Hook residents who

1
2 have never been on a ship before to come on a five-
3 day, seven-day cruise with you guys? These are the
4 time of things we have to talk about until shore
5 power is ready. We have enough. We can get some
6 rick shores going through Red Hook.

7 SERGEANT AT ARMS: Your time has expired.

8 KAREN BLONDEL: Thank you. I'm just going to
9 finish up. We need rick shores that will take people
10 from the cruise terminal through Red Hook, stop off
11 at the Lobster Pound, see our art galleries, see our
12 spaces, come look at the projects, the development
13 Red Hook east and west and maybe even over to the
14 train station. Thank you so much. I yield my time
15 and thank you Council Members.

16 CHAIRPERSON FARIAS: Thank you so much for your
17 testimony.

18 COMMITTEE COUNSEL: Next, we'll hear from Micaela
19 Skoknic. You may begin when the Sergeants call time.

20 SERGEANT AT ARMS: Your time will begin.

21 MICAELA SKOKNIC: Thank you. Thank you to the
22 City Council for the opportunity to testify today in
23 support of Intro. 004. A legislation that takes the
24 right step in addressing the unwarranted and above
25 all avoidable pollution traffic and pressure that the

1
2 Red Hook community is experiencing as a result of
3 unregulated cruise activity in its harbor.

4 My name is Micaela Skoknic and I'm the Director
5 of Programs at SBIDC, South West Brooklyn Industrial
6 Development Corporation. SBIDC is a 46-year-old
7 nonprofit. Our mission is to create equal
8 opportunity for the people, businesses and community
9 of southwest Brooklyn. Firstly, we want to echo the
10 public health and environmental concerns raised by
11 others before us. Cruise ship docked and running on
12 diesel fuel dump an equivalent amount of air
13 pollution as 34,000 idling trucks. This is not
14 acceptable.

15 Through demanding the use of shore power by
16 cruise operators, Intro. 004 calls for the necessary
17 investment so that shore power infrastructure, which
18 has been in place since 2016, can be effectively
19 used.

20 Secondly, Red Hook's waterfront public assets
21 have been neglected for decades by the city.
22 Repeatedly, authorities have missed the valuable
23 opportunity to invest in the waterfront with a long-
24 term vision that centers equity and sustainability
25 over profit, throughout its peers, the Red Hook

1 Container Terminal, the Red Hook Cruise Terminal and
2 beyond. Many waterfront properties in Red Hook can
3 and should be leveraged to create local economic
4 growth, allowing for cleaner transportation of goods
5 and people.
6

7 As a community-based organization with long ties
8 in Red Hook, we are a strong supporter of Intro. 004
9 because we want to see a deeper and impactful
10 investment in Red Hooks waterfront assets. We
11 believe activating shore power is the right step in
12 reducing the cruise industries carbon footprint and
13 for regulating the saturation and harm this industry
14 creates for the community that lives and work here.
15 I want to thank Council Member Avilés, the Red Hook
16 Business Alliance, Port Side New York, and all the
17 community for their leadership in this matter. Thank
18 you Council Member Farias for the opportunity to
19 testify and for your attention.

20 COMMITTEE COUNSEL: Thank you. Next, we will
21 hear from Orissa Denny. You may begin when the
22 Sergeants call the time.

23 SERGEANT AT ARMS: Your time will begin.

24 ORISSA DENNY: Hello, my name is Orissa Denny and
25 I am lobbyist based in Brooklyn. I just want to

1
2 thank you for allowing me to speak with the Council
3 with regards to this matter of the shore line
4 docking.

5 The redundancy of the planning of the shore line
6 impedes on 975,000 acres of promulgated crop land in
7 Red Hook be deceived petulance. It's actually
8 pushing the trash inwards towards the shore and is
9 replacing it with heat. It relinquishes 45,000 tons
10 of neuropathic projective waste by [INAUDIBLE
11 02:58:38] to produce heat at 350,000 [INAUDIBLE
12 02:58:42] of power. It's enough to blast a hole all
13 the way through New York Park. Just one engine, one
14 malfunction in weather can do that.

15 The force would push the shore line 500,000 feet
16 down, 20 feet in a 350,000 milliarcs of waste back
17 into the ocean. Installation takes eight years
18 actually and the neuron priority dictates and lunates
19 that the funds be submitted to deficit reduction
20 through capital investment. I don't see how you can
21 have a fitting put in place that takes about eight
22 years but have the funding docketed on trial by June.
23 It really doesn't make sense to me.

24 But with all due respect to the Council, it would
25 better serve the Council to invest in nonprofit

1 corporations and crop lands to reduce the city
2 deficit by three trillion to avoid parlance by
3 Congress.
4

5 As an alternative, a [INAUDIBLE 02:59:40] with a
6 [INAUDIBLE 02:59:41] docking spear. As an added, the
7 New York [INAUDIBLE 02:59:47] Fund 4,000 investments
8 per year in bypass as [INAUDIBLE 02:59:52] shoreline
9 plug in. The grounds of the shoreline use for
10 docking and designated as crop land in 1967. Excuse
11 me, sorry.

12 The grounds of the shoreline were used for and
13 were docketed and were designated as crop land in
14 1967 and are protected under the Pellet law. And
15 yes, investment is necessary in order to per luminate
16 and land of a profitability rate of 13 percent and
17 pocketing, meaning you need to invest in this
18 fracture in corporation, in truancy of leisure
19 cropping as for the Pellet Law in order to make it
20 legal to put a pump in the shoreline. The reason
21 this is the case is because if you put a pump where
22 the shoreline cropping system is going to go, it is
23 supposed to go not going to, it will drain down into
24 the street and flood by the next storm or the next
25 formic ice, which means we have another of very cold

1
2 weather from space, which happens about every 16½
3 months when we drop 30 to 40 degrees.

4 SERGEANT AT ARMS: Your time is expired.

5 CHAIRPERSON FARIAS: Thank you for your
6 testimony. Please make sure you email in anything
7 additional that you were unable to say today. Thank
8 you so much and for being so patient and thank you.
9 I'd now like to call up Christopher Leon Johnson for
10 in public testimony.

11 CHRISTOPHER LEON JOHNSON: Alright, ready?
12 Ready? Hi, my name is Christopher Leon Johnson.
13 Thank you Chair Farias, Chair Avilés. I think you
14 should be the Chair for Economic - I mean, sorry
15 about that Environmental because where is James
16 Gennaro? Where's he at? He could have jumped on a
17 virtual panel. If he could travel all the way from
18 Queens to here, he should have jumped on a virtual
19 panel. So he should be reprimanded for that. He
20 should be subpoenaed to come - he should be part of
21 it because this is part of our environment. This
22 bill is about environment and where is Selvena
23 Brooks-Powers? She didn't come either. This is
24 about transportation and the little Board of Finance;
25

1
2 I don't know where Fester at but that's a different
3 story.

4 But I want to make this clear right? Uhm,
5 there's a transportation plan within this bill about
6 mitigation and transportation. Now, this is my
7 statement about this, I am down with traffic
8 mitigation. We have to find where they get more
9 people that's not related to the cruise industry to
10 be around that area but we have to make sure that
11 this nonprofit that's called Transportation
12 Alternatives doesn't have a say in this situation, in
13 this bill. Because Transportation Alternatives works
14 with the Economic Development Corporation NYC EDC.
15 Transportation Alternatives is controlled opposition.
16 Transportation Alternatives is they take money from
17 these developers and so, you got to stand if they be
18 part of the situation, they're going to try to get
19 credit and do whatever they got to do to protect the
20 NYC EDC. The NYC EDC shouldn't be protected in this
21 stuff because they are the reason this is happening.

22 And there's another organization that's called
23 Often(SP?) Plans that should be out of this situation
24 because they're part of Transportation Alternatives

1
2 and Street Block NYC, they shouldn't be part of this
3 either.

4 Now, I just heard from this guy Eric McClure, who
5 runs Street Pack but people got understand about
6 Street Pack, Street Pack is the electoral arm for
7 Transportation Alternatives and a number of you
8 elected officials, you all want that street back in
9 Brooklyn so you all going to say no. You're going to
10 let this guy and his people like Kathy Price who is a
11 lobbyist, who is a toxic lobbyist of Brooklyn who
12 need to be, who shouldn't be in this situation. With
13 her, a lot of people are scared of her because they
14 got Kevin Lakhera(SP?) who is a sabaton stalker and
15 he you know, and we don't know what's going on with
16 this stuff.

17 Now, with this transportation plan, it's good to
18 have it. Like I said with that but we got to get
19 Transportation Alternative out of the situation
20 because they're the lobbyist. All they are are
21 nothing but lobbyists, lobbyists, lobbyists. All of
22 them Kathy Price, Kevin Lakhera, Danny Harris, Lauren
23 Shepherd, Eric McClure, who's part of Transportation
24 Alternatives. He should have disclosed that to you
25 guys here that he's a member of Transportation

1
2 Alternatives and what they want is to make sure that
3 whatever happens with the transportation plan that
4 the NYC EDC will never get thrown to the wolves with
5 this stuff and they'll be protected when this bill
6 goes through. But we have to throw the NYC EDC to
7 the wolves and make the responsible for everything
8 they do because they're the reason that the city is
9 gong the way it is. So, that's all I got to say.

10 CHAIRPERSON FARIAS: Thank you so much for your
11 testimony today.

12 CHRISTOPHER LEON JOHNSON: Thank you. Seeing no
13 one else that hasn't testified today, we will now
14 adjourn this hearing. I do want to just do a
15 friendly reminder that this was only a hearing for
16 the Committee on Economic Development and that is why
17 my members were present and I am present today. And
18 with that, we have lots of work to do and I'm looking
19 forward to working both with community advocates, my
20 colleagues in government and the NYC EDC to keep
21 working on this issue. Thank you so much. [GAVEL]

22

23

24

25

C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date FEBRUARY 21, 2024