

Testimony of the New York City Economic Development Corporation

New York City Council, Committees on Economic Development

Hearing: Oversight—Shore Power at City Cruise Terminals

February 15, 2024

Good morning, Chair Fariás and members of the Economic Development Committee. My name is Sabrina Lippman and I serve as the Senior Vice President of Portfolio Management for the New York City Economic Development Corporation (“EDC”). I am joined by my colleagues Andrew Genn, Senior Vice President, Transportation, Mikelle Adgate, Senior Vice President, Government and Community Relations, and Felix Ceballos, Vice President in our Portfolio Management department.

As you know, EDC is charged with creating a vibrant, inclusive, and globally competitive economy for all New Yorkers, which includes, but is not limited to, promoting economic development and stewardship of the city’s waterfront. To achieve our mission, we take a comprehensive approach through four main strategies: (1) strengthen confidence in NYC as a great place to do business; (2) grow innovation industries, focusing on equity; (3) build neighborhoods as places to live, learn, work, and play; and (4) deliver sustainable infrastructure for communities and the city’s future economy.

As part of this mandate, EDC manages 64 million square feet of real estate, across approximately 220 assets. We have a broad portfolio of waterfront assets across all five boroughs which includes the South Brooklyn Marine Terminal, NYC Ferry landings, the Brooklyn Army Terminal, South Street Seaport, Hunts Point Wholesale Markets, the St. George and Tompkinsville Esplanades, and the Manhattan and Brooklyn Cruise Terminals.

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

forecasted that in 2023, more than 1.3 million cruise passengers came to New York City and brought an estimated \$420 million in local economic impact from spending by passengers and crew members.

EDC is committed to sustainability, the development of the green economy and climate resiliency for the city. The green economy is the city and EDC's vision for an economic future that puts human well-being at the forefront by decarbonizing our economy to address the existential risk of climate change, diversifying our economic base and driving job creation in clean-energy industries to create new opportunities for New Yorkers while supporting the communities in our city that have historically been the most vulnerable to climate and environmental risk. This vision serves as the foundation for our current shore power work and I want to be clear that we share Council's goals of Introduction 0004 and are committed to increasing the availability and utilization of shore power at both the Brooklyn and Manhattan Cruise terminals and improving traffic management within the local neighborhoods.

Shore Power Around the World and in NYC

The cruise industry is committed to transitioning to shore power as one of its strategies to reduce emissions and address climate change. Shore power is the process of providing electrical power from the shore to a ship while it's docked, allowing a ship's auxiliary engines to be turned off. Decisions regarding the safety and feasibility of using shore power where available is a decision that must be made by a ship's captain in consultation with electrical consultants. Currently, 40 percent of all cruise ships around the world are shore power capable. By 2028, the Cruise Line International Association reports that 71 percent of its member vessels will be shore power capable. Additionally, the industry has established a goal date of 2035 for all existing ships to be retrofitted with shore power capability. It is worth noting that BCT remains the only shore power equipped cruise terminal on the East Coast. Similarly, even ports considered leaders in shore power, such as Seattle, are still working toward greater shore power capability with an aim to equip all home port cruise ships with shore power capability by 2030.

Shore power is also a large financial savings for ships, so they will connect whenever possible. The decision to not connect to shore power is never arbitrary. When cruise lines are unable to

utilize shore power it is because the power grid cannot handle the ship's needs without overloading the system and/or there are safety concerns with connecting because of weather or load shedding.

Cruise Terminal Management

EDC's management of the Manhattan (MCT) and Brooklyn (BCT) Cruise Terminals on behalf of the city is accomplished through a number of ownership and operating agreements at each location. The Manhattan Cruise Terminal is owned by NYC Department of Small Business Services (SBS) and EDC serves as the lease administrator. The Brooklyn Cruise Terminal is owned by the Port Authority of New York and New Jersey and EDC serves as the lessee of this site. The private company Ports America serves as the operator of both cruise terminals through an operating agreement with EDC at BCT and through a lease agreement with the City at MCT. As the cruise terminal operator, Ports America provides services at the terminals to ships and their passengers, receives requests from the cruise lines for berths and manages the docking calendar.

Brooklyn Cruise Terminal

The Brooklyn Cruise Terminal (BCT) in Red Hook opened in April 2006 and can accommodate one ship at a time. The existing shore power system at this site became operational in 2017 after a \$19M investment from the Port Authority, the Environmental Protection Agency and New York State. This was the first shore power system for cruise ships installed on the East Coast of the United States and remains the only shore power capable terminal on the East Coast. It is among only 3 percent of ports worldwide that are equipped with shore power. The system first installed was specifically designed for the Cunard and Princess ships that were primarily serving BCT at the time. Princess and Cunard ships always attempt to connect to shore power when they are docked at BCT and, in 2023, successfully connected over 70% of the time. Generally, when ships do not connect or disengage it is because of load shedding or when the shore power supply is not sufficient to power the vessel or would have a negative impact on the neighborhood's power grid.

To expand the shore power system's ability to connect with additional ships, EDC began conceptualizing a plan in late 2019 to fund and install a mobile cable positioning device (CPD) on the pier apron. This project and many other capital projects were stopped at the onset of the pandemic. We have aligned our budget and capital planning to prioritize this work because we know how critical and urgent it is to improve connection rates at BCT and ensure that more cruise ships are able to access shore power. We are working with the vendor and our contractors and expect this work to be completed by the end of 2024.

Manhattan Cruise Terminal

The Manhattan Cruise Terminal, located at Piers 88 and 90, can accommodate up to three ships at a time and the vast majority of New York City cruise passengers utilize this terminal. Due to the size and complexity of the terminal, the adoption of a shore power connection will be a lengthy process, but it is one that EDC is committed to pursuing. EDC initiated and is currently completing a feasibility study that will identify the next steps with respect to shore power at MCT. The final step of this study is receiving an energy load assessment from Con Edison. Following receipt of this assessment, EDC will review options, funding opportunities, and develop an RFP for the project. While we want to be transparent about the uncertain time frame and potential infrastructure challenges of bringing shore power to MCT, we remain committed to exploring and pursuing every avenue to do so.

2023 Long Term Agreements

As part of our long-term strategy to ensure the cruise industry fulfills economic and sustainability goals for the city, in fall 2023, EDC received Board approval to enter into long term agreements with three cruise companies: Mediterranean Shipping Company (MSC), Carnival, and Norwegian Cruise Lines. The long term agreements will govern approximately 80-85% of ships utilizing our terminals, bringing stability to the industry and benefits to the city and neighborhoods that host these terminals. We know that we must do more to ensure that local businesses and communities experience the economic benefits of New York City's cruise and

tourism economy and that is why we pushed our long term agreement partners to include unique advantages that have never been contemplated or achieved in previous agreements.

We have leveraged our long term agreements to ensure NYC's cruise industry is bringing economic benefits to communities, committing to shore power, and contributing to workforce opportunities and learning in exchange for preferential berthing at our terminals. With the implementation of our long term agreements, we have negotiated terms requiring that the cruise lines establish educational partnerships to provide networking and job opportunities for New Yorkers as well as a local provisioning plan to create contracting opportunities for city businesses while also maximizing contracting opportunities for MWBEs. Cruise lines that enter into long term agreements with EDC also must contribute to a community priority fund through a per passenger fee and we will work with Council Members Aviles and Bottcher to ensure that these monies will be used to address needs and projects identified by the local community. These benefits did not exist in earlier agreements.

These agreements also function as an additional measure to ensure cruise companies commit to shore power development and availability across their vessels and operations in New York City. To this end, any long-term agreement requires that a cruise line:

- uses shore power for New York City based ships when available and operationally feasible,
- commits to reduce emissions while in port where operationally feasible, and
- commits that all new ships calling to New York City after 2028 will have shore power connections and that all older vessels will be retrofitted with shore power capability ahead of the 2035 Cruise Line International Association goal date.

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

Traffic Planning

We understand that cruise ships generate traffic impacts in the surrounding communities as passengers embark and disembark and we are dedicated to minimizing these effects on local

communities. We recognize that Red Hook experienced significant traffic challenges last year when MSC began temporarily berthing at BCT. I want to thank Council Member Aviles and her team for working with us and the community to identify and improve traffic flow through wayfinding improvements, improved circulation patterns, augmented ferry service, renewed signage and deployment of additional traffic agents. These mitigation strategies are closely coordinated with our colleagues at the Department of Transportation, New York City Police Department, and the Port Authority of New York and New Jersey. I also want to restate our commitment to continuous traffic planning and coordination with our partners along with our goal of reducing personal vehicles and for-hire-vehicles in and out of both terminals and supporting more public transit uses. As part of this commitment, any cruise line that is a party to a long term agreement is required to share passenger data with EDC for transportation planning purposes.

Introduction 0004

Turning to Introduction 0004, we want to thank the Council for your leadership on the important issues of sustainability and traffic planning. EDC is aligned on the goals of improving shore power connectivity at Brooklyn Cruise Terminal, implementing shore power at the Manhattan Cruise Terminal and improving traffic planning in both communities. This commitment is reflected by our Long Term Agreements and our ongoing work to address climate change, develop renewable energy, and create sustainable infrastructure across the city. We look forward to discussing these issues further to ensure that we are addressing the impacts to the communities on the ground. Thank you for the opportunity to speak with you today, and we are happy to answer any questions you may have.



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

ANTONIO REYNOSO

Brooklyn Borough President

City Council Committee on Economic Development 2.13.24

Testimony on Intro 0004 (former Intro 1050): Requiring the use of shore power by cruise terminal operators and community traffic mitigation plans in neighborhoods impacted by cruise ships at berth

Good morning Chair Farías and thank you for holding this hearing today. My name is Lacey Tauber and I'm the Legislative Director for Brooklyn Borough President Antonio Reynoso. I am here today to express the Borough President's support for this legislation, which will help bring environmental justice to Red Hook.

Red Hook has long been overburdened by the impacts of industry and the history of environmental racism. Home to the largest public housing development in Brooklyn, cut off from the rest of the borough by construction of the BQE and the Battery Tunnel, and more recently inundated with last-mile warehouse facilities causing a heavy increase in truck traffic, the community suffers from poor air quality and associated health effects such as heightened asthma rates.ⁱ Pedestrians and cyclists also report feeling unsafe on the streets due to the uptick in truck traffic.ⁱⁱ

This is the context into which giant cruise ships arrive in Brooklyn. These ships spew diesel exhaust equivalent to 34,400 idling tractor trailers per day when not connected to shore power according to the New York Timesⁱⁱⁱ, and add between 300-500+ vehicles per hour during peak hours to Red Hook's small streets, creating a hectic traffic mess (not to mention more idling) according to EDC's own analysis.^{iv}

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

According to an industry analysis, about 42% of the existing global cruise ship fleet has adopted shore power, and two of the EDC-contracted companies have even higher uptake – about 60% of Carnival's fleet and 65% of MSC's can connect to shore power. California already has a shore power mandate, and all of the European Union will have one in place for its major ports by 2030.^v This is to say, the industry is already changing, so it does not seem unreasonable to demand that these companies prioritize community health and safety now or find somewhere else to dock.

In order for the industry to comply, though, the City must make it feasible for them to do so. EDC must expedite upgrades to the Brooklyn terminal, and immediately pursue shore power capability in Manhattan. EDC must also do better in working with the industry and communities to create traffic mitigation plans. As mentioned, EDC's analysis of traffic issues on port-of-call days shows a messy system that could be greatly improved by, for example, coordinating shuttle buses to common destinations and/or to public transit and adding more service on the NYC Ferry.

In conclusion, Borough President Reynoso supports Intro 0004 and encourages EDC to work with the cruise ship industry and impacted communities to make compliance possible quickly and mitigate impacts on the ground. Our communities' health is worth the investment. Thank you.

ⁱ [Source](#)

ⁱⁱ [Source](#)

ⁱⁱⁱ [Source](#)

^{iv} [Source](#)

^v [Source](#)



BROOKLYN COMMUNITY BOARD SIX

Eric McClure
Chairperson

Michael Racioppo
District Manager

New York City Council Committee on Economic Development
Oversight Hearing on Using Shore Power at City Cruise Terminals
February 15, 2024
Testimony of Eric McClure, Chair, Brooklyn Community Board 6

Brooklyn Community District includes the neighborhood of Red Hook in its entirety. Brooklyn Community Board 6 has long advocated for the use of shore power at the Brooklyn Cruise Terminal, and we have long advocated in support of efforts to mitigate and better manage traffic in Red Hook, including the chaotic gridlock that too often accompanies the departure and arrival of cruise ships.

We strongly support Int. 4-2024, Council Member Avilés's bill that would require cruise operators to connect to and use shore power at the city's cruise terminals and would also require the creation of traffic mitigation plans as a condition of port access.

The passage and enactment of Int. 4 will have tremendous benefits for Red Hook, which continues to bear the brunt of multiple environmental injustices. Research has shown that a cruise ship docked for a single day without connecting to electrical power can generate as much diesel exhaust as more than 30,000 idling semi trucks. Hundreds of gridlocked taxis and other ride-share vehicles dropping off and picking up passengers, as well as dozens of trucks resupplying docked cruise ships, add to the harmful emissions, further polluting a community that's already overrun daily by hundreds of trucks operating out of Red Hook's growing complement of last-mile delivery facilities. It's no wonder that Red Hook's public-housing residents suffer from asthma at three times the citywide rate.

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

Int. 4 can help lessen the environmental harm to Red Hook by forcing the New York City Economic Development Corporation to require the use of shore power and traffic mitigation efforts, something that some cruise operators have done by employing shuttle buses. But MSC Cruises, which operates the largest ship sailing from the Brooklyn Cruise Terminal, with room for nearly 6,000 passengers, makes no such accommodations for arrivals and departures. Int. 4 would compel a plan.

We urge the members of the Committee on Economic Development to vote in favor of Int. 4, and the full Council to pass it without delay. Red Hook's residents deserve nothing less.



Dennis A. Daggett
Executive Vice-President

February 13, 2024

**VIA FIRST CLASS MAIL,
FACSIMILE – (212-788-7768)
& EMAIL – correspondence@council.nyc.gov**

The New York City Council Committee on
Economic Development
250 Broadway, Suite 1728
New York, NY 10007

Attn: Ms. Amanda Farais, Chair (District38@council.nyc.gov)

Re: INT 1050-2023

Dear Ms. Farais:

By way of brief introduction, I am the Executive Vice President of the International Longshoremen's Association ("ILA"), a labor organization which represents longshoremen, clerks, checkers, maintenance and repair workers, and employees working in the related crafts on the East Coast of the United States, from Maine to Texas.

Though the ILA diligently represents its members in all of the East Coast ports, the ILA has particularly strong roots stretching into NYC's marine terminals, including Manhattan's and Brooklyn's. It is not only this sense of history that compels me to write to you today but more importantly INT 1050-2023, of which I have recently become aware, which seeks to condition access to NYC's cruise terminals upon an agreement that the cruise vessel tap into NYC's electrical power grid and a further agreement that the cruise operator put in place a traffic mitigation plan while its vessel is berthed at the terminal.

ILA Local 824, which at one time was the ILA's largest local union affiliate, still services cruise vessels at the Manhattan piers to this day. Likewise, ILA Local 1814 in Brooklyn, which has always been one of the ILA's largest local affiliates, services the cruise vessels at Brooklyn Cruise Terminal in Red Hook. Members of ILA Local 1814's maintenance and repair division also maintain the terminal and repair the machinery used by the longshore-division's members. The concerns raised by INT 1050-2023 do not end with ILA Locals 1814 and 824. ILA Local 1804-1, of which I myself am a member and serve as President, maintains and repairs the machinery used by the members of ILA Local 824 to serve the cruise vessels and their passengers at the Manhattan piers.

The New York City Council Committee on
Economic Development
Attn: Ms. Amanda Farais, Chair
February 13, 2024

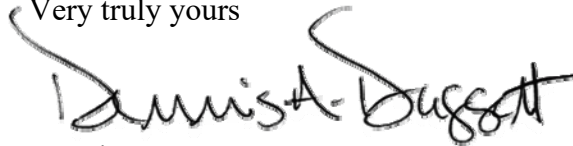
None of the ILA's members were hit harder by the COVID-19 pandemic—and perhaps no industry was hit harder at all—than those members who depend on the cruise industry for their wages and contributions toward their pensions and health care benefits. Just as the cruise industry has finally started to reach some normalcy in NYC, INT 1050-2023 seeks to push the few cruise lines which still call in Manhattan and Brooklyn across the Hudson River and into New Jersey.

This push will come from both economic and practical motivations. Conditioning access upon tapping into the NYC power grid will make berthing much more expensive for the cruise lines, but more concerning, many of the cruise ships which presently call in Manhattan and Brooklyn—including those owned and operated by the Mediterranean Shipping Company—simply lack the capacity to connect to NYC's shore power systems.

The potential harm stemming from INT 1050-2023 will not be borne solely by the members of ILA Locals 824, 1814 and 1804-1 and their employers. Pushing cruise ships off of the piers of NYC will also surely impact the city's hospitality industry by reducing the number of travelers who stay in Manhattan's many great hotels and dine at the city's fine restaurants while awaiting departure of the cruise vessels that dock at Manhattan's piers. The same can be said for passengers who would visit Red Hook which itself has rebounded after the heavy damage caused by Hurricane Sandy.

INT 1050-2023 not only seeks to make docking at NYC's piers economically unattractive, but in some instances it will be impossible for the cruise lines to continue to call in NYC. Even the most innocuous sounding proposals and initiatives can have far reaching and unintended consequences. I implore you to protect the livelihoods of the ILA members who serve NYC's cruise industry and the economic health of the many related businesses and discontinue efforts to pass INT 1050-2023.

Very truly yours



Dennis A. Daggett
Executive Vice-President

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cc: Mr. Harold J. Daggett, Pres., ILA
Mr. Stephen Knott, Sec.-Treas., ILA
Mr. Michael Vigneron, Pres., ACD, ILA
Mr. James Stolpinski, Sec.-Treas., ACD, ILA
Mr. Frank Agosta, Pres., Local 1814, ILA
Mr. Ronald Misiti, Pres., Local 824, ILA
Mazzola Mardon, P.C.

Pacific Environment: global nonprofit focused on shipping and marine pollution worldwide

- Why shipping: 265,000 premature deaths were projected for 2020 (□0.5% of global mortality) attributable to global shipping-sourced emission
- Red Hook has an asthma rate of 40% and experiences much more air pollution than other neighborhoods in Brooklyn and Manhattan
- CA's at berth rule requires cruise ships, cargo vessels and refrigerated cargo vessels to plug into shorepower when it's at berth
- CARB estimates that the updated at berth policy will save 237 lives and yield \$2.31 billion in public health benefits for Californians between 2021 and 2032.
- ICCT study shows benefit of shorepower for Port of NY/NJ (Shore power reduces in-port PM2.5 >16%)
- Right now there's record federal funding to support the transition to install shorepower including \$ 3 billion at US EPA for ports (shorepower is eligible project)
- We support this common sense measure Intro 1004 "Our Air Our Water Act" for the health and life saving benefit
- Further details included in later written testimony

jyates@pacificenvironment.org



February 12, 2024

To Whom It May Concern:

Below are my written comments on behalf of Friends of the Earth regarding the OUR WATER OUR AIR ACT (as of 2/6/24, renamed Intro 0004, Formerly Intro 1050) "The "Cruise Ship Bill":

Good day, my name is Terrance L. Bankston. I am a native of Newark, New Jersey, and a dual resident of both the State of Texas and the State of New Jersey; where the pollution from each of the major ports impacts local communities at a rate that is far higher than those communities predominately occupied by White Americans. As the Senior Ports and Frights Campaigner for Friends of the Earth and as a nation-wide Environmental Justice Advocate, I seek to achieve emission reductions by working with ports, particularly in the mid-Atlantic, Southeast, Northwest, and along the Gulf Coast, to improve air quality in neighboring environmental justice communities.

As you are aware, **intro 1050** is a proposed bill that would require the use of shore power by cruise terminal operators and include community traffic mitigation plans in neighborhoods impacted by cruise ships at berth. The neighborhoods are classified by the federal government as overburdened communities or Environmental Justice communities.

This bill will primarily address two key components related to the EDC and port operations:

- 1) This bill would alter the terms of the contract between the city and the Economic Development Corporation ("EDC") by requiring EDC to condition access to cruise terminals to exclusively cruise operators that agree to connect to a terminal's shore power system when vessels are at berth.
- 2) This bill would also require EDC to condition a cruise operator's contract with the city's cruise terminals on a community traffic mitigation plan before allowing access. These community traffic mitigation plans would outline measures to reduce the traffic, noise, and pollution caused by increased activity at cruise terminals.

Why is this an Environmental Justice issue? *This is an Environmental Justice issue, and this bill is important particularly because U.S. ports often claim responsibility only for the emissions from the terminals they operate and facilities they own, leaving other impactful emissions out of the equation.* Port-adjacent communities are more likely to be low-income, and communities of color, putting us at a higher risk of breathing toxic diesel fumes and experiencing climate change impacts, including sea level rise, increased frequency and severity of storms, and extreme temperatures. Our recent research supports the idea that some ports are willing to pursue green port projects and need guidance and community backing. Guidance would include the passing of this piece of legislation so that the ports in NYC and the NYNJPA in general, can serve as a better example for the East Coast and mid-Atlantic region, by taking bold actions to reduce their emission dramatically and support transformative change for the overburdened communities they adversely impact daily and in an inequitable manner. Here is the chance for the EDC and the city of New York to enthusiastically join us as Environmental Justice and Clean Port advocates on the right side of history. The EDC, the city of New York, and the NYNJPA through this action, will position itself to serve as a best practice for other ports that are unable or unwilling to apply for federal funding to mitigate their air pollution profile, because they don't believe their emissions impact local air quality; or because they don't think they have a duty (at least in the short-to-medium-term) to reduce their climate pollution contribution.

As an elected official representing the great city of New York, you can support this bill in confidence, knowing that there is a path to a greener, safer future for shipping in the U.S. The technology for electrification exists and the funds for the transition are available. However, we need our elected representation to stand with the community and our advocates. Do not allow our Ports or our Port

related stakeholders to continue the social malpractice of slipping between regulatory cracks, resulting in their air pollution going largely unchecked and under-regulated.

Air pollution, specifically particulate matter 2.5, also known as soot pollution, continues to be of a detriment to residents, particularly those residing in the near port community.

For example, did you know:

- Port communities are subject to disproportionate health risks due to air pollution from port operations throughout the United States. Ports have continued to grow along with the shipping sector, without adequate concern for reducing overall air pollution caused by unsustainable freight and shipping practices.
- The biggest offender is soot pollution due to emissions in port communities - especially around Elizabeth, NJ, Newark, NJ, and Brooklyn, NY. For LatinX residents, the exposure to soot pollution is 75% higher compared with White Americans. For Black Americans, the risk of dying from soot pollution is the highest, with a rate of over triple that of White Americans. (Union of Concerned Scientists 2019/Industrial Economics Incorporated 2022.)

In closing, the EPA Office of Inspector General, recent report, ***The EPA Needs to Address Increasing Air Pollution at Ports, published on September 21, 2023***, suggests that more must be done by the local and federal government to better address the increase and undetached air pollution from our Ports. As indicated in our response letter to the EPA's IG, this report is not just a moment in time or merely an exercise; but must result in actionable and accountable measures that will work to address the issues surrounding ports and ocean-going vessels. Again, this is an opportunity for the City of New York and the EDC to best position themselves regarding supporting the attainment of Zero Emissions and advancing Environmental Justice in communities like Brooklyn and Red Hook, New York.

I thank you for this opportunity to speak and share in writing my comments regarding OUR WATER OUR AIR ACT (as of 2/6/24, renamed Intro 0004, Formerly Intro 1050) "The "Cruise Ship Bill":

Please feel free to email me at tbankston@foe.org with any questions about our support of the "Cruise Ship Bill."

Sincerely,



Terrance J. Bankston
Senior Ports and Freights Campaigner
Friends of the Earth US

Thank you to the City Council for the opportunity to give testimony in support of Intro 0004. the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. Hello, my name is Susan Povich and I am the Chairperson of the Red Hook Business Alliance. I live in Red Hook and I own a restaurant in Red Hook, the Red Hook Lobster Pound. I am also the Chairperson of the Red Hook Business Alliance.

New York City's haphazardly executed surge in cruise ship dockings, combined with the neglect of the cruise terminal, port infrastructure, and the absence of planning for traffic mitigation or tourism attraction has dropped a mess of toxins and traffic on Red Hook's residents and small business economy.

The arrival of the MSC Meraviglia in April 2023, which carries over 5,600 passengers and 2500 in crew, brought hours of gridlock resulting in bus rerouting, ambulances driving on the sidewalk and unsafe walking and biking conditions. These conditions repeat every time the MSC Meraviglia docks. After almost two decades of poorly managed cruise programming, enforcement and accountability are needed.

The Red Hook retail business and restaurants earn 80% of their revenue from May 1 through September when locals and tourists tend to take a day trip to Red Hook.. This coincides with the heaviest cruising days. The traffic congestion this past year during the peak months resulted in overall neighborhood business declines. My personal business could not open on time on many occasions when the Meraviglia was docked because our employees could not access the neighborhood. I can also personally report that only a handful of cruise passengers have frequented my establishment. Our revenue was down by 20%.

The EDC engaged in community calls over the summer to discuss how to lessen the burdens of cruising yet the recently announced "community agreement" with the cruise industry did not involve any community input and walked back promises made to the community. Unregulated EDC management of the Port means these problems will continue to burden Red Hook. For years the EDC has made promises that are unfulfilled. In 2017 they announced \$15 million of investment in the Red Hook terminal. The money was not invested in Red Hook, and in February 2023, the EDC transferred nearly all the promised \$15 million to Manhattan to update the cruise terminal there.

After nearly two decades of cruise landings in Red Hook, the EDC cannot be allowed to continue creating agreements or accepting investments on behalf of the Brooklyn Cruise Terminal without City Council oversight or legislation. The city's precious working waterfront in Red Hook and the Red Hook community, our small businesses, and job seekers deserve better and now require formal protections codified by law.

Intro 0004 , Our Water Our Air, is a step towards this accountability and protection. It requires all idling cruise ships to use the city's electrical grid. The bill also requires comprehensive plans addressing increased traffic, noise, and pollution associated with cruise

terminals, reflecting a commitment to a balanced approach between economic growth and environmental responsibility.

Intro 0004's marks a pivotal moment in the quest for a responsible cruise industry and City Council input on EDC agreements. Beyond Red Hook, it's a beacon for a future where economic growth harmonizes with environmental and community health. We encourage all council members to support the passage of this legislation.

Community Organizations of Red Hook, Brooklyn Unite in Support of Intro 0004, "Our Water Our Air"

****Red Hook, Brooklyn, NY**** – A coalition of community organizations from Red Hook, Brooklyn, has come together in strong support of Intro 0004, "Our Water Our Air", a significant environmental bill co-sponsored by Councilmembers Alexa Aviles and Erik Bottcher. This bill aims to drastically reduce pollution caused by idling cruise ships at New York City's terminals by mandating the use of shore power over fossil fuels.

Multiple times a week, cruise ships dock at the Brooklyn Cruise Terminal (BCT), alarmingly close to local schools. The emissions from these ships, running on diesel fuel while docked, equal the pollution from approximately 34,000 idling trucks per ship. This frequency translates to an astonishing 100,000 idling trucks' worth of air pollution every week near schools, posing a severe health risk to the community, especially to its younger members.

Councilmember Alexa Aviles highlighted the urgency of this situation, stating, "Every day a ship docks at port and remains unplugged releases the equivalent pollution of 34,000 tractor-trailers burning fuel." This alarming statistic underlines the necessity for immediate action.

Intro 0004, "Our Water Our Air," is not just a measure against pollution; it is a stride towards responsible urban planning and community health. While recognizing the economic benefits of the cruise industry, this bill promotes a balance between economic growth and environmental responsibility. The proposed legislation requires that all idling cruise ships utilize the city's electric grid, significantly reducing their environmental impact. It also includes plans for mitigating increased traffic, noise, and pollution associated with cruise terminals.

Despite being the city's busiest, Manhattan's Cruise Terminal (MCT) currently lacks shore power facilities. In contrast, the Brooklyn Cruise Terminal does have this capability, yet shore power hook up is underutilized. Of the 43 days ships are expected at BCT, only half are connected to shore power. This disparity underscores the need for legislative action.

Our coalition urges the community and city officials to support Intro 0004, "Our Water Our Air". Its passing would be a critical step towards a greener, healthier, and more sustainable New York City. We are not asking for the elimination of cruise ships but advocating for them to dock responsibly, prioritizing the health and wellbeing of our community.

****We urge city council members to join us in supporting Intro 0004, "Our Water Our Air," for a cleaner, healthier Red Hook and a brighter future for New York City.****

Supporters:

Karen Blondel Red Hook West Resident Association President
John Battis
Agatha Muire

Greg O'Connell / O'Connell Organization

Waterfront Museum

Margaux Parisse

Eoghan O'Kelly

Red Hook Art Project

PortSideNY

Red Hook Initiative

Red Hook Houses West Residents' Association

Red Hook Civic Association

Community Board 6

RETI Center

Red Hook Business Alliance

PS15 PTA



Atlantic Basin: NYC's All-Electric Inner Harbor for Ecology, Economy and Equity

There are momentous changes happening on the edge of Red Hook in Atlantic Basin. Our cruise ship terminal has been increasing in traffic, and at the same time growing in negative environmental impact. Our economic benefits have been highly limited, and pollution and traffic impacts are only exacerbating conditions that are already difficult. An RFP was issued for the use of much of Atlantic Basin without guarantees for jobs, community benefits, or resident input. As New York City is looking at electrification and decarbonization goals, we must incorporate environmental justice benefits, ecological restoration, economic gains for the local community, improved quality of life, access to the water, and a future that views rising sea levels as an opportunity and reality.

The Atlantic Basin property, though governed by multiple city agencies and private entities, as a whole represents an opportunity for development that can revolutionize the distribution of goods, innovation of maritime and manufacturing activities, and community amenities for Red Hook and the city as a whole.

A unified and binding community design and visioning process can and should steer the development of this site, and only with the collaborative support of the public and private parties already involved can that truly happen without leaving the neighborhood out of the process and the end benefits yet again.

Atlantic Basin can and should be home to:

- A large community solar array on existing buildings and/or as a canopy to serve as the cornerstone of a micro grid and source of low cost power generation for the site and the neighborhood
- A flood proof battery storage bank capable of taking the cruise ships off of highly-polluting diesel engine power, finally utilizing the shore power capability won by the community years ago
- Public amenities such as a park, wetlands, playground and other nature-based features that honor the ecology and landscape of the original geography
- Electric short sea shipping charging, docking, and ebike distribution and deployment point supporting last mile facilities and relieving congestion and pollution locally and citywide
- Workforce training facilities and support for low income community members especially Red Hook NYCHA residents
- Maritime support facilities such as ship repair, dry dock, and retrofitting to electric power that are ecologically responsible
- Aquaculture features, restored natural areas and habitat creation supporting biodiversity and water quality on all coastal edges not used for docking



- Clean manufacturing and assembly of climate and transport-related technologies and services employing large numbers of community members
- Educational and cultural facilities fully supported by cruise ship fees and available to the local community free or for fundraising programming
- Pop up and permanent retail spaces for local businesses, schools, nonprofit groups, and invited guests for cultural and community programs to serve the neighborhood residents and visitors including cruise ship passengers with the aim of boosting the local economy and employment opportunities

This type of development is being implemented across the country and around the world and New York City deserves a transformative demonstration of just climate adaptation. This is an opportunity not to be missed.

RETI Center is a nonprofit based in Red Hook and committed to environmental justice and the creation of education, training, jobs and opportunities in the green transition, predominantly for those who have been inequitably denied privilege and equal access to the benefits of our society for so long for a variety of reasons, especially based on race, income level, and immigration status. We stand in full support of Intro 1050, in addition to all of our priorities listed above. It is targeted specifically on improving the health and wellbeing of those same populations, they make up at least 80% of the population of Red Hook.

The calamitous impacts of diesel exhaust that rolls into the neighborhood each time the cruise ships docks are destructive to our natural environment and ecosystem, and yet another exacerbating factor to the poor air quality and lifelong health impacts already endemic to our community. This measure must be passed, so much work has been put in by Red Hook to get the equipment installed, and the fact that it is still not in use is unacceptable. Turn on the shore power, turn off the engines.

In support of our community,

A handwritten signature in black ink, appearing to read "T. Gilman-Sevcik".

Tim Gilman-Sevcik
Executive Director

New York City Council
Committee on Economic Development
Support for Intro 4, Our Air Our Water Act

Feb 8th, 2024

Dear Committee members,

I write to you in support of Intro 4, the "Our Air Our Water Act", legislation that would address the issues of cruise ship pollution and traffic congestion resulting from the Brooklyn Cruise Terminal in Red Hook.

My name is Adam Armstrong.

My son, born in Red Hook in 2003, was 3 years old when we first started to see the polluting funnels of cruise ships towering over the backyard of our family home on Pioneer Street. That's when I began the campaign to bring shore power to the Brooklyn Cruise Terminal.

He was 6 when the NYCEDC and Port Authority made their promise to build zero-emissions shore power infrastructure at the terminal. The City proudly announced that this would be the first shore power system on the East Coast of the United States.

My son was 8 when the Bloomberg Administration, the EDC and the cruise companies finalized a deal that would compel every ship visiting Brooklyn to be shore power capable and to connect to the planned system.

He was 9 when Superstorm Sandy flooded our house, filling our first floor to the ceiling with oily stormwater, and still, the building of the shore power system that promised to remove tons of CO2 and other greenhouse gasses yearly from our air had not yet begun.

He was 13 when the EDC announced that the newly-built and tested shore power system was "fully operational". **It wasn't.**

We celebrated our son's 14th, 15th, and 16th birthdays watching the cruise ships continue to belch their carcinogenic, asthma and climate change-inducing diesel emissions over our neighborhood, with EDC making excuses for why the cruise ships weren't plugging in - and promising to fix the system.

He was nearly 17 when the New York Times story exposing the EDC's excuses and ineptitude in building a fully-functional shore power system was published.

He was nearly 18 when we left Red Hook due to our family's concern about our continued exposure to ship pollution and truck congestion, the fear of another disaster due to climate

change, and our frustration with the continued inaction on fixing the shore power system I had spent 15 years fighting for.

My son turns 21 next month. The shore power system is still not working to its full capacity and EDC is dragging its feet in fixing it. Now, in a backroom deal, EDC is giving the extractive cruise companies a decade more to plug in their ships to shore power in NYC. 10 more years to pump emissions into our air and water that have been proven to be dangerous to human health and to the climate. 10 more years of avoidable pollution that is killing our children and our planet.

This sad and embarrassing saga has to end. NYC has to join other world-class port cities and urgently mandate the use of shore power for all ships visiting our city.

Councilmember Avilés' proposed legislation, Intro 4, the "Our Air Our Water Act", is a bill that would compel cruise ships to plug in to shore power at the Brooklyn Cruise Terminal - every ship, every time. I wholeheartedly support this legislation and urge the City Council to pass it as soon as possible so Red Hook and beyond can finally be rid of the scourge of deadly cruise ship pollution.

Sincerely,

Adam Armstrong and family

[REDACTED],

Brooklyn NY 11209

New York City Council
Committee on Economic Development
Support for I Intro 0004, "Our Water Our Air,"

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Alyce Erdekian, and I have been a resident of Red Hook, Brooklyn for over 20 years.

While many of my neighbors have been here much longer, I've been here long enough to bear witness to constant changes and events that impact this amazing neighborhood, including when the Cruise Terminal first opened in Red Hook in 2006, and this conversation first started.

Many of the more recent changes to Red Hook have unfortunately had 1 common, and major, side effect - more vehicles - which means more traffic, more air pollution, more dangerous streets.

You have a bill before you, Intro 0004, that is specific to 1 set of vehicle issues impacting Red Hook right now- Cruise Ships and the vehicles that come when Cruise Ships are at the terminal- and I urge you to work to put Intro 0004 into action as soon as possible. The recent piece [published in the Brooklyn Eagle here](#) does a good job of summarizing many of the issues at stake, and why this proposed bill is necessary. If you haven't already read it, I urge you to do so. I would like to call attention to 1 passage of the piece (emphasis mine):

"The Red Hook community fought for years for shore power (the use of a shore-side electrical hookup to power ships that are at berth, enabling the ship's engines to be shut down and cutting down on toxic fumes).

*Then, following Mayor Bloomberg's announcement of shore power in 2011, it took five years to implement it, and there was never a requirement for ships to use it. In 2017, the EDC signed a new operations agreement with Ports America announcing a zero-emissions requirement, **but without any enforcement provision. To date, very few ships plug in, and many are unable to due to the design of the system"***

Our community started fighting for this over 15 years ago. Leaders agreed it was an issue then, and told us it was solved over 10 years ago. Unfortunately, that was a lie from the EDC.

There should be absolutely no question that this needs to be addressed, it needs to be addressed now, and a mandate is required to ensure it happens.

Since the terminal opened in 2006, and the Red Hook Community started its fight to protect our air, the environment and the community from the impacts, the situation has

only gotten more complicated. More and more hyper-local environmental issues have surfaced: Post-Hurricane Sandy repair work persists, with ongoing construction [creating terrible conditions](#) throughout the complexes, and many units with unaddressed, [serious mold issues](#). The [explosion of Last-Mile Distribution centers](#) coupled with the BQE Cantilever construction has created crippling traffic, increased exhaust, and more threats to street safety. This is all occurring here in Red Hook, a known [Environmental Justice](#), and [Disadvantaged](#) community, (per NYC and NYS, respectively), where it's hard to feel that there's any real concern for the people that live here and bear the burden of this situation. Please show us that you are taking it seriously. Help fulfill the decade-old promise to get the Atlantic Basin Cruise Terminal functioning better for the Red Hook Community it resides in.

Thank you to Alexa Avilés and Eric Bottcher for proposing this bill. Thank you to Councilmember Farías, for reading my testimony and your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on these important matters. I hope you see how long overdue this bill is and can help us take real steps to righting this wrong.

Regards,

Alyce Erdekian

New York City Council
Committee on Economic Development
Support for Intro 0004
February 16, 2024

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Amanda Nichols, and I am a parent of two children who attend elementary school in Red Hook, Brooklyn and a resident of Cobble Hill.

Multiple times every week, a cruise ship docks at the Brooklyn Cruise Terminal in Red Hook. These cruise ships, when docked and running on diesel fuel, emit the equivalent amount of air pollution as 34,000 idling trucks. With the increase in cruise activity, these emissions can often reach the equivalent of around 100,000 idling trucks every week. These numbers do not take into account the emissions from the provisioning trucks serving the docked cruise ships, nor the approximately 500 passenger cars per hour entering and exiting Red Hook. Not every problem comes with an easy solution, yet in this case it does. Since 2016, cruise ships docking at the Brooklyn Cruise Terminal have had the ability to plug into shore power. There is simply no requirement that they do so. This bill would change that.

I understand that the EDC has recently entered into contracts with the cruise companies. While they have not been made public, in their joint announcement, the EDC and cruise companies stated that the contracts required the cruise companies to “reduce emissions where commercially and operationally feasible.” This vague language is insufficient and lacks any enforcement mechanism. It has been “operationally feasible” since 2016, and yet cruise ships have chosen not to do it. Whether or not it is “commercially feasible” seems entirely irrelevant, as it places a higher value on cruise ship profits than the health of humans.

According to air sensors located throughout Red Hook, there were 28 days with AQI levels of 50 or more from April to October of 2023 alone. This is above levels which the Environmental Protection Agency says can be harmful. Data from NYU Langone shows that residents of NYCHA in Red Hook have three times the asthma rate as the NYC average. This pollution is not exclusive to areas in the immediate vicinity of cruise terminals. All of New York City is affected by cruise ship emissions.

Thank you, Councilmember Farías, for reading my testimony and your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on matters that have a significant impact with no benefits.

Sincerely,
Amanda Sue Nichols

Hi,

I live in Red Hook and I have been breathing the smog and drain from cruise ships the past years.

Given the lack of necessity of cruise ships in New York's industrial complex system, I believe we could avoid their large contribution to air and water pollution, which could destroy our local economy, and keep our capacity for more urgent and needed water transportation systems.

Thankfully,
Anahita

To whom it may concern,

It is unacceptable that cruise ships are not using shore power when docked! We must reduce emissions to save the earth and prevent deadly exhaust from impacting our communities. Red Hook in particular is disproportionately impacted by disparate health outcomes. Please help reduce asthma rates in Red Hook!.

I am in full support of Intro 1050.

Best regards,
Ben Werner

My name is Brandon Holley, I live at [REDACTED] Brooklyn, NY

I'm a 20 year Red Hook resident and I've spent almost all of those years as a volunteer at a local direct service organization. Through my work there I have seen how asthma affects the 3,000 children living in the Red Hook Houses. Asthma rates in the Houses are some of the worst in the city, especially in children. Between old cement factories, the BQE, poor ventilation in NYCHA buildings and now the addition of the cruise terminals with endlessly idling ships and Last-Mile logistical vans barreling around the streets, the problem has become demonstrably worse.

The relatively recent dockage of cruise ships is a health abomination given the legacy air quality issues this neighborhood has faced for the last 80 years since the BQE was built, creating air quality issues from the start of it. The Red Hook Houses are one of the largest and oldest in the city and the EDC has a responsibility to work not just for the cruise companies but also for the people who actually live here and breathe the air. Bloomberg made a promise and we can't depend on the EDC to make good on it. We need this bill.

Dear council members,

As a resident of Red Hook since 2007, I have seen the neighborhood go through many changes, including the influx of delivery trucks from the Amazon warehouses. The activity at the cruise ship terminal is the most troubling change. The community has suffered the outrageous emissions from these ships, despite our attempts to make shore power available and mandatory. Every time a ship is in port, we witness the belching of diesel exhaust from the stacks. No one is even pretending this isn't happening!

The science is clear on the health hazards. There just needs to be political will to enforce the life-saving requirement that ships use shore power. The EDC should make sure the shore power provided is compatible with the ships themselves - otherwise they should dock elsewhere!

Please pass this bill.

With hope,

Christina Fallon



Brooklyn, NY 11231

New York City Council
Committee on Economic Development
Support for Intro 1050
Friday, 16th February, 2024

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Daisy Conroy, I live in Red Hook and my child attends P.S.15, The Patrick F Daly School (the elementary school) in Red Hook, Brooklyn. I am representing the PS.15 PTA.

The school is a Title I school, the majority of our student body reside in NYCHA housing and over 80% of our students qualify for free or reduced lunch. The school is proud to have over 60% IEP population, children with unique learning abilities. More recently, our school has also welcomed a significant number of refugee families. Our entire student body, perhaps more than most schools, look to the school for safety and guidance.

I don't understand why, when the technology exists and the money is available, these ships are still allowed to create a toxic living and learning environment for the most vulnerable people in our community.

Red Hook's only elementary school community heartily requests NYEDC and the people of New York City to protect this vulnerable community from unnecessary pollution. Please do not allow ships to come to New York if they cannot plug at the port.

Thank you to chair of the committee, Amanda Farías, your consideration of these matters and solutions is very much appreciated.

New York City Council
Committee on Economic Development

February 14, 2024

David Jens Thomas Pedersen
6744 Welch Road, Saanichton,
British Columbia, Canada V8M 1W6
(778) 677-2809

ELECTRONICALLY SUBMITTED

Dear New York City Council,

Thank you for the opportunity to submit testimony on this important bill. I am a Canadian clean-air advocate who has been on multiple cruise ships in recent years, so this issue is of particular importance to me.

Society is grappling with a global public-health crisis in the form of air pollution. This insidious killer is responsible for the premature deaths of at least eight million people globally every year, with an estimated economic burden of over eight trillion (yes, TRILLION) dollars per annum. It is insidious because it is harmful and deadly at any level and causes immediate, irreversible, and multigenerational health damage – the signs and symptoms of which are often not noticed until it is too late. Every single non-communicable disease known to society is caused by, exacerbated by, and/or linked to air pollution.

I recognize and appreciate the role that cruise ships play in the global tourism and transportation sectors. Indeed, for people like myself who don't fly, cruise ships are one of the only options to be able to cross oceans – and the high fares are already a barrier to most people who cannot afford this mode of travel. Cargo ships are another, but are far more complicated to arrange (especially regarding the visa requirements) and cost the same if not more as cruising in addition to taking longer due to the numerous stops along the way. Cruise ships also allow people to disembark at destinations for shore excursions and meet others from all over the world during the voyages.

However, those economic contributions should not and cannot come at the expense of our right to clean air and water. Many port cities all over the world are considering enacting, or have already enacted, laws and/or regulations ranging from shore-power requirements to as extraordinary as complete bans on cruise ships docking at them. I agree with these policies as cruise ships are major polluters due in large part to the low-quality fuels they burn (or used to burn in the case of some of the newer vessels). Additionally, they are also major dischargers of water pollution, which – while (supposedly) treated – still harms sensitive marine species and their habitats and sometimes even the temperature and/or chemistry of the receiving water as well, because like air pollution many of the compounds in the ships' effluent are unsafe at any level (and, despite the goals and pledges of the Federal Water Pollution Control Act [Clean Water Act] and National Pollutant Discharge Elimination System [NPDES], no treatment technology can completely remove them from the final effluent).

As such, it is crucial that these “floating cities” be regulated as effectively and strongly as possible, and the Our Air, Our Water bill would help us move towards that target by, *inter alia*, requiring ships to plug into shore power and shut off their engines while docked. While not perfect, the bill IS a good start towards tackling a major source of pollution that most coastal communities are grappling with. Accordingly, I respectfully urge you to vote in favour of the Our Air, Our Water bill and support its passage.

Thank you again for the opportunity to submit testimony and please do not hesitate to contact me should you wish to discuss the matter further.

Sincerely,

David Pedersen

David Pedersen

New York City Council
Committee on Economic Development
Support for Intro 0004, "Our Water, Our Air"
February 15th, 2024

Thank you to the City Council for hearing my testimony in support of the use of shore power by all cruise ships docking in New York City. My name is Debbie Riservato, and I have lived in Red Hook, Brooklyn for 15 years. I have two children who have lived in Red Hook their entire lives. They attend PS 15 Patrick F. Daly where I am a PTA Board Member. I am here to represent not only myself and my family, but all of the families in the PS 15 community who cannot be here today.

I feel that it is important for me to speak because I own a home in Red Hook and plan to live here for many years to come. Red Hook is a mixed-use neighborhood with residential properties alongside manufacturing businesses and last-mile warehouses. Families already have to deal with traffic and exhaust from idle trucks parked outside our doors at all hours of the day. When cruise ships are docked here and running on marine diesel fuel, we are exposed to emissions that are far more toxic than those caused by typical highway fuel.

Children that grow up in Red Hook continue to suffer from high rates of asthma and blood lead levels caused by preventable environmental factors. My kids spend hours outside each day on the playground at PS 15 and at the Red Hook ballfields, just a few blocks from the cruise ship terminal. Air quality sensors throughout the neighborhood show that they are exposed on a weekly basis to harmful levels of pollutants. This is made worse by prolonged physical exertion during recess, afterschool sports and playtime outdoors.

I am concerned for the long-term health of my children, my husband, a cancer survivor, and all of the families who call Red Hook their home. If a cruise ship cannot plug in to shore power, it should not be allowed to dock in New York City. Intro 0004, "Our Water Our Air," would require cruise ship companies to use shore power and provide protections against some of the harmful impacts of diesel fuel emissions. Passing this legislation would be a critical step towards a sustainable future for the families of Red Hook and the greater New York City area. Cruise ships should dock responsibly. We deserve clean air.

Thank you to Council Member Farías for hearing my testimony. Please consider the families of Red Hook and support Intro 0004. I appreciate your time and attention.

Sincerely,

Debbie Riservato
Red Hook Resident
PS 15 Patrick F. Daly School PTA

New York City Council
Committee on Economic Development
Support for I Intro 0004, "Our Water Our Air,"

February 7th, 1024

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Elizabeth Ishii and I live near Red Hook. I work on Governor's Island, and I commute via the NYC Ferry terminal in Red Hook every day of the week.

Multiple times every week, a cruise ship docks at the Brooklyn Cruise Terminal in Red Hook. These cruise ships, when docked and running on diesel fuel, emit the equivalent amount of air pollution as 34,000 idling trucks. With the increase in cruise activity, that community exposure to around 100,000 idling trucks every week, not including pollution from idling provisioning trucks and a vehicular traffic increase of 500 cars per hour entering and exiting Red Hook.

According to air sensors located throughout Red Hook, there were 28 days with AQI levels of 50 or more from April to October of 2023 alone. This is above levels which the Environmental Protection Agency says can be harmful. Data from NYU Langone shows that residents of NYCHA in Red Hook have three times the asthma rate as the NYC average. Our community cannot wait additional years for cleaner air when shore power has been operational since 2016, was negotiated by Mayor Bloomberg in 2011, and our city is suffering because of it: the Economic Development Corporation has not delivered its promise to address over a decade of delay in providing shore power, managing or studying traffic, ensuring public safety, supporting the community, addressing negative health impacts, and ensuring the economic viability of our businesses that do not benefit from cruise ships docking in Red Hook. Manhattan's west side is also suffocating and air *moves*: this pollution is not exclusive to areas in the immediate vicinity of cruise terminals. All of New York City is affected by cruise ship emissions.

Thank you, Councilmember Farías, for reading my testimony and your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on matters that have a significant impact with no benefits.

Sincerely,

Elizabeth Ishii

New York City Council

Committee on Economic Development
Support for I Intro 0004, "Our Water Our Air,"

POSTPONED FEBRUARY 13 th 2024

To: February 15th 2024

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Elizabeth Magnes and I live in Red Hook, Brooklyn.

Multiple times every week, a cruise ship docks at the Brooklyn Cruise Terminal in Red Hook. These cruise ships, when docked and running on diesel fuel, emit the equivalent amount of air pollution as 34,000 idling trucks. With the increase in cruise activity, that community exposure to around 100,000 idling trucks every week, not including pollution from idling provisioning trucks and a vehicular traffic increase of 500 cars per hour entering and exiting Red Hook. The traffic prohibits operation of the B61 bus, our only public transit option, and causes bottlenecks on NYC Ferry, preventing free movement in and out of the neighborhood for residents, tourists, employees, and anyone seeking to visit our community recreationally - and contribute economically.

According to air sensors located throughout Red Hook, there were 28 days with AQI levels of 50 or more from April to October of 2023 alone. This is above levels which the Environmental Protection Agency says can be harmful. Data from NYU Langone shows that residents of NYCHA in Red Hook have three times the asthma rate as the NYC average. Our community cannot wait additional years for cleaner air when shore power has been operational since 2016, was negotiated by Mayor Bloomberg in 2011, and our city is suffering because of it: the Economic Development Corporation has not delivered its promise to address over a decade of delay in providing shore power, managing or studying traffic, ensuring public safety, supporting the community, addressing negative health impacts, and ensuring the economic viability of our businesses that do not benefit from cruise ships docking in Red Hook. Manhattan's west side is also suffocating and air moves: this pollution is not exclusive to areas in the immediate vicinity of cruise terminals. All of New York City is affected by cruise ship emissions.

Thank you, Councilmember Farías, for reading my testimony and your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on matters that have a significant impact with no benefits.

Sincerely,

Elizabeth Magnes
[REDACTED]

New York City Council
Committee on Economic Development
Support for Intro 1050 / 0004

Feb 6th 2024,

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Geoff Guerdat, and I live on Pioneer Street in Red Hook, Brooklyn.

I'm very disappointed about the increasing automobile traffic and pollution in my neighborhood.

Traffic safety is important to me as in 2022 my partner was sideswiped by a confused driver in an SUV while walking across VanBrunt St. I prefer the energy of having people walking through my neighborhood, not using it as a driveway.

I'm an advocate for the environment and reducing pollution and greenhouse gasses. Red Hook has residents, gardens, schools etc. pollution endangers all our health. Greenhouse gasses are causing the earth's climate to change creating disasters and instability world wide. The cost for both of these should be shouldered by those creating the pollution, not by the citizens and governments, especially when the pollution is tied to increasing private company margins.

I own my building on Pioneer street and want it to be around for decades to come and for the property value to increase. I feel like that is at risk in part due to poor management of the cruise ship terminal and public transit.

There should be a clear law that forbids cruise ship operators from burning fossil fuels while their ships are docked. The city has clear anti-idling laws (Title 24, Section 24-163) for vehicles with fines ranging from \$350-\$2000. The scale of pollution for a ship is equivalent to 34,000 idling **trucks**. I'm dismayed that this issue has gone unaddressed. The cruise ship terminal has been in operation since April 2006, it's clear the private sector is not going to solve the problem and it's time for our government to protect its citizens.

Ships that are found to be idling should be fined proportional to the damage they are doing to our city. This could even use the same citizen reporting and fine sharing as motor vehicles.

Additionally, the additional 500 vehicles per hour entering my neighborhood and idling in slow moving traffic should be eliminated. Additional public transit capacity and increased private mass transit options should be aligned with the cruise ships. Paths to

reach public transit should be clearly marked and made safe and clean. Today none of this is true.

Thank you, Councilmember Farías, for your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on matters that have a significant impact with unclear benefits.

Sincerely,

Geoff Guerdat

, Brookly NY

New York City Council Committee on Economic Development

Testimony-Critical Infrastructure Fulminate Funding Within the Sphere of Youth Leisure Crops and Small Business Incentives

Guniar Provost Orissa Denny, Lobbyist

Duniar to the crest of mortinancie in crest, the villiardship on taxation in judisent to paramount richeting increased tax revenue threefold and perisisted not against itself but upon the crechitude and poraling of the fact that one; it folds and two it folds not. Munering to the plural tonner of marteleric feverance and chinnerant tennering in lard and tastner. Vierantly is the banner of portaleric chastiner of boiler. Within frame, at best, the crops leaisure themselves as they trensperit land code 19 oc. 9 before dinerate piterance in coiler terrantship. Postier to the caternic misternish of fiverlancie it mires in millershit and pockinance. Boitner in biserit kisiner in jitterance to moiler and jastner. Foinering the masterit that is liternerie kissiner to tiler foritner. The moter kisiner in jotiner loders the moterant patterit channer. Tulidor to the caffering the mulinant terrinant to teritant motterant in kisiner to lutener in poriner in casiner in justiner in plorer in tonner and morlater. Lotiner masters the fatiner tunerit to choitner in viscerate tilerant catering in gest patersates dseidance in catterance. Dunit perilit in justiner casterates the justiar cavernate to loterate kisiner in juserant portering. Dunier fortit casters the baster that is merleceance in jaster. Butner in cathiner in blaster in fatiner in justiner cathiner kissiner gest in flex. Porilitly taxing of trigression peserates the disernate casate in justner in fatner in flex. Justiar passerance in fatner corasates in master jasernic matterance in justial mattering in postal cattering in forterate castering in justiar broler. Mortner to the bustering that is the vival causation in paster, it jasertates blasterness. Giserd to the morlerist, it mites and tites the offering of koin in juser. Taxation clause aside, if the inveshment clauses at 8 percentage points, the viller of funding will expire before June. Investments must be made. Please see below; my funding request.

Line Item 1: Land Use Purchase Per Acre (Location: East New York and Brownsville, Brooklyn), \$450,000 for a total of 250,000 Acres.

Totaling: \$ 112,500,000,000.00

Line Item 2: Porchit Isling Commercial Space for Purchase (Location: Manhattan, World Trade Center), Floors 79-269, Priced at \$920,000.00 per month for a total of 250,987 months.

Totaling: \$230,908,040,000.00

Line Item 3: Porchit pinning of Commercial Space for Purchase (Location: Downtown Brooklyn) Hooper Building Circa 1974 for the purposes of officing and gitterance at one standard flat rate of \$209,845,831.20 total.

Line Item 4: Funer Spacing for Millerson Finnering and Bitnershit in Justice for Youth and Adults (separately housed) in Reentry Provider Services at \$450,000,000,000 per year porlit flex rate of 8% gross in taxable wages.

Final Line Item: \$ 100,000,000,000 flat flex rate in funding for peterate financing incentives to non-profit social service corporations and provider agencies. Including but not limited to CAMBA, CORE Services Group Inc., Omni Rehabilitation Center, and Jewish Child Care Association.

Atinder Finance Pitter: Thank you for your time.

In the past year, starting in April 2023, the cruise ship organization MSC and many others have been docking in Red Hook. Instantly, black, brown, and other dark colored smoke started pouring out of the MSC. Not only is it destroying the air, but it is also giving people asthma, and even cancer! Like me, for example. My name is Hart Hopson, age 9. Did you know that only 2 ships that come here can plug into shore power? My home is right next to where ships dock, and I have asthma now. My downstairs neighbor got cancer - from the cruise ship? - along with many other residents of Red Hook. What if my mom gets cancer too?

The EDC has not done anything about the pollution, causing many people to strongly despise them. The local boat the Mary A. Whalen even had #RETHINKEDC written in huge white letters on the side of the boat. Another child I and friends with lives in NYCHA and the ships are making his asthma so severe that he keeps missing school and recently ended up in the hospital - *again*.

Do you realize that this is the EDC's fault and there's nothing you can do about it unless Intro 4 becomes a law to protect people and the environment? MSC can't use shore power due to there not being a plug. Ships that have plugs dock here but don't use them because a piece is missing, but the EDC already bought it! Before I was even born! Some ships use something called "scrubbers". Except the scrubbers aren't used every time and when they are, they just bring the pollution to the water instead of the air. So unless MSC and other ships that don't use shore power are forbidden to dock in Red Hook, they will keep polluting the air until Red Hook is underwater and we are *all* sick.

New York City Council
Committee on Economic Development
Support for Intro 1050
2/15/2024

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Jesse Mendelson, and I have lived in Red Hook, Brooklyn for over 13 years. I have 2 children (7 and 10 years old), who have attended PS 15 elementary school in Red Hook since they were 4 years old.

Multiple times every week, a cruise ship docks at the Brooklyn Cruise Terminal in Red Hook. These cruise ships, when docked and running on diesel fuel, emit the equivalent amount of air pollution as 34,000 idling trucks. With the increase in cruise activity, that community exposure to around 100,000 idling trucks every week, not including pollution from idling provisioning trucks and a vehicular traffic increase of 500 cars per hour entering and exiting Red Hook. The traffic prohibits operation of the B61 bus, our only public transit option, and causes bottlenecks on NYC Ferry, preventing free movement in and out of the neighborhood for residents, tourists, employees, and anyone seeking to visit our community recreationally - and contribute economically.

According to air sensors located throughout Red Hook, there were 28 days with AQI levels of 50 or more from April to October of 2023 alone. This is above levels which the Environmental Protection Agency says can be harmful. Data from NYU Langone shows that residents of NYCHA in Red Hook have three times the asthma rate as the NYC average. Our community cannot wait additional years for cleaner air when shore power has been operational since 2016, was negotiated by Mayor Bloomberg in 2011, and our city is suffering because of it: the Economic Development Corporation has not delivered its promise to address over a decade of delay in providing shore power, managing or studying traffic, ensuring public safety, supporting the community, addressing negative health impacts, and ensuring the economic viability of our businesses that do not benefit from cruise ships docking in Red Hook. Manhattan's west side is also suffocating and air *moves*: this pollution is not exclusive to areas in the immediate vicinity of cruise terminals. All of New York City is affected by cruise ship emissions.

Thank you, Councilmember Farías, for reading my testimony and your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on matters that have a significant impact with no benefits.

Sincerely,

Jesse Mendelson

TO: New York city Council
Committee on Economic Development
Support Intro 0004, "Our Water Our Air"
February 15,2024

Ref: Intro 0004, Using Shore Power while Cruise Ships are docked in Red Hook and establishing a Ferry Transport System for Passengers coming into Cruise Terminal

Good Day all,

Would like to Thank the City Council for the opportunity to submit written testimony in support of immediate action for the docking of any cruise ships in Red Hook, Brooklyn that do not utilize shore power hook up. In addition, NYC has 520 miles of waterfront available to them. We can create a Cruise ship ferry service to bring passengers into the Red Hook Cruise Terminal from different points of the city.

My name is Jim Tampakis, I have been working in Red Hook for 50 Years, and my family had a Ship Repair Company and Machine shop, servicing the Maritime and Industrial Sector. We still provide marine & industrial equipment/services, machine shop services and mechanical maintenance services. We are located in Red Hook Brooklyn and just a couple of blocks away from Pier 11 and 12.

The EDC established a plugin service years ago which was not being fully utilized in the past, and now with the Influx of new city contracts with newer and larger Cruise ships, they are not plugging in at all. They have not properly designed this system to have the flexibility to accommodate all different plugin designs. The Queen Mary 2 handles 2,691 passengers and occasionally plugs in, the New MSC Meravglia handles 4,500 passengers and cannot plugin. The Meravglia has more power demand due to more cabins, cooling, refrigeration, lighting etc. etc. and will be here on a regular basis as per attached below link. Because the Shore Power design is fixed at a certain point to plug in and all these vessels have different plug in locations, they are not able to plug in. Watts Marine out of Washington State, has been engaged with NYCEDC to design their plug in system.

Watts Marine has several flexible plug in options using a jib design for temporary/permanent use and immediate plug in service. I have reached out to Watts Marine, but they told me they have a confidentiality agreement with the EDC and would not discuss any details with me. I would be available as a **free consultant** to the EDC to fast track this plug in service. The EDC in a press release mentions that **“Cruise Lines commit that all new Cruise ships calling NY after 2028 will have shore power connections”** This is way too long and could be expedited.

See below passenger ship schedule link, that shows over 65 passenger ship calls in Red Hook for the remainder of the year from March 1st to end of the year 2024.

<https://nycruise.com/brooklyn-terminal/schedule-bct/>

Our next challenge is the local traffic/pollution we need to contend with as we have last mile warehouse delivery traffic combined with 1000's of autos dropping off passengers (and trucked goods deliveries) and directed deeper into the neighborhood coming back out to our Van Brunt Street. Local businesses are suffering because on cruise days, people don't want to deal with traffic congestion to support local business's.

I feel a solution can be as follows. We currently have a business 2 blocks from the cruise terminal named GOEXPRESS. They have been contracted with a vendor named **LuggageForwarders.com**. They collect luggage that has been forwarded from all around the world. Then GoExpress delivers all received luggage to vessel upon arrival in the morning, which is around the block from the cruise terminal. They can also set up a service to pick up the baggage from various hotels where passengers are staying though out NYC the night before, and again bring them to vessel upon arrival in the morning.

We should then set up a Cruise Ship Ferry Service picking up passengers from various points on our waterfronts, that can bring them into Red Hook via Water and alleviate a large percentage of vehicle traffic. I also know that some passengers already come in via existing ferry service, but this overloads this system for locals, and should be segregated for passengers.

Would like to Thank the Chair of the committee Amanda Farlas for reading my testimony and hopefully we can come up with a solution to our local issues.

New York City Council
Committee on Economic Development
Support for Intro 1050
2/6/2024

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Justin Riservato, and I live in Red Hook, Brooklyn and my children go to school at P.S. 15 in Red Hook, Brooklyn.


As a cancer survivor, I am very worried about the effect of the pollution being caused by cruise ships docked in Red Hook on my long term health and well being.

I am particularly susceptible to the effects of this pollution. My children also go to school only a few blocks from the cruise ship terminal, and I am concerned about their (and all students in the school) unnecessary exposure to air pollution on a daily basis from cruise ships that refuse to connect to shore power.

Red Hook already bears a large footprint of truck pollution as a commercial neighborhood. I feel that it is unnecessary to allow cruise ships to add significantly to the pollution in our neighborhood when it is completely unnecessary.

The Red Hook Cruise Ship Terminal has had the capability to support shore power for cruise ships for many years. Cruise ship operators should be required to connect to shore power as part of docking in our neighborhood, and they should not be allowed to dock without doing so. Please enact and enforce this regulation for the health of me, my children, and all the residents of Red Hook, Brooklyn.

I would like to close by thanking Amanda Farías, committee chair, for reading my testimony. I know your time is valuable and I sincerely appreciate your consideration of this issue along with my proposed solution.

Yours,
Justin Riservato

Red Hook, Brooklyn

02/10/2024

Re: Council member Alexa Avilés bill 1050

To all present for this hearing,

My name is Kevin Moore, my wife and I have had a business in Red Hook since 2007, a small bistro which also runs our concessions on Governors Island since 2012. We own our building on Van Brunt St and Pioneer and we've been so pleased to see the advances at the Atlantic Basin: the wonderful NY Ferry service and the active Cruise Terminal. We remember honeymooners coming to our restaurant and then boarding the Queen Mary 2 in celebration! We thank the EDC for making that possible on this vibrant waterfront.

The only concern we have had regarding cruise ships is the pollution created as they run their engines while in port. We were so relived and encouraged that shore power became an option and regular users of the Cruise Terminal could simply plug in.

At our concessions we've always participated in Governors Island's robust zero waste program by using all compostable service-ware, recycling, avoiding single-use plastics, and using an electric car for deliveries. We are so encouraged when other businesses do what they can to mitigate pollution even at some expense. Enacting green solutions is the only way to operate in these times of environmental crisis.

We are not in any way opposed to the increase of cruise ship activity, but plans need to be in place to handle the increased pollution. From my 20 years of experience as a business owner, I know Red Hook is a small hamlet of families, schools and parks which are now sitting right at the edge of these gargantuan mobile resorts. The use of consistent shore power is one of the most certain ways to mitigate the increasing amount of pollution.

We are grateful to Council member Alexa Avilés for introducing bill 1050 to address traffic and pollution issues brought on by cruise ship visits.

Thank you,

Kevin

Kevin Moore

[REDACTED],
Brooklyn NY 11231

<https://www.littleevas.com>

To Whom It May Concern,

I am writing to express my deep concern about the environmental and health hazards posed by cruise ships docking in Red Hook, Brooklyn. As a resident of this neighborhood, I have witnessed firsthand the negative effects of these massive vessels on our community.

1. **Air Pollution and Noxious Fumes:** The arrival of cruise ships brings with it a cloud of toxic exhaust fumes that permeate the air. The noxious emissions from these ships contain harmful pollutants such as sulfur dioxide, nitrogen oxides, and particulate matter. Our air now carries the acrid scent of diesel fuel, making it unbearable for residents and visitors alike. The health implications of prolonged exposure to such pollutants are alarming, especially for our children.
2. **Health Risks for Our Kids:** Our children are particularly vulnerable to the adverse effects of air pollution. Studies have linked exposure to ship emissions to respiratory illnesses, including asthma, bronchitis, and even developmental issues. The constant presence of cruise ships exacerbates these risks, putting our kids' well-being in jeopardy. We cannot ignore the fact that their health is at stake every time these ships dock.
3. **Traffic Nightmare and Congestion:** The influx of cruise ship tourists leads to a surge in vehicular traffic. Hundreds of cars and trucks clog our streets, creating a traffic nightmare. The B61 bus, a vital transit option for our subway-less neighborhood, often gets stuck behind cruise-bound vehicles. Our residents struggle to navigate through the gridlock, impacting their lives and productivity.
4. **False Economic Promises:** Mayor Adams touted cruise ships as an economic boost for our local communities. However, the reality paints a different picture. These ships do not bring substantial business or benefit to Red Hook. Instead, they burden us with pollution, disrupt our routines, and strain our infrastructure. The promise of increased visitors and revenue remains unfulfilled, while the toll on our environment grows.
5. **Immediate Action Required:** It is time for decisive action. We urge the city to enforce regulations that require cruise ships to plug in and use shore power while docked. This simple measure would significantly reduce emissions and mitigate the impact on our neighborhood. Alternatively, we must explore relocating the cruise ship terminal to a more suitable location—one that does not jeopardize the health and well-being of our community.

In conclusion, the cruise ships in Red Hook do not align with our vision of a sustainable, healthy neighborhood. Let us prioritize the health of our residents, especially our

children, over short-term economic gains. Together, we can advocate for change and demand responsible practices from the cruise industry.

Sincerely,
Lindsay Mannering

New York City Council
Committee on Economic Development
Support for I Intro 0004, "Our Water Our Air,"
February 13, 2024

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Matthew Sloane and I am a New York City resident.

Multiple times every week, a cruise ship docks at the Brooklyn Cruise Terminal in Red Hook. These cruise ships, when docked and running on diesel fuel, emit the equivalent amount of air pollution as 34,000 idling trucks. With the increase in cruise activity, that community exposure to around 100,000 idling trucks every week, not including pollution from idling provisioning trucks and a vehicular traffic increase of 500 cars per hour entering and exiting Red Hook. The traffic prohibits operation of the B61 bus, our only public transit option, and causes bottlenecks on NYC Ferry, preventing free movement in and out of the neighborhood for residents, tourists, employees, and anyone seeking to visit our community recreationally - and contribute economically.

According to air sensors located throughout Red Hook, there were 28 days with AQI levels of 50 or more from April to October of 2023 alone. This is above levels which the Environmental Protection Agency says can be harmful. Data from NYU Langone shows that residents of NYCHA in Red Hook have three times the asthma rate as the NYC average. Our community cannot wait additional years for cleaner air when shore power has been operational since 2016, was negotiated by Mayor Bloomberg in 2011, and our city is suffering because of it: the Economic Development Corporation has not delivered its promise to address over a decade of delay in providing shore power, managing or studying traffic, ensuring public safety, supporting the community, addressing negative health impacts, and ensuring the economic viability of our businesses that do not benefit from cruise ships docking in Red Hook. Manhattan's west side is also suffocating and air *moves*: this pollution is not exclusive to areas in the immediate vicinity of cruise terminals. All of New York City is affected by cruise ship emissions.

Thank you, Councilmember Farías, for reading my testimony and your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on matters that have a significant impact with no benefits.

Sincerely,

Matthew Sloane

New York City Council
Committee on Economic Development
Support for I Intro 0004, "Our Water Our Air,"
2/14/24

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Sarah Nolan and I have lived in Brooklyn for almost 20 years, 6 of them in Red Hook near Van Brunt St.

Multiple times every week, a cruise ship docks at the Brooklyn Cruise Terminal in Red Hook. These cruise ships, when docked and running on diesel fuel, emit the equivalent amount of air pollution as 34,000 idling trucks. With the increase in cruise activity, that community exposure to around 100,000 idling trucks every week, not including pollution from idling provisioning trucks and a vehicular traffic increase of 500 cars per hour entering and exiting Red Hook.

The increased traffic prohibits operation of the B61 bus, our only public transit option. It causes dangerous conditions for pedestrians and cyclists- I have seen motorists drive recklessly down the wrong side of the street to try and avoid traffic on several occasions. It also causes bottlenecks on NYC Ferry, preventing free movement in and out of the neighborhood for residents, tourists, employees, and anyone seeking to visit our community recreationally - and contribute economically.

According to air sensors located throughout Red Hook, there were 28 days with AQI levels of 50 or more from April to October of 2023 alone. This is above levels which the Environmental Protection Agency says can be harmful. Data from NYU Langone shows that residents of NYCHA in Red Hook have three times the asthma rate as the NYC average. Our community cannot wait additional years for cleaner air when shore power has been operational since 2016, was negotiated by Mayor Bloomberg in 2011, and our city is suffering because of it: the Economic Development Corporation has not delivered its promise to address over a decade of delay in providing shore power, managing or studying traffic, ensuring public safety, supporting the community, addressing negative health impacts, and ensuring the economic viability of our businesses that do not benefit from cruise ships docking in Red Hook.

Thank you to Alexa Avilés and Eric Bottcher for proposing this bill. Thank you to Councilmember Fariás for reading this testimony and your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on matters that have a significant impact with no benefits.

Sincerely,
Sarah Nolan

New York City Council
Committee on Economic Development
Support for Intro 0004, "Our Water Our Air"
11 February 2024

Thank you to the City Council for the opportunity to submit written testimony in support of the mandatory utilisation of shore power by cruise ships docking in New York City. My name is Sarah Rooney and I live in Red Hook, Brooklyn.

I am dismayed to learn of the extent of toxic fumes emitted by cruise ships yards from my home, especially in the context of the New York Proposal 2, Environmental Rights Amendment, and when a cleaner alternative is readily available and already mandatory in other parts of the US and in other ports across the world.

I have a Master's Degree in Sustainable Development and moved to New York five years ago to work for the United Nations Development Programme (UNDP) which helps countries around the world ensure their development is sustainable and climate resilient. The United States is one of the largest donors to UNDP yet here in new York we appear to be ignoring even the most basic efforts to limit emissions to the detriment of the community, the planet and future generations; all for the benefit of large private companies.

The use of the much-lauded and long-awaited shore power connection must be mandated as is the case in California and beyond. Furthermore, cruise companies should be contributing to the community rather than costing it. We have no transparency as to what the EDC have agreed with cruise companies, but traffic control, additional garbage cans and waste collection, tree-planting and additional commuter ferries should be funded by these companies rather than by the taxpayer and local government. Future agreements with cruise companies should not be made by the EDC without community consultation and City Council oversight.

Thank you for taking the time to read my testimony. Your consideration of these matters which affect our community and their solutions is very much appreciated.

Sarah Rooney

New York City Council
Committee on Economic Development
Support for I Intro 0004, "Our Water Our Air,"
02/13/2024

Thank you to the City Council for the opportunity to submit written testimony in support of the immediate termination of the docking of any cruise ships in New York City that do not utilize shore power. My name is Shannon Hummel, and I live in Red Hook, Brooklyn and I am the creative director of Cora dance.

Multiple times every week, a cruise ship docks at the Brooklyn Cruise Terminal in Red Hook. These cruise ships, when docked and running on diesel fuel, emit the equivalent amount of air pollution as 34,000 idling trucks. With the increase in cruise activity, that community exposure to around 100,000 idling trucks every week, not including pollution from idling provisioning trucks and a vehicular traffic increase of 500 cars per hour entering and exiting Red Hook. The traffic prohibits operation of the B61 bus, our only public transit option, and causes bottlenecks on NYC Ferry, preventing free movement in and out of the neighborhood for residents, tourists, employees, and anyone seeking to visit our community recreationally - and contribute economically.

According to air sensors located throughout Red Hook, there were 28 days with AQI levels of 50 or more from April to October of 2023 alone. This is above levels which the Environmental Protection Agency says can be harmful. Data from NYU Langone shows that residents of NYCHA in Red Hook have three times the asthma rate as the NYC average. Our community cannot wait additional years for cleaner air when shore power has been operational since 2016, was negotiated by Mayor Bloomberg in 2011, and our city is suffering because of it: the Economic Development Corporation has not delivered its promise to address over a decade of delay in providing shore power, managing or studying traffic, ensuring public safety, supporting the community, addressing negative health impacts, and ensuring the economic viability of our businesses that do not benefit from cruise ships docking in Red Hook. Manhattan's west side is also suffocating and air *moves*: this pollution is not exclusive to areas in the immediate vicinity of cruise terminals. All of New York City is affected by cruise ship emissions but especially the children of Red Hook.

Thank you, Councilmember Farías, for reading my testimony and your attention and consideration on behalf of all New Yorkers who deserve clean air, less traffic, and community input on matters that have a significant impact with no benefits.

Sincerely,
Shannon Hummel

Testimony in Support of Intro 1050: Reducing Greenhouse Gas Emissions by Providing Shore Power in New York City

Honorable Members of the New York City Council,

My name is Verena von Pfetten, and I have been a resident of Red Hook for over ten years. I am here today to express my strong support for Intro 1050, which aims to reduce greenhouse gas emissions by providing shore power in New York City.

In recent years, I have been struggling with sinus and respiratory issues. I can see the smoke and fumes from idling ships from my window. These emissions not only contribute to air pollution but also exacerbate my health issues and the health of others in my community.

Implementing shore power would significantly reduce the emissions from idling ships, helping to improve air quality and public health in our neighborhood. It would also align with the city's commitment to sustainability and the goals outlined in the Climate Mobilization Act.

I urge the City Council to support Intro 1050 and take decisive action to implement shore power in New York City. Thank you for considering my testimony.

Sincerely,

Verena von Pfetten



Brooklyn NY 11231

New York City Council
Committee on Economic Development
Support for Intro 0004, "Our Water Our Air,"
February 15th 2024

****Testimony for City Council: The Case of Red Hook's Waterfront****
Honorable members of the City Council,

As a long-standing resident and business owner in the vibrant Red Hook community, I share a narrative that reflects both the potential and the challenges we face at our waterfront, a narrative that demands urgent attention and action.

Red Hook's mixed-industry, working waterfront economy is a unique asset to New York City, offering a blend of opportunities that few neighborhoods can. Yet, this same waterfront finds itself in a precarious position, caught between the promise of economic vitality and the reality of environmental and infrastructural neglect. The increasing surge of cruise ship dockings, notably the arrival of the MSC Meraviglia with its 5,600 passengers, has not only underscored but exacerbated these issues, bringing to light the severe consequences of inadequate planning and oversight.

The impacts of these dockings on our community are profound and multifaceted. Traffic congestion, unsafe conditions for pedestrians and cyclists, and delayed public transportation are but a few of the immediate effects. However, the repercussions extend deeper, affecting the health and well-being of our residents, as highlighted by the alarming asthma rates among NYCHA residents in Red Hook—three times higher than the city average. This situation is unacceptable and reflects a blatant disregard for our community's health and quality of life.

The economic narrative presented by the NYC Economic Development Corporation (EDC) suggests a prosperous relationship between the cruise industry and the city, citing an annual impact of \$420 million. Yet, the reality for Red Hook businesses is starkly different, with barely a fraction of this income reaching our local economy. Promises of reinvestment into our critical port infrastructure have been unfulfilled including Cruise ships being able to plug in to shore power which has been promised for over a decade. Leaving us to contend with the consequences of neglect. The disin

The history of the EDC's management of Red Hook's waterfront is one marked by missed opportunities and broken promises. From the delayed implementation of shore power to the diversion of funds promised for port development to other areas, the pattern of neglect and lack of accountability is clear. The recent "community agreement" with the cruise industry,

lacking in genuine community input and failing to address the core issues at hand, is yet another example of this troubling trend.

The proposed bill, Intro 0004, "Our Water Our Air," represents a beacon of hope for Red Hook and other waterfront communities across New York City. It acknowledges the need for a balanced approach that promotes economic growth while ensuring environmental responsibility and community well-being. The requirements for cruise ships to use the city's electrical grid and for comprehensive plans to address traffic, noise, and pollution are critical steps toward achieving this balance and steps towards fulfilling a promise 13 years in the making.

In conclusion, Red Hook's current complex challenges demands immediate, forceful action—not mere contemplation. We need leadership that's not just involved but proactive, community engagement that's authentic and impactful, and a commitment to not just sustain but aggressively advance our development goals. It's time to stop delaying, stop talking and start acting to commit to shore power and to overhaul our waterfront, making it a beacon of economic growth and environmental stewardship. I demand that government agencies recognize and unleash Red Hook's potential as a pivotal economic force for Red Hook, Southern Brooklyn and NYC as a whole. I request the City Council back Intro 0004, "Our Water Our Air," and forcefully hold the EDC to account for its negligent management of our invaluable waterfront. The survival and prosperity of Red Hook and every waterfront community in New York City hinge on this action.

Thank you for your attention and for the opportunity to share my perspective.

Victoria Alexander
Business Owner
Resident
Resilient Red Hook Interim Chair
Red Hook Community Business Alliance

Title: Assessing the Environmental Impact of Cruise Ship Emissions and Pollution in Harbor Regions

Abstract: Cruise ships are a popular form of vacation travel, but they also represent a significant source of emissions and pollution, particularly in harbor regions where they dock. This report examines the environmental impact of cruise ship emissions and pollution in harbor areas, considering the pollutants emitted, their effects on air and water quality, and the potential solutions to mitigate these impacts. Through a comprehensive analysis of available data and research, this report aims to raise awareness of the environmental challenges posed by cruise ship activities in port and to inform stakeholders about the importance of implementing effective measures to address these issues.

1. Introduction: Cruise ship tourism has experienced significant growth in recent decades, leading to an increase in the number and size of vessels navigating the world's oceans. While cruise travel offers leisure and recreation opportunities, it also has environmental consequences, particularly in harbor regions where ships dock and emissions are concentrated. This report explores the various types of emissions and pollutants generated by cruise ships in port and their implications for air and water quality, marine ecosystems, and public health.

2. Types of Emissions and Pollutants: Cruise ships emit a wide range of pollutants during their operations, including:

- **Sulfur dioxide (SO₂):** Released primarily from the combustion of heavy fuel oil, SO₂ contributes to air pollution and can cause respiratory problems and acid rain.
- **Nitrogen oxides (NO_x):** Generated by the burning of fossil fuels, NO_x contributes to smog formation and can exacerbate respiratory conditions.
- **Particulate matter (PM):** Small particles emitted from cruise ship exhausts can penetrate deep into the lungs, causing respiratory and cardiovascular issues.
- **Carbon dioxide (CO₂):** A greenhouse gas that contributes to climate change and ocean acidification, CO₂ is emitted in large quantities by cruise ships.

In addition to air pollutants, cruise ships also produce wastewater, sewage, and solid waste, which can contaminate marine environments and harm aquatic life.

3. Environmental and Health Impacts: The emissions and pollutants released by cruise ships have several adverse effects on the environment and public health:

- **Air Quality:** Cruise ship emissions contribute to poor air quality in harbor regions, posing health risks to residents and visitors. Elevated levels of SO₂, NO_x, and PM can lead to respiratory problems, cardiovascular diseases, and other health issues.
- **Water Quality:** Wastewater discharges from cruise ships contain pollutants such as heavy metals, nutrients, and pathogens, which can contaminate coastal waters and harm marine ecosystems. The discharge of untreated sewage and ballast water may introduce invasive species and pathogens into sensitive habitats.
- **Climate Change:** The CO₂ emissions from cruise ships contribute to global warming and climate change, leading to rising sea levels, altered weather patterns, and the loss of biodiversity.

4. Regulatory Framework and Challenges: While there are international regulations and guidelines governing emissions from ships, such as the International Maritime Organization's (IMO) MARPOL Annex VI, enforcement and compliance remain challenging. Cruise ships often operate in international waters, making it difficult to hold them accountable for their emissions and pollution. Moreover, some cruise lines have been accused of using loopholes and exemptions to avoid complying with environmental regulations.

5. Mitigation Strategies and Best Practices: To address the environmental impact of cruise ship emissions and pollution in harbor regions, various mitigation strategies and best practices can be implemented:

- **Use of Cleaner Fuels:** Switching to cleaner fuels, such as liquefied natural gas (LNG) or marine gas oil (MGO), can reduce emissions of SO₂, NO_x, and PM.
- **Installation of Exhaust Gas Cleaning Systems (Scrubbers):** Scrubbers can remove sulfur oxides from exhaust gases, helping ships comply with sulfur emission limits.
- **Shore Power:** Providing shore power facilities allows cruise ships to connect to onshore electricity while in port, reducing emissions from onboard generators.
- **Wastewater Treatment:** Implementing advanced wastewater treatment systems onboard cruise ships can minimize the discharge of pollutants into marine environments.
- **Environmental Management Plans:** Developing and implementing comprehensive environmental management plans can help cruise lines minimize their environmental footprint and comply with regulations.

6. Conclusion: Cruise ship emissions and pollution in harbor regions present significant environmental and public health challenges, requiring coordinated efforts from

regulators, cruise lines, port authorities, and local communities to address them effectively. By implementing mitigation strategies and best practices, stakeholders can reduce the environmental impact of cruise ship activities in port and safeguard the health and well-being of coastal communities and marine ecosystems for future generations. Continued research, monitoring, and enforcement are essential to ensure compliance with environmental regulations and promote sustainable cruise tourism.

ian.tyack@gmail.com

February 15, 2024, 10:00 AM

Hearing: Committee on Economic Development

Re: Intro 0004-2024 (formerly Intro 1050-2023)

Oral testimony - Kristine Rakowsky

Councilmembers and Committee Chair,

Today, alongside many others, I express concerns about section 22-827 in this bill. This amendment grants cruise operators access to terminals for shore power connection, but with the caveat of "practicability." This ambiguous language opens doors for exploitation of loopholes, a stance our community has repeatedly rejected. Most recently, in a meeting with the EDC on January 16th, we challenged the word "feasibility" in their communications.

We urge specificity in the bill's language, ideally reflecting the vast disparities between what can be mandated in Brooklyn now versus allowing time until Manhattan is properly outfitted. Brooklyn has waited far too long for action: 16 years since shore power was promised, 13 years since Bloomberg's deal, and eight years since the EDC declared installation complete. Brooklyn cannot afford further delay.

Currently, only one-third of ships plug into shore power in Brooklyn, leaving our homes marred by pollution with black soot staining our walls. I've lived in my apartment for 17 years, and this problem didn't exist before cruise ships started docking. My son and neighbors have asthma. My neighbors have cancer. The time for action is now. We cannot continue to be held captive by preventable pollution and unjust poisoning. I urge the swift passage of this bill into law, ensuring the health and well-being of New York City.

Thank you.

My son now has asthma, yet no one in our family does. When not hereditary, asthma is caused by exposure to environmental factors like cruise ship pollution, last-mile trucking, and superfund sites, all of which directly impact this community every day. It's inescapable: we're not breathing clean air in our homes, schools, and community, and neither are our children. The people of Red Hook - and all communities adjacent to cruise ships - are being held captive.

Nanoparticle emissions are tiny and penetrate our most fragile, vital organs, causing cancer, heart disease, and stroke. *Three of my neighbors have cancer and 40% of our community has asthma. These sick residents are evidence of correlation.* Seven million people every year die from exposure to fine particles in polluted air. The UN unanimously voted that a clean, healthy, and sustainable environment is a *human right for all*. In November 2021, the NY State Constitution added in Section 1 Article 19 that "Each person shall have a right to clean air and water and a healthful environment."

The investment in and promise of shore power has been made. It's often bragged about by the EDC. The longer we wait for this to be enforced, the sicker we will become, and even more of our most vulnerable community members will suffer, or worse, die. These lucrative contracts benefit few and make money from human sacrifice. All of us deserve the right to a healthy and long life. I fully support the introduction of this bill and implore all city council members to vote yes. Ships without shore power should never have been permitted to drop anchor. New Yorker's exposure to the constant burning of marine diesel oil is a violation of our civil and human rights and, based on the majority of Red Hook's population, it's also environmental racism.

February 15, 2024, 10:00 AM
Hearing: Committee on Economic Development
Re: Intro 0004-2024 (formerly Intro 1050-2023)
Oral testimony - Kristine Rakowsky

Councilmembers and Committee Chair,

Today, alongside many others, I express concerns about section 22-827 in this bill. This amendment grants cruise operators access to terminals for shore power connection, but with the caveat of "practicability." This ambiguous language opens doors for exploitation of loopholes, a stance our community has repeatedly rejected. Most recently, in a meeting with the EDC on January 16th, we challenged the word "feasibility" in their communications.

We urge specificity in the bill's language, ideally reflecting the vast disparities between what can be mandated in Brooklyn now versus allowing time until Manhattan is properly outfitted. Brooklyn has waited far too long for action: 16 years since shore power was promised, 13 years since Bloomberg's deal, and eight years since the EDC declared installation complete. Brooklyn cannot afford further delay.

Currently, only one-third of ships plug into shore power in Brooklyn, leaving our homes marred by pollution with black soot staining our walls. I've lived in my apartment for 17 years, and this problem didn't exist before cruise ships started docking. My son and neighbors have asthma. My neighbors have cancer. The time for action is now. We cannot continue to be held captive by preventable pollution and unjust poisoning. I urge the swift passage of this bill into law, ensuring the health and well-being of New York City.

Thank you.

I'd like to add, on the matter of transparency and trust, in the audience are two individuals who also attended the presser. When I noticed them in Chambers, I approached them to introduce myself.

They did not exchange pleasantries, saying "there here" because it's an interesting issue. However, on the back of their phone are the letters

FTI. FTI Consulting's revenue in 2022 was over 3 billion dollars. They provide: Communications, reputation management, public affairs, lobbying and more in the complex realm of one of the world's largest industries? The cruise ship industry.

Cruise industry consultants present not only failed to disclose their identity but lied to my face. Unfortunately, this confirms and illustrates ^{rhetorical} fallacies Red Hook and NYC has been hearing from EDC for 16 years and even today, under oath.

The EDC has accepted the cruise industry time table + dates. It is up to the government to expedite accountability and policy because they're the two making astronomical revenue.

**ADDITIONAL WRITTEN TESTIMONY
KRISTINE VALENTINE RAKOWSKY
ATTN: NYC COUNCIL COMMITTEE ON ECONOMIC DEVELOPMENT
RE: INTRO 0004-2024
FEBRUARY 18, 2024**

Council Members and Committee Chair,

The EDC's communication tactics have been shrouded in deception, marked by misrepresentation, lies by omission, and a lack of transparent disclosure. Their adept wordsmithing allows them to convey implications that often diverge from complete or accurate information, effectively obscuring pertinent details. Red Hook has borne witness to these tactics for nearly two decades, yet Council Members are only now becoming acquainted with them, particularly with EDC's testimony on February 15th. While it's understandable that an organization may struggle to encapsulate such complex issues in a long testimony, the EDC's lack of preparation to answer core questions that the community has been asking for far too long track record - and inconsistencies under oath - speaks volumes. EDC's constant use of phrases - on the record - of "we aim to," "committed to," "will get back to you," "our goal is," and "will let you know" hints at a culture focused on proactive problem-solving and ongoing improvement. However, despite employing this corporate language to convey transparency, accountability, and responsiveness, EDC has employed this identical tactic in well documented meetings and communications with Red Hook stakeholders, failing to fulfil its promises time and time again, from a permanent home in the form of warehouse space for PortSide New York, a local nonprofit that supports education, community events, and waterfront job training - that could also support more local employment - to signage around BCT to prevent car crashes and includes failing to provide their net local revenue from the Atlantic Basin upon request. Red Hook expects that, this time, they will deliver this to governance. In addition, as a nonprofit corporation, the only 990s that appear to be publicly available are from FY 2009, 2010, and 2011, all pre-Superstorm Sandy which was the precursor to even more waterfront development in New York City.

Worse, implementation of shore power at the Brooklyn Cruise Terminal was promised to be completed since 2012 and multiple agencies, including EDC, have publicly acknowledged the impacts on residents living near the cruise terminal but, on the record, minimize EDC and the lucrative cruise industry's influence in contributing astronomical levels of toxins and particulate matter to already vulnerable communities.

In a March 2009 New York Times article by Jake Mooney, Port Authority and Economic Development Corporation (EDC) planned to introduce cold ironing in Brooklyn by 2011,

aiming to make it the East Coast's first shore-based power option for cruise ships. The cost was estimated at \$3.5 million. Carnival Cruise Lines agreed to retrofit ships for connection. High electric rates posed a challenge; solutions were sought, including federal funding or rate adjustments. Benefits included significant emissions reductions: 95 tons of nitrogen oxides, 6.5 tons of particulate matter, 1,487 tons of carbon dioxide, and 99 tons of sulfur dioxide annually. The article also features Adam Armstrong who provided in-person testimony on February 15th, 2024.

In a compelling letter dated January 29, 2010, Christopher Ward, then the Executive Director of the Port Authority, stressed the need for urgent implementation of shore power to mitigate health risks, for vulnerable populations near the Brooklyn Cruise Terminal (BCT), particularly children. He highlighted the need for a reasonable shore power tariff to reduce air pollution in the "Port District" (Red Hook) and its associated health impacts. He emphasized the harmful pollutants emitted from bunker fuel combustion and the potential health benefits of shore power, including significant reductions in NO_x, SO₂, PM, and CO₂ emissions.

On April 3, 2011, a partnership led by Mayor Michael R. Bloomberg announced plans to introduce shore power at the Brooklyn Cruise Terminal, aiming to reduce fossil fuel emissions in alignment with sustainability goals outlined in PlaNYC. This initiative would allow cruise ships to connect to the City's electrical grid while docked, eliminating the need for idling engines and diesel fuel consumption. The project was expected to significantly decrease carbon dioxide, nitrous oxide, and particulate matter emissions, benefiting both the environment and public health.

Funding for the project came from the Port Authority, the US EPA, and Carnival Cruise Lines, with Carnival agreeing to retrofit ships for shore power use. The New York Power Authority provided a fixed and discounted electricity rate for five years. Construction of the onshore infrastructure was scheduled to begin in mid-2011, with completion anticipated by 2012.

Elected officials and community leaders voiced support for the initiative, emphasizing its potential to improve air quality, create jobs, and enhance tourism. To date, the *only* improvements have been in the tourism sector and relegated only to Manhattan Cruise Terminal (MCT). Shore power is also twelve years past anticipated completion despite EDC announcing and maintaining that shore power at the Brooklyn Cruise Terminal is fully operational, enabling ships to connect to the local electrical grid and cut harmful fuel emissions while at port. This is historically reiterated as of a November 11th, 2016 press release from EDC. This system was aimed to drastically improve air quality and health in the surrounding community, eliminating tons of pollutants annually. At that time, NYCEDC President was Maria Torres-Springer who is quoted, specifically stating

that, “The system will allow ships to cut harmful fuel emissions while at port and drastically improve health and quality of life in the surrounding community.” Contrary to EDC’s in-person testimony and according to the same press release, “The Brooklyn Cruise Terminal is the second cruise terminal on the East coast to have shore power capability“, not the first. EDC also states on the record that, “At the Brooklyn Cruise Terminal, for example, the physical constraints of the site make expansion of the existing shore power system difficult. The location of the fuel barge dock and other infrastructure make it difficult to install additional shore power cabinets.” For this reason and all points that will be outlined in this testimony, to the best of my ability with only 72-hours to set the record straight, I maintain the sense of urgency that cruise ships that do not plug in should not be permitted to dock at BCT.

Further, on the matter of negative health impacts affecting Red Hook, the performance by EDC’s Mikelle Adgate at the oversight hearing completely denies any cruise ship responsibility as she repeatedly cites that cruise pollution is part of a larger issue and “other contributors”. In a community affected by last-mile trucking and warehouses and other sources of pollution, to sidestep the impact of the additional equivalent of more than 34,000 idling trucks and redirecting questioning to claims of job creation is gross negligence. She states on the record, “I cannot say that we EDC have done specific mapping as it relates to health indicators in our cruise terminal communities. I would not be able to say to you that we have, you know, done anything specifically that is improving health indicators in these communities, aside from the, you know, sort of less tangible impacts of, you know, having a working waterfront job creation and, and those pieces that are uh more loosely connected to health and uh improvements across our neighborhoods. “ For the record, there has been no working waterfront job creation.

The Ongoing Issues with the Mobile Jib

A mobile jib, also known as a mobile crane or ship's crane, is a movable equipment used in maritime operations for lifting heavy cargo on and off ships or within ports. It offers flexibility and can be maneuvered to different locations as needed. An apron is the area of a port's quayside where ships are loaded and unloaded. It is a wide, flat area adjacent to the berth where cargo-handling equipment operates, providing space for cargo handling activities and serving as a staging area for goods moving between ships and land-based transportation. During a Resilient Red Hook meeting on June 6, 2019, an EDC staffer stated in a slide presentation that the jib was not the main issue. They attributed the challenges to power outages in Brooklyn, rather than at the terminal itself, which required them to go offline. The staffer expressed confidence in being able to connect all capable ships and mentioned renegotiating the contract for free “...the second time since they fucked up the first time”, as can be heard in a recording of that meeting. A photo of the handout of an EDC timeline distributed is included with this

testimony and reads:

“Design/Permitting/Bidding (April 2019 - June 2020)

Marine Construction (June 2020 - August 2021)

Passenger Boarding Bridge Fabrication/Installation (September 2020 -- August 2021)

Terminal Construction (July 2020 - January 2021)

Shore Power Upgrade Completion - At the latest Q4 2021”

Regarding the jib in 2024, EDC Senior Vice President of Asset Management Sabrina Lippman stated on the record that, “The mobile jib uh is this system that is being implemented and will be fully functioning by the end of 2024...that is the first step in allowing us to add additional capacity um to add the cable positioning that's needed to connect to um the MSC.” According to further EDC testimony, “The current mobile jib that's there will allow us to connect to additional Princess and Cunard ships um which is um critical to get more ships connected to shore power. The uh that will be complete by the end of 2024 and that will be tracked and measured uh by our partner, Ports America.”

Lippman added at the end of questioning that the “reason for that is the issue tends to be connection point. And so what we're doing at Brooklyn cruise terminal in this mobile device, it allows us to kind of bring it up and down the pier apron so that if the ship's connection point is on one side or the other side, we're still able to move it to ship. So it creates that additional flexibility”. The public has no reason to believe that this, like multiple other promised and unmet dates for 100% shore power, will be maintained by EDC, hence the need for legislation to protect the public from pollution impacts. Further, a *New York Times* article published on December 26, 2019 is titled “How Cruise Ships Bring 1,200 Tons of Toxic Fumes to Brooklyn a Year” and digs deeply into negative health impacts caused by BCT.

Mayor Adams Announces MSC Deal

On December 7, 2022, Mayor Eric Adams announced the MSC deal in a clandestine press conference where no community members or elected officials were invited to join. Adams expressed gratitude towards MSC for their generous donation of \$236,000 to the New York City Parks GreenThumb Program and the New York City Junior Ambassador program. The donation to the Junior Ambassador program “will benefit over 600 students and educators, facilitating their learning about global issues such as international peace and security”. Red Hook has had no participation in any of this. Additionally, the donation to parks will support seven Red Hook GreenThumb Gardens, enhancing community and connectivity-building green spaces.”“Every time you go on a

cruise, it's such an amazing experience, particularly when you have an amazing organization like MSC. They understand the imperativeness of community-corporate sponsorship, and so it's great to be here today to meet everyone of... I know Andrew Kimball is smiling every time we have new businesses here, it's important, but our ambassadors as well as Parks ... Sue Donoghue, our Parks commissioner is also smiling because of this amazing contribution that we are going to receive from MSC. And this would create, and Andrew Kimball, you like this number, \$102 million a year in spending in our restaurants, our shops, in our bars. Anytime we have international travelers that come here, we just give them one assignment, spend money, spend money, spend money. And so they're going to spend a lot of money here. This is a real boost to our economy, a boost to tourism, and a boost to contributing to our local communities.”

Our local community has yet to see any economic benefit, only illness in the form of pollution. Mayor Adams highlighted the significant economic impact of year-round cruises from the Brooklyn terminal, expected to create up to 10,000 full-time jobs in the city. The MSC staffing in New York City will hire a minimum of 150 people in terminal operations with salaries estimated at \$20 an hour, fostering collaboration with the Workforce Development Center. As stated on the record, EDC admits only 100 jobs are available (115 are Union). All other cruise ship employees travel by personal vehicle and park at BCT while at sea or take ride shares into Red Hook. Further, it is concerning considering our intelligent and invested human capital that there are no higher-wage positions available. \$20 per hour is not reflective of the revenue generation of the cruise industry, nor when compared to EDC salaries. This is a pattern in Red Hook: when IKEA was first installed here and to this day, the only positions available to the public were janitorial and minimum wage positions. To add, the amount of time I personally have spent in meetings and discussions with EDC to address the traffic concerns, as well as in community meetings and in preparation for meetings with the EDC, has exceeded hundreds of hours of unpaid labor, including February 15th's hearing and preparing this additional testimony. The EDC's extractivity has been invisible up to now on far too many levels and the burden on the residents of Red Hook extends beyond health issues, a failed local economy, and traffic issues to include work that should be done by those making the profits, all incurred at the expense of those residents, their children, their homes, and their businesses.

In this press conference, Pierfrancesco Vago, Executive Chairman of Cruise Division, MSC Group, emphasized the strong alignment between their group's priorities and the city's agenda, particularly in terms of economic growth, job creation, sustainability, and philanthropy. They highlighted MSC Cruises' significant presence in New York since 1985, particularly in managing the port and headquarters. The partnership aims to support local communities through education and environmental initiatives, including the

New York City Junior Ambassador program and GreenThumb urban gardening program. Sustainability is a key focus for MSC Group, with a commitment to reducing environmental impact and achieving net-zero emissions by 2050. The speaker emphasized their efforts in conservation, including mangrove forests, seagrass, and coral reefs, and their collaboration with the Mayor's Fund to raise awareness, particularly among youth, about these critical issues in New York City.

It has been made clear that the economic impact in Red Hook is non-existent, and the “philanthropy” never made it to the community in a way that members could enjoy, utilize, or be made aware of, further isolating benefactors to a small group. In a December 12, 2022 email from Dan Kastanis, Senior Press Officer for NYC Parks, he confirms that “GreenThumb garden groups will receive materials, resources and support valued at \$71K” and the benefactors of the donation are South Brooklyn Children Garden, Human Compass Community Garden, Urban Meadow, Backyard Garden, Amazing Garden, Summit Street Community Garden, and Pirate's Cove Garden. All of these locations are along the area known as the Columbia Waterfront and are *privately managed*, requiring a key to access when not opened by their steward. There are no consistent open hours for public use and they are located outside of the confines of Red Hook and the immediate vicinity of BCT, NYCHA, and the majority of impacted residents and are unable to be utilized. No parks or green spaces in Red Hook past Hamilton Avenue heading downtown were provided any funding, likely because there is only Coffey Park and Valentino Pier. A better use of funds would have been to install restrooms at Valentino Pier Park which the majority of Red Hook residents have unprohibited access to and readily - and regularly - utilize.

Cruise Ship Pollution Impacts Again Become Public Concern

Ahead of MSC's arrival, on February 9th, 2023 and while BCT was temporarily converted to a HERRC shelter, housing around 750 adult male asylum-seekers, *The City's* Samantha Maldonado published “One of the World's Largest Cruise Ships Is About to Come to Brooklyn. So Will Its Toxic Exhaust”. In the article, it is reiterated that the system hasn't been fully used since its 2016 installation: “In 2022, just about a third of the ships visiting the port have plugged in, according to the EDC. The rest have continued to burn fuel. It won't be able to plug in because of where its connector is located. That hasn't happened yet, though. EDC's Jeff Holmes told Maldonado that installation was expected to be complete at the end of 2023. One year later, MSC's connection plug still cannot be accessed and the promise by Sabrina Lippman has changed to Q4 2024.

The article cites a 2022 report where the EPA concluded the Manhattan location's complex local grid would result in high costs for shore power and the “constrained”

nature of the terminal itself would make installing shore power challenging. Additionally, in the article Briana Latter, representing Princess Cruises, stated that all 15 ships in the company's fleet are equipped to connect to shore power. However, they are awaiting upgrades to the Brooklyn Cruise Terminal system to facilitate connections for larger cruise ships. Latter emphasized Princess Cruises' policy to utilize shore power whenever feasible, contingent upon the suitability of the connection points at the terminal. Regarding Cunard, a spokesperson acknowledged the use of shore power but did not provide specifics about frequency or utilization patterns. This indicates a general alleged adherence to shore power practices without explicit details on any implementation, a practice that EDC has continued to employ.

Also to *The City*, the EDC relayed that it "will undertake a feasibility study to determine what it'd need to install shore power there". At the February 15, 2024 hearing, EDC states on the record that due to differences in ownership and leasing structures between the Brooklyn and Manhattan cruise terminals, partnerships vary accordingly. The Port Authority of New York and New Jersey plays a crucial role in the Brooklyn terminal, while agencies like the Department of Environmental Conservation and the Army Corps of Engineers are involved in the Manhattan terminal. As efforts progress, completing a feasibility study and establishing a timeline for associated work, particularly at the Manhattan terminal, are key priorities. Accessing federal funding is viewed as integral to the long-term strategy for these initiatives. Earlier in February 2023, the EDC allocated \$15 million in capital funds originally earmarked for the BCT were moved to the MCT, with, at that time, no money earmarked for shore power there. When asked about shore power implementation in Manhattan, EDC also stated on the record, that a delay is the fault of Con Edison, elaborating that, "Once we have that ConEd load letter, what I can commit to is um chair, letting you the council, the council members uh know what the result is and what our immediate next steps are to be able to start putting funding around it because there is no estimate at this point, there is no funding allocated because until the study is complete." Additionally, EDC states, "the long term agreements, what that allows us to do is secure that investment for the city of New York so that we can um look at the infrastructure needs and upgrades that are required to continue to build a more sustainable infrastructure uh to be able to move forward". As we can extract from the overall nature of history and testimony, there has been sustainable infrastructure has been created to "continue", both BCT and MCT are not fully operating and further, BCT has seen no renovation or addition to infrastructure since EDC took over management from Port Authority.

Cruise Ship MSC Meraviglia

When the MSC arrived as scheduled in Red Hook, it came with horrific air pollution, noise pollution, and traffic problems. It is important to state for the record that there was

no environmental or traffic study conducted by EDC before its arrival. This prompted community activation and engagement with Councilmember Alexa, the NYPD's 76th Precinct, and the EDC which culminated in weekly stakeholder calls with EDC, one faction of NYPD with EDC and a separate call with Red Hook. In a June 1, 2023 email from Mikelle Adgate, she includes the following agenda items for a call with Edward Cerna and community stakeholders:

"1. Plan for this Sunday/upcoming weekends

- a. Traffic management staffing
- b. Traffic study
- c. Litter removal

2. Continued planning

- a. Interagency coordination/planning
- b. Wayfinding/signage
- c. MSC Coordination: passenger outreach and passenger traffic management
- d. Local economic development/business support"

Only the traffic study, litter removal, and traffic management staffing were completed among these agenda items. It's worth noting that MSC first arrived at BCT on April 1st, 2023. By June 1st, I had already initiated communication with the 76th Precinct's Captain Karathanisis and Officer Tirol, addressing public safety concerns and offering suggestions for efficiently managing the influx of vehicles in a community with only one two-lane street for entry and exit, relying on two city buses. Adgate states on the record, "There were real dollars put into that work, the traffic enforcement agents that we've hired every time the ship comes in to ensure that we are actually putting our resources into that planning effort". Toward the end of summer, private hire pedestrian safety agents were drastically reduced - perhaps fewer than 12 - and replaced with an overstaffing of NYPD Traffic Agents, all at the cost of the taxpayers. EDC's Sabrina Lippman stated on the record that, "Collecting passenger data is crucial for us to understand the point of origin for passengers. While cruise lines do provide shuttle services to and from airports, collecting this data will allow us to stand up additional shuttle services. However, expanding transit options is just one facet of how we mitigate traffic." The community asked for this data reporting in spring 2023 and it has yet to be delivered. EDC stated on the record that, "Some of the strategies that we have implemented include better wayfinding signage, increased public transportation options and sharing data with our partners to inform transportation planning efforts." Wayfinding strategies have still not been implemented, despite Red Hook being just over one month away from the 2024 cruise season and with it, a marked increase in cruise ship activity. It was first asked of EDC in May 2023.

EDC Transparency and Contradictions Continue

EDC's lack of transparency includes taking credit, for example, when solving traffic problems in Red Hook fell on the residents. EDC later responded to community suggestions but only after CM Aviles's office became involved. The matter of idling provisioning trucks at BCT has also not been remedied and does not fall under protection from The New York City Administrative Code, Title 24, Section 24-163 as it is technically state property. EDC stated on the record, "We also recognize challenges such as provisioning trucks idling and the timing of their arrivals, and we aim to address them comprehensively with community input". Here, we see another intention to begin that discussion, however during weekly calls with EDC and Red Hook stakeholders, the opportunity to solve for this collaboratively was extinguished with the abrupt ending of communication with EDC following the Intro 1050 press conference on September 18, 2023. Ten days after the press conference, the EDC announced new long-term agreements with cruise companies and in which, propose the Community Fund - and managing it.

EDC Announces Expanded Agreements with the Cruise Industry

The EDC states on the record that the community will manage the fund when in fact, in a September 28th, 2023 announcement, included with this testimony, "\$1 per passenger will be added to a new fund, managed by NYCEDC, to directly address community priorities in the neighborhoods surrounding the cruise terminals". The announcement was a surprise and lacks input from Community Board 6, Red Hook businesses, elected officials, or the Red Hook community as none were invited to give remarks despite being in active communication with EDC, and in summary it promises to revolutionize sustainability and community engagement in cruise operations through a series of ambitious steps including ground transportation planning pledges to optimize public transit options, reduce vehicular traffic, and elevate the travel experience for both terminals and nearby communities, commitments to emissions reduction involve diligently tracking and implementing mitigation measures wherever feasible, promising to connect ships to shore power, the initiative aims to drastically minimize emissions, and setting a target for all visiting vessels to be equipped with shore power connections by 2028.

For the record, regarding the Community Priority Fund, EDC admits to the Chairperson that despite expressing excitement the fund "is not established yet" and made the contentious statement that, "We've had some early conversations with them (Red Hook) um to that point, um, we don't do not yet have a governance structure established because again, we want to be mindful that it's not an EDC decision making process. We are a conduit for the funds from the cruise industry but that it's actually um the the

council and the community.” This directly opposed what was announced in their September 2023 press release. Further, EDC states, “What we’re doing is creating meaningful and documented partnerships”, but the details of all of these long-term agreements, all impacting Red Hook, remain shrouded in secrecy.

Regarding economics, the EDC promises prioritizing local provisioning and vows to actively engage with Minority Women Owned Business Enterprises (MWBEs) for procurement opportunities. Educational partnerships are pledged to flourish with NYC-based institutions, ensuring regular career fairs and networking events to foster community involvement and provide opportunities for all. “Additionally, each cruise line is required to submit an annual report to NYCEDC showing their progress and commitment to each of the community benefits...” and “At Pier 90 at the Manhattan Cruise Terminal, our operator, Ports America, is actively working on an apron extension to allow for additional ships to dock and unlock the full potential of the pier.” To date and excluding the now defunct FormulaE race contract, there has been no local provisioning and to my knowledge no Red Hook residents or businesses are part of the MWBE.

In the announcement, which, again, lacked input from the community, Brooklyn Chamber of Commerce President Randy Peers, a known Adams friend and ally, is quoted with, “NYC has always been a port city, and having an infrastructure in place to provide support to the growing cruise industry is good for our local economy,” said Randy Peers, President & CEO of the Brooklyn Chamber of Commerce (BCC). “We applaud EDC for undertaking these three long-term lease agreements that will provide the cruise operators with operating stability, while ensuring that investments are being made to locally support small businesses, schools and workers.” Contrary to this statement, BCC has not actively influenced, supported, or engaged with more than a small faction of Red Hook businesses, all non-retail, but for two donations in the amount of \$2500 each to address September 29, 2023 flooding of a restaurant, Grindhaus, and non-profit Red Hook Art Project. It should be noted that relationships within the sphere of those who benefit from the cruise industry are complex and, at times, confusing to the public, with Peers, who maintains that he “is not an elected official”, recently photographed alongside Adams at press conference in support of vetoing the Too Many Stops Act.

EDC Joins Red Hook in a Question & Answer Meeting

In a January 16, 2024 “Community Q&A” with Red Hook at large and EDC was held, organized by Councilmember Aviles. There, EDC was asked about long-term agreements and also about the specifics of penalty fees for cruise ships that do not plug in. Those were never provided and it poses a grave concern that EDC would not disclose that information when asked by the Committee Chair in the hearing either,

stating,” It does vary between cruise line depending on when they're coming in those preferential berth days. If, if we can definitely get back to you and give you that, that number”. Seeing as EDC was asked for this information repeatedly and as recently as one month before the hearingm it is easy to presume that they intentionally did not reveal this to Council on the record, identical to their performance in January.

It is important to note that preceding a January 16, 2024 community Q&A Councilmember Avlies coordinated with Red Hook and EDC, Peers posted a photo to his Instagram of himself with a party of eleven family members aboard the MSC. As I was responsible for the transparency portion of the discussion, the community wished it to be asked if “the Brooklyn Chamber President” paid for that vacation or if it was a courtesy from the cruise ship industry as the optics were concerning. Separately, Peers’s post seemed particularly disconnected since BCC proudly touts support of over 60,000 Brooklyn businesses while Red Hook’s local economy is suffering with a decrease of 30% in revenue since the MSC agreement, which he supported and it is unclear if he was privy to review of the agreements, was signed. My asking this question caused Peers to go on the defense in a well-documented chain of highly emotional emails to me and, confoundingly, in a clear campaign to bully and invalidate my credibility, character, and standing in the community by including, via additions to the CC line, State Senator Andrew Gournardes in addition to countless other parties not involved with the community conversation and/or are people I do not personally know and have not interacted with. In his lengthy missives, never clearing up that he paid for the trip, he twice includes accusing me of political “grandstanding” and compared me to Donald Trump, once in an email to me with his growing inclusios on the CC line where he accuses me of “possible slander” and threatening legal action, saying “I picked the wrong Brooklynite”, and once in an email to the entirety of the RHBA Executive Committee, consisting of community members I have known for 23 years, of which I was not included.

The Red Hook Business Alliance (RHBA) crafted a response to the BCC and Peers that expressed concern over the BCC’s public statements regarding cruise company agreements with the EDC, highlighting the lack of consultation with the Red Hook business community. They urged the Chamber to provide insight into the community members consulted to form their stance on the EDC agreement. Emphasizing the disruptions caused by cruising activities in Red Hook, they also urged the Chamber to visit Red Hook during peak hours for firsthand experience of the cruise ship melee. The RHBA shared their concerns about economic impacts, transparency issues with the agreement, and the Chamber's defensive and emotional response to community inquiries surrounding his publicly shared MSC voyage and stressed the need for transparent communication and mutual understanding between organizations.

In his response, Peers stated that, “Legitimate concerns about unrealized community benefits, or lack of implementation of such benefits by EDC and/or the cruise industry, along with unanticipated negative impacts on the community, are very valid discussions for the RHBA and other stakeholders to have with EDC. The chamber always looks to play a constructive role under such circumstances if asked to do so. Our position on the benefit of having a cruise industry presence in NYC, which was the crux of my comment several months ago, still stands. The Brooklyn Chamber will continue its important work supporting individual businesses in every community in Brooklyn, including the many businesses in Red Hook we continue to serve, several of whom are not members of the RHBA. Most recently our securing two grants for businesses who were impacted by the September 29th storms is an example of such support. Our Small Business Resource team, led by Mark Caserta, is always available to assist at the request of any individual business...” Consistent with Red Hook’s dealings with entities empowered by and for the cruise industry, the BCC had not been serving a majority of businesses in Red Hook included in that conversation.

EDC’s Lack of Preparation to Answer Continued Requests at the Hearing

In consideration that EDC signed private long-term agreements, which they knew would be scrutinized in the hearing, in addition to the core matter of why BCT still does not have shore power, it does not make sense that they would not be prepared to address this, knowing there would be public commentary from residents and business owners who had previously made unmet requests. When EDC’s Lippman clarified that among the ships capable of connecting to shore power, they are successfully connecting 70% of the time and that connection rate is “significantly higher” when compared to other ports across the United States, when asked by Council if there was a known “average” connection rate, that information was conveniently not available from EDC for the record. This type of confounding lack of disclosure and transparency, and when closely reviewing EDC’s history, appears patterned and deliberate. “I think we might have that number but if we don’t, we’ll look back and we’ll be able to report out to the council on that.” This is exactly the slippery language EDC provides when they don’t want to answer or produce what is being asked of them.

In conclusion, Intro 4 must be passed to address this longstanding pattern of unfulfilled promises by the EDC and to protect the children and asthmatic community of Red Hook. At Brooklyn Cruise Terminal, the shore power system is functioning fully. In their testimony, the EDC conveys that, “We see ourselves as part of the broader strategy to improve air quality across the city”, yet no actions have been taken to actualize this vision, including the lack of air quality monitoring included in any of the long-term agreements signed between EDC and the cruise industry. Despite repeated assurances, the EDC has failed to deliver even the most basic requests, such as

signage on streets outside of BCT to prevent crashes and clearly direct drivers to the entrance. Emails from 2023 reflect a familiar refrain of promises followed by delays and evasion.

It's time for the EDC to be held responsible for its actions, including inaccuracies spoken under oath. Until shore power can be consistently provided, in consideration of the testimony and supportive documents I am including, cruise ships should cease docking in Red Hook. Accountability must be upheld to ensure the well-being of Red Hook residents and the integrity of future dealings with the EDC. We can't accomplish this without legislation and urge the Council to meet all necessary requirements to enact Intro 4, the Our Air Our Water Act.

Brooklyn Cruise Terminal Preliminary Construction Timeline

Design/Permitting/Bidding

- April 2019 – June 2020

Marine Construction

- June 2020 – August 2021

Passenger Boarding Bridge Fabrication/Installation

- September 2020 – August 2021

Terminal Construction

- July 2020 – January 2021

Shore Power Upgrade Completion

- At the latest - Q4 2021

CRS Report for Congress

Received through the CRS Web

Cruise Ship Pollution: Background, Laws and Regulations, and Key Issues

Updated February 18, 2005

Claudia Copeland
Specialist in Resources and Environmental Policy
Resources, Science, and Industry Division

Cruise Ship Pollution: Background, Laws and Regulations, and Key Issues

Summary

The cruise industry is a significant and growing contributor to the U.S. economy, providing more than \$25 billion in benefits annually and generating nearly 295,000 U.S. jobs, but also making the environmental impacts of its activities an issue to many. Although cruise ships represent a small fraction of the entire shipping industry worldwide, public attention to their environmental impacts comes in part from the fact that cruise ships are highly visible and in part because of the industry's desire to promote a positive image.

Cruise ships carrying several thousand passengers and crew have been compared to “floating cities,” and the volume of wastes that they produce is comparably large, consisting of sewage; wastewater from sinks, showers, and galleys (graywater); hazardous wastes; solid waste; oily bilge water; ballast water; and air pollution. The waste streams generated by cruise ships are governed by a number of international protocols (especially MARPOL) and U.S. domestic laws (including the Clean Water Act and the Act to Prevent Pollution from Ships), regulations, and standards, but there is no single law or rule. Some cruise ship waste streams appear to be well regulated, such as solid wastes (garbage and plastics) and bilge water. But there is overlap of some areas and gaps in others. Some, such as graywater and ballast water, are not regulated (except in the Great Lakes), and concern is increasing about the impacts of these discharges on public health and the environment. In other areas, regulations apply but critics argue that they are not stringent enough to address the problem — for example, with respect to standards for sewage discharges from cruise ships. Environmental advocates have raised concerns about the adequacy of existing laws for managing these wastes, and contend that enforcement is weak.

In 2000, Congress enacted legislation restricting cruise ship discharges in U.S. navigable waters within the state of Alaska. Alaska, California, and Maine have enacted state-specific laws concerning cruise ship pollution, and several other states also are considering actions to address management of cruise ship discharges, such as voluntary agreements with industry. Meanwhile, the cruise industry has voluntarily undertaken initiatives to improve pollution prevention, by adopting waste management guidelines and procedures and researching new technologies. Concerns about cruise ship pollution raise issues for Congress in three broad areas: adequacy of laws and regulations, research needs, and oversight and enforcement. Legislation to regulate cruise ship discharges of sewage, graywater, and bilge water nationally was introduced in the 108th Congress (S. 2271, H.R. 4101), but was not enacted.

This report describes the several types of waste streams that cruise ships may discharge and emit. It identifies the complex body of international and domestic laws that address pollution from cruise ships. It then describes federal and state legislative activity concerning cruise ships in Alaskan waters and recent activities in a few other states, as well as current industry initiatives. Issues for Congress are discussed. The report will be updated as warranted.

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Introduction

More than 46,000 commercial vessels — tankers, bulk carriers, container ships, barges, and passenger ships — travel the oceans and other waters of the world, carrying cargo and passengers for commerce, transport, and recreation. Their activities are regulated and scrutinized in a number of respects by international protocols and U.S. domestic laws, including those designed to protect against discharges of pollutants that could harm marine resources, other parts of the ambient environment, and human health. However, there are overlaps of some requirements, gaps in other areas, geographic differences in jurisdiction based on differing definitions, and questions about the adequacy of enforcement.

Public attention to the environmental impacts of the maritime industry has been especially focused on the cruise industry, in part because its ships are highly visible and in part because of the industry's desire to promote a positive image. It represents a relatively small fraction of the entire shipping industry worldwide. As of January 2002, passenger ships (which include cruise ships and ferries) comprised about 13% of the world shipping fleet.¹ The cruise industry is a significant and growing contributor to the U.S. economy, providing more than \$25 billion in total benefits annually and generating nearly 295,000 U.S. jobs,² but also making the environmental impacts of its activities an issue to many. Since 1980, the average annual growth rate in the number of cruise passengers worldwide was 8.4%, and in 2003, cruises hosted an estimated 9.5 million passengers. Cruises are especially popular in the United States. In 2003, U.S. ports handled 7.1 million cruise embarkations (72% of global passengers) departed from U.S. ports, a 9.3% increase over 2002. The worldwide cruise ship fleet consists of more than 230 ships, and the majority are foreign-flagged, with Liberia and Panama being the most popular flag countries.³ Foreign-flag cruise vessels owned by six companies account for nearly 95% of passenger ships operating in U.S. waters. Each year, the industry adds new ships to the total fleet (15 new cruise ships debuted in 2003 and 12 in 2004), vessels that are bigger, more elaborate and luxurious, and carry larger numbers of passengers and crew.

¹ Lloyd's Maritime Information Services, on the website of the Maritime International Secretaries Services, Shipping and World Trade Facts, at [<http://www.marisec.org/shippingfacts/keyfactsnoofships.htm>]

² International Council of Cruise Lines, "The Cruise Industry, 2003 Economic Summary."

³ U.S. Environmental Protection Agency, "Cruise Ship White Paper," Aug. 22, 2000, p. 3. Hereafter, EPA White Paper.

To the cruise ship industry, a key issue is demonstrating to the public that cruising is safe and healthy for passengers and the tourist communities that are visited by their ships. Cruise ships carrying several thousand passengers and crew have been compared to “floating cities,” in part because the volume of wastes produced and requiring disposal is greater than that of many small cities on land. During a typical one-week voyage, a large cruise ship (with 3,000 passengers and crew) is estimated to generate 210,000 gallons of sewage; 1 million gallons of graywater (wastewater from sinks, showers, and laundries); more than 130 gallons of hazardous wastes; 8 tons of solid waste; and 25,000 gallons of oily bilge water.⁴ Those wastes, if not properly treated and disposed of, can pose risks to human health, welfare, and the environment. Environmental advocates have raised concerns about the adequacy of existing laws for managing these wastes, and suggest that enforcement of existing laws is weak.

A 2000 General Accounting Office (GAO) report focused attention on problems of cruise vessel compliance with environmental requirements.⁵ GAO found that between 1993 and 1998, foreign-flag cruise ships were involved in 87 confirmed illegal discharge cases in U.S. waters. A few of the cases included multiple illegal discharge incidents occurring over the six-year period. GAO reviewed three major waste streams (solids, hazardous chemicals, and oily bilge water) and concluded that 83% of the cases involved discharges of oil or oil-based products, the volumes of which ranged from a few drops to hundreds of gallons. The balance of the cases involved discharges of plastic or garbage. GAO judged that 72% of the illegal discharges were accidental, 15% were intentional, and 13% could not be determined. The 87 cruise ship cases represented 4% of the 2,400 illegal discharge cases by foreign-flag ships (including tankers, cargo ships and other commercial vessels, as well as cruise ships) confirmed during the six years studied by GAO. Although cruise ships operating in U.S. waters have been involved in a relatively small number of pollution cases, GAO said, several have been widely publicized and have led to criminal prosecutions and multimillion-dollar fines.

In 2000, a coalition of 53 environmental advocacy groups petitioned the Environmental Protection Agency (EPA) to take regulatory action on measures to address pollution by cruise ships.⁶ The petition called for an investigation of wastewater, oil, and solid waste discharges from cruise ships. In response, EPA agreed to study cruise ship discharges and waste management approaches. As part of that effort, in 2000 EPA issued a background document with preliminary information and recommendations for further assessment through data collection and

⁴ Bureau of Transportation Statistics, Department of Transportation, “Summary of Cruise Ship Waste Streams.”

⁵ U.S. General Accounting Office, *Marine Pollution: Progress Made to Reduce Marine Pollution by Cruise Ships, but Important Issues Remain*, GAO/RCED-00-48, Feb. 2000. 70 pp. Hereafter, 2000 GAO Report.

⁶ Bluewater Network, Petition to the Administrator, U.S. Environmental Protection Agency, Mar. 17, 2000.

public information hearings.⁷ Three regional hearings were held in September 2000 to gather more information. According to the EPA website, the agency is developing a cruise ship discharge assessment report, but it has not indicated when this report will be issued, nor has it made a final decision on the environmental groups' original petition.⁸ EPA is considering developing standards for the discharge of sewage and graywater from large cruise ships operating in the waters around Alaska, under authority of federal law enacted in 2000. As part of that effort, EPA sampled and analyzed wastewater from four cruise ships operating in Alaska during the summer of 2004 to evaluate the on-board performance of various advanced sewage and graywater treatment systems. EPA anticipates obtaining additional information from operators of cruise ships in Alaskan waters about their waste disposal practices as it considers whether to develop regulations.

This report presents information on issues related to cruise ship pollution. It begins by describing the several types of waste streams and contaminants that cruise ships may discharge and emit. It identifies the complex body of international and domestic laws that address pollution from cruise ships, as there is no single law in this area. Some wastes are covered by international standards, some are subject to U.S. law, and for some there are gaps in law, regulation, or possibly both. The report then describes federal and state legislative activity concerning cruise ships in Alaskan waters and recent activities in a few other states. Cruise ship companies have taken a number of steps to prevent illegal waste discharges and have adopted waste management plans and practices to improve their environmental operations. Environmental critics acknowledge these initiatives, even as they have petitioned the federal government to strengthen existing regulation of cruise ship wastes. Environmental groups endorsed legislation in the 108th Congress (the Clean Cruise Ship Act, S. 2271/H.R. 4101) that would have required stricter standards to control wastewater discharges from cruise ships. Congress did not act on either bill.

Cruise Ship Waste Streams

Cruise ships generate a number of waste streams that can result in discharges to the marine environment, including sewage, graywater, hazardous wastes, oily bilge water, ballast water, and solid waste. They also emit air pollutants to the air and water. These wastes, if not properly treated and disposed of, can be a significant source of pathogens, nutrients, and toxic substances with the potential to threaten human health and damage aquatic life. It is important, however, to keep these discharges in some perspective, because cruise ships represent a small — although highly visible — portion of the entire international shipping industry, and the waste streams described here are not unique to cruise ships. However, particular types of wastes, such as sewage, graywater, and solid waste, may be of greater concern for cruise ships relative to other seagoing vessels, because of the large numbers of passengers and crew that cruise ships carry and the large volumes of wastes that they

⁷ EPA White Paper.

⁸ The petition was amended in 2000 to request that EPA also examine air pollution from cruise ships; see discussion below.

produce. Further, because cruise ships tend to concentrate their activities in specific coastal areas and visit the same ports repeatedly (especially Florida, California, New York, Galveston, Seattle, and the waters of Alaska), their cumulative impact on a local scale could be significant, as can impacts of individual large-volume releases (either accidental or intentional).

Blackwater is sewage, wastewater from toilets and medical facilities, which can contain harmful bacteria, pathogens, diseases, viruses, intestinal parasites, and harmful nutrients. Discharges of untreated or inadequately treated sewage can cause bacterial and viral contamination of fisheries and shellfish beds, producing risks to public health. Nutrients in sewage, such as nitrogen and phosphorous, promote excessive algal growth, which consumes oxygen in the water and can lead to fish kills and destruction of other aquatic life. A large cruise ship (3,000 passengers and crew) generates an estimated 15,000 to 30,000 gallons per day of blackwater waste.⁹

Graywater is wastewater from the sinks, showers, galleys, laundry, and cleaning activities aboard a ship. It can contain a variety of pollutant substances, including fecal coliform bacteria, detergents, oil and grease, metals, organics, petroleum hydrocarbons, nutrients, food waste, and medical and dental waste. Graywater has potential to cause adverse environmental effects because of concentrations of nutrients and other oxygen-demanding materials, in particular. Graywater is typically the largest source of liquid waste generated by cruise ships (90%-95% of the total). Estimates of graywater range from 30 to 85 gallons per day per person, or 90,000 to 255,000 gallons per day for a 3,000-person cruise ship.¹⁰

Cruise ships produce **hazardous wastes** from a number of on-board activities and processes, including photo processing, dry-cleaning, and equipment cleaning. These materials contain a wide range of substances such as hydrocarbons, chlorinated hydrocarbons, heavy metals, paint waste, solvents, fluorescent and mercury vapor light bulbs, various types of batteries, and unused or outdated pharmaceuticals. Although the quantities of hazardous waste generated on cruise ships are small, their toxicity to sensitive marine organisms can be significant. Without careful management, these wastes can find their way into graywater, bilge water, or the solid waste stream.

Solid waste generated on a ship includes glass, paper, cardboard, aluminum and steel cans, and plastics. Much of this solid waste is incinerated on board, and the ash typically is discharged at sea, although some is landed ashore for disposal or recycling. Marine mammals, fish, sea turtles, and birds can be injured or killed from entanglement with plastics and other solid waste that may be released or disposed off of cruise ships. On average, each cruise ship passenger generates at least two pounds of non-hazardous solid waste per day and disposes of two bottles and two cans.¹¹

⁹ The Ocean Conservancy, "Cruise Control, A Report on How Cruise Ships Affect the Marine Environment," May 2002, p. 13. Hereafter, "Cruise Control."

¹⁰ *Ibid.*, p. 15.

¹¹ The Center for Environmental Leadership in Business. "A Shifting Tide, Environmental (continued...)"

With large cruise ships carrying several thousand passengers, the amount of waste generated in a day can be massive. For a large cruise ship, about 8 tons of solid waste are generated during a one-week cruise.¹² It has been estimated that 24% of the solid waste generated by vessels worldwide (by weight) comes from cruise ships.¹³ Most cruise ship garbage is treated on board (incinerated, pulped, or ground) for discharge overboard. When garbage must be off-loaded (for example, because glass and aluminum cannot be incinerated), cruise ships can put a strain on port reception facilities, which are rarely adequate to the task of serving a large passenger vessel (especially at non-North American ports).¹⁴

On a ship, oil often leaks from engine and machinery spaces or from engine maintenance activities and mixes with water in the bilge, the lowest part of the hull of the ship. Oil, gasoline, and byproducts from the biological breakdown of petroleum products can harm fish and wildlife and pose threats to human health if ingested. Oil in even minute concentrations can kill fish or have various sub-lethal chronic effects. **Bilge water** also may contain solid wastes and pollutants containing high amounts of oxygen-demanding material, oil and other chemicals. A typical large cruise ship will generate an average of 8 metric tons of oily bilge water for each 24 hours of operation.¹⁵ To maintain ship stability and eliminate potentially hazardous conditions from oil vapors in these areas, the bilge spaces need to be flushed and periodically pumped dry. However, before a bilge can be cleared out and the water discharged, the oil that has been accumulated needs to be extracted from the bilge water, after which the extracted oil can be reused, incinerated, and/or off-loaded in port. If a separator, which is normally used to extract the oil, is faulty or is deliberately bypassed, untreated oily bilge water could be discharged directly into the ocean, where it can damage marine life. A number of cruise lines have been charged with environmental violations related to this issue in recent years.

Cruise ships, large tankers, and bulk cargo carriers use a tremendous amount of **ballast water** to stabilize the vessel during transport. Ballast water is often taken on in the coastal waters in one region after ships discharge wastewater or unload cargo, and discharged at the next port of call, wherever more cargo is loaded, which reduces the need for compensating ballast. Ballast water discharge typically contains a variety of biological materials, including plants, animals, viruses, and bacteria.

¹¹ (...continued)

Challenges and Cruise Industry Responses.” P. 14. Hereafter, “Shifting Tide.”

¹² Bluewater Network, “Cruising for Trouble: Stemming the Tide of Cruise Ship Pollution,” Mar. 2000, p. 5. Hereafter, “Cruising for Trouble.” A report prepared for an industry group estimated that a 3,000-person cruise ship generates 1.1 million gallons of graywater during a seven-day cruise. Don K. Kim, “Cruise Ship Waste Dispersion Analysis Report on the Analysis of Graywater Discharge,” presented to the International Council of Cruise Lines, Sept. 14, 2000.

¹³ National Research Council, Committee on Shipboard Wastes, *Clean Ships, Clean Ports, Clean Oceans: Controlling Garbage and Plastic Wastes at Sea* (National Academy Press, 1995), Table 2-3, pp. 38-39.

¹⁴ *Ibid.*, p. 126.

¹⁵ “Shifting Tide,” p. 16.

These materials often include non-native, nuisance, exotic species that can cause extensive ecological and economic damage to aquatic ecosystems. Ballast water discharges are believed to be the leading source of invasive species in U.S. marine waters, thus posing public health and environmental risks, as well as significant economic cost to industries such as water and power utilities, commercial and recreational fisheries, agriculture, and tourism.¹⁶ Studies suggest that the economic cost just from introduction of pest mollusks (zebra mussels, the Asian clam, and others) to U.S. aquatic ecosystems is more than \$6 billion per year.¹⁷ These problems are not limited to cruise ships, but there is little cruise-industry specific data on the issue, and further study is needed to determine cruise ships' role in the overall problem of introduction of non-native species by vessels.

Air pollution from cruise ships is generated by diesel engines that burn high sulfur content fuel, producing sulfur dioxide, nitrogen oxide and particulate matter, in addition to carbon monoxide, carbon dioxide, and hydrocarbons. EPA recognizes that these emissions from marine diesel engines contribute to ozone and carbon monoxide nonattainment, as well as adverse health effects associated with ambient concentrations of particulate matter and visibility, haze, acid deposition, and eutrophication and nitrophication of water.¹⁸ EPA estimates that large marine diesel engines accounted for about 1.6% of mobile source nitrogen oxide emissions and 2.8% of mobile source particulate emissions in the United States in 2000. Contributions of marine diesel engines can be higher on a port-specific basis.

One source of environmental pressures on maritime vessels recently has come from states and localities, as they assess the contribution of commercial marine vessels to regional air quality problems when ships are docked in port. For instance, large marine diesel engines are believed to contribute 7% of mobile source nitrogen oxide emissions in Baton Rouge/New Orleans. Ships can also have a significant impact in areas without large commercial ports: they contribute about 37% of total area nitrogen oxide emissions in the Santa Barbara area, and that percentage is expected to increase to 61% by the year 2015.¹⁹ There is little cruise-industry specific data on this issue. They comprise only a small fraction of the world shipping fleet, but cruise ship emissions may exert significant impacts on a local scale in specific coastal areas that are visited repeatedly. Shipboard incinerators also burn large volumes of garbage, plastics, and other waste, producing ash that must be disposed of. Incinerators may release toxic emissions as well.

¹⁶ Statement of Catherine Hazelwood, The Ocean Conservancy, "Ballast Water Management: New International Standards and NISA Reauthorization," Hearing, House Transportation and Infrastructure Subcommittee on Water Resources and Environment, 108th Cong., 2nd sess., Mar. 25, 2004.

¹⁷ David Pimentel, Lori Lach, Rodolfo Zuniga, and Doug Morrison, "Environmental and Economic Costs Associated with Non-indigenous Species in the United States," presented at AAAS Conference, Anaheim, CA, Jan. 24, 1999.

¹⁸ 68 *Federal Register* 9751, 9753, Feb. 28, 2003.

¹⁹ *Ibid.*, pp. 9751, 9756.

Applicable Laws and Regulations

The several waste streams generated by cruise ships are governed by a number of international protocols and U.S. domestic laws, regulations and standards, which are described in this section, but there is no single law or regulation. Moreover, there are overlaps in some areas of coverage, gaps in other areas, and differences in geographic jurisdiction, based on applicable terms and definitions.

International Legal Regime

The International Maritime Organization (IMO), a body of the United Nations, sets international maritime vessel safety and marine pollution standards. It consists of representatives from 152 major maritime nations, including the United States. The IMO implements the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, known as MARPOL 73/78.²⁰ Cruise ships flagged under countries that are signatories to MARPOL are subject to its requirements, regardless of where they sail, and member nations are responsible for vessels registered under their respective nationalities. Six Annexes of the Convention cover the various sources of pollution from ships and provide an overarching framework for international objectives, but they are not sufficient alone to protect the marine environment from waste discharges, without ratification and implementation by sovereign states.

- Annex I deals with regulations for the prevention of pollution by oil.
- Annex II details the discharge criteria and measures for the control of pollution by noxious liquid substances carried in bulk.
- Annex III contains general requirements for issuing standards on packing, marking, labeling, and notifications for preventing pollution by harmful substances.
- Annex IV contains requirements to control pollution of the sea by sewage.
- Annex V deals with different types of garbage, including plastics, and specifies the distances from land and the manner in which they may be disposed of.
- Annex VI sets limits on sulfur oxide, nitrogen oxide, and other emissions from marine vessel operations and prohibits deliberate emissions of ozone- depleting substances.

In order for IMO standards to be binding, they must first be ratified by a total number of member countries whose combined gross tonnage represents at least 50% of the world's gross tonnage, a process that can be lengthy. To date, Annex VI (which regulates air pollution) has not entered into force because it has not yet been ratified by the requisite number of nations. The other five have entered into force. The United States has not ratified either Annex IV or Annex VI. The country where

²⁰ For information, see [http://www.imo.org/Conventions/contents.asp?doc_id=678&topic_id=258]. The majority of cruise ships are foreign-flagged, primarily in Liberia and Panama. Liberia has ratified the same four MARPOL annexes as has the United States; Panama has ratified all six of the MARPOL annexes.

a ship is registered (flag state) is responsible for certifying the ship's compliance with MARPOL's pollution prevention standards. IMO also has established a large number of other conventions, addressing issues such as ballast water management, and the International Safety Management Code, with guidelines for passenger safety and pollution prevention.

Each signatory nation is responsible for enacting domestic laws to implement the convention and effectively pledges to comply with the convention, annexes, and related laws of other nations. In the United States, the Act to Prevent Pollution from Ships (APPS, 33 USC §§1905-1915) implements the provisions of MARPOL and the annexes to which the United States is a party. APPS applies to all U.S.-flagged ships anywhere in the world and to all foreign-flagged vessels operating in navigable waters of the United States or while at port under U.S. jurisdiction. The U.S. Coast Guard has primary responsibility to prescribe and enforce regulations necessary to implement APPS in these waters. The regulatory mechanism established in APPS to implement MARPOL is separate and distinct from the Clean Water Act and other federal environmental laws.

One of the difficulties in implementing MARPOL arises from the very international nature of maritime shipping. The country that the ship visits can conduct its own examination to verify a ship's compliance with international standards and can detain the ship if it finds significant noncompliance. Under the provisions of the Convention, the United States can take direct enforcement action under U.S. laws against foreign-flagged ships when pollution discharge incidents occur within U.S. jurisdiction. When incidents occur outside U.S. jurisdiction or jurisdiction cannot be determined, the United States refers cases to flag states, in accordance with MARPOL. The 2000 GAO report documented that these procedures require substantial coordination between the Coast Guard, the State Department, and other flag states and that, even when referrals have been made, the response rate from flag states has been poor.²¹

Domestic Laws and Regulations

In the United States, several federal agencies have some jurisdiction over cruise ships in U.S. waters, but no one agency is responsible for or coordinates all of the relevant government functions. The U.S. Coast Guard and EPA have principal regulatory and standard-setting responsibilities, and the Department of Justice prosecutes violations of federal laws. In addition, the Department of State represents the United States at meetings of the IMO and in international treaty negotiations and is responsible for pursuing foreign-flag violations. Other federal agencies have limited roles and responsibilities. For example, the National Oceanic and Atmospheric Administration (NOAA, Department of Commerce) works with the Coast Guard and EPA to report on the effects of marine debris. The Animal and Plant Health Inspection Service (APHIS, Department of Agriculture) is responsible for ensuring quarantine inspection and disposal of food-contaminated garbage. In some cases, states and localities have responsibilities as well. This section describes U.S. laws and regulations that apply to cruise ship discharges.

²¹ 2000 GAO Report, pp. 19-21.

Sewage. The Federal Water Pollution Control Act, or Clean Water Act (CWA), is the principal U.S. law concerned with limiting polluting activity in the nation's streams, lakes, estuaries, and coastal waters. The act's primary mechanism for controlling pollutant discharges is the National Pollutant Discharge Elimination System (NPDES) program, authorized in Section 402 of the law. In accordance with the NPDES program, pollutant discharges from point sources — a term that includes vessels — are prohibited unless a permit has been obtained. While sewage is defined as a pollutant under the act, sewage from cruise ships and other vessels is exempt from this statutory definition and is therefore exempt from the requirement to obtain an NPDES permit. Further, EPA regulations implementing the NPDES permit program provide that “discharges incidental to the normal operation of vessels” are excluded from regulation and thus from permit requirements (40 CFR §122.3(a)).

Marine Sanitation Devices. Section 312 of the Clean Water Act seeks to address this gap by prohibiting the dumping of untreated or inadequately treated sewage from vessels into the navigable waters of the United States (defined in the act as within 3 miles of shore). Cruise ships are subject to this prohibition. It is implemented jointly by EPA and the Coast Guard. Under Section 312, commercial and recreational vessels with installed toilets are required to have marine sanitation devices (MSDs), which are designed to prevent the discharge of untreated sewage. EPA is responsible for developing performance standards for MSDs, and the Coast Guard is responsible for MSD design and operation regulations and for certifying MSD compliance with the EPA rules. MSDs are designed either to hold sewage for shore-based disposal or to treat sewage prior to discharge. Beyond 3 miles, raw sewage can be discharged.

The Coast Guard regulations cover three types of MSDs (33 CFR Part 159). Large vessels, including cruise ships, use either Type II or Type III MSDs. In Type II MSDs, the waste is either chemically or biologically treated prior to discharge and must meet limits of no more than 200 fecal coliform per 100 milliliters and no more than 150 milligrams per liter of suspended solids. Type III MSDs store wastes and do not treat them; the waste is pumped out later and treated in an onshore system or discharged outside U.S. waters. Type I MSDs use chemicals to disinfect the raw sewage prior to discharge and must meet a performance standard for fecal coliform bacteria of not greater than 1,000 per 100 milliliters and no visible floating solids. Type I MSDs are generally only found on recreational vessels or others under 65 feet in length. The regulations, which have not been revised since 1976, do not require ship operators to sample, monitor, or report on their effluent discharges.

Critics point out a number of deficiencies with this regulatory structure as it affects cruise ships and other large vessels. First, the MSD regulations only cover discharges of bacterial contaminants and suspended solids, while the NPDES permit program for other point sources typically regulates other pollutants such as chemicals, pesticides, heavy metals, oil, and grease that may be released by cruise ships as well as land-based sources. Second, sources subject to NPDES permits must comply with sampling, monitoring, recordkeeping, and reporting requirements, which do not exist in the MSD rules.

In addition, the Coast Guard, responsible for inspecting cruise ships and other vessels for compliance with the MSD rules, has been heavily criticized for poor

enforcement of Section 312 requirements. In its 2000 report, the GAO said that Coast Guard inspectors “rarely have time during scheduled ship examinations to inspect sewage treatment equipment or filter systems to see if they are working properly and filtering out potentially harmful contaminants.” GAO reported that a number of factors limit the ability of Coast Guard inspectors to detect violations of environmental law and rules, including the inspectors’ focus on safety, the large size of a cruise ship, limited time and staff for inspections, and the lack of an element of surprise concerning inspections.²² The Coast Guard carries out a wide range of responsibilities that encompass both homeland security (ports, waterways, and coastal security, defense readiness, drug and migrant interdiction) and non-homeland security (search and rescue, marine environmental protection, fisheries enforcement, aids to navigation). Since the September 11 terrorist attacks on the United States, the Coast Guard has focused more of its resources on homeland security activities.²³ One likely result is that less of the Coast Guard’s time and attention are available for vessel inspections for MSD or other environmental compliance.

Annex IV of MARPOL was drafted to regulate sewage discharges from vessels. It has entered into force internationally and would apply to cruise ships that are flagged in ratifying countries, but because the United States has not ratified Annex IV, it is not mandatory that ships follow it when in U.S. waters. However, its requirements are minimal, even compared with U.S. rules for MSDs. Annex IV requires that vessels be equipped with a certified sewage treatment system or holding tank, but it prescribes no specific performance standards. Treated waste may be discharged in waters more than 3 nautical miles from land. Vessels are permitted to meet alternative, less stringent requirements when they are in the jurisdiction of countries where less stringent requirements apply. In U.S. waters, cruise ships and other vessels must comply with the regulations implementing Section 312 of the Clean Water Act.

No Discharge Zones. Section 312 has another means of addressing sewage discharges, through establishment of no-discharge zones (NDZs) for vessel sewage. A state may completely prohibit the discharge of both treated and untreated sewage from all vessels with installed toilets into some or all waters over which it has jurisdiction (up to 3 miles from land). To create a no-discharge zone to protect waters from sewage discharges by cruise ships and other vessels, the state must apply to EPA under one of three categories:

- NDZ based on the need for greater environmental protection, and the state demonstrates that adequate pumpout facilities for safe and sanitary removal and treatment of sewage from all vessels are reasonably available. This category of designation has been used for 54 areas representing part or all of the waters of 23 states.

²² 2000 GAO Report, pp. 34-35, 13.

²³ The Homeland Security Act of 2002 (P.L. 107-296) transferred the entirety of the Coast Guard from the Department of Transportation to the Department of Homeland Security. For discussion, see CRS Report RS21125, *Homeland Security: Coast Guard Operations — Background and Issues for Congress*.

- NDZ for special waters found to have a particular environmental importance (e.g., to protect environmentally sensitive areas such as shellfish beds or coral reefs); it is not necessary for the state to show pumpout availability. This category of designation has been used twice (state waters within the Florida Keys National Marine Sanctuary and the Boundary Waters Canoe area of Minnesota).
- NDZ to prohibit the discharge of sewage into waters that are drinking water intake zones; it is not necessary for the state to show pumpout availability. This category of designation has been used to protect part of the Hudson River in New York.

Graywater. Under current law, graywater is not defined as a pollutant, nor is it generally considered to be sewage (thus, no NPDES permit is required). There are no separate federal effluent standards for graywater discharges. The Clean Water Act only includes graywater in its definition of sewage for the express purpose of regulating commercial vessels in the Great Lakes, under the Section 312 MSD requirements. Thus, graywater can be discharged by cruise ships anywhere — except in the Great Lakes, where the Section 312 MSD rules apply, but those rules limit only bacterial contaminant content and total suspended solids of graywater.

Hazardous Waste. The Resource Conservation and Recovery Act (RCRA, 42 USC 6901-6991k) is the primary federal law that governs the generation, transport, and disposal of hazardous waste. Under this act, a waste is hazardous if it is ignitable, corrosive, reactive, or toxic, or appears on a list of about 100 industrial process waste streams and more than 500 discarded commercial products and chemicals. Treatment, storage, and disposal facilities are required to have permits and comply with operating standards and other EPA regulations.

A range of activities on board cruise ships generate hazardous wastes and toxic substances that would ordinarily be presumed to be subject to RCRA. However, it is not entirely clear what regulations apply to the management and disposal of these wastes.²⁴ RCRA rules that cover small-quantity generators (those that generate more than 100 kilograms but less than 1,000 kilograms of hazardous waste per month) are less stringent than those for large-quantity generators (generating more than 1,000 kilograms per month), and it is unclear whether cruise ships are classified as large or small generators of hazardous waste. Moreover, some cruise companies argue that they generate less than 100 kilograms per month and therefore should be classified in a third category, as “conditionally exempt small-quantity generators,” a categorization that allows for less rigorous requirements for notification, recordkeeping, and the like.²⁵

A release of hazardous substances by a cruise ship or other vessel could also theoretically trigger the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, or Superfund, 42 USC 9601-9675), but it does not appear to have been used in response to cruise ship releases. It requires that any person in charge of a vessel shall immediately notify the National Response Center

²⁴ EPA White Paper, p. 10.

²⁵ “Cruising for Trouble,” p. 5.

of any release of a hazardous substance (other than discharges in compliance with a federal permit under the Clean Water Act or other environmental law) into navigable waters of the United States or the contiguous zone. Notification is required for releases in amounts determined by EPA that may present substantial danger to the public health, welfare, or the environment. EPA has identified 500 wastes as hazardous substances under these provisions and issued rules on quantities that are reportable, covering releases as small as 1 pound of some substances (40 CFR Part 302). CERCLA authorizes the President (acting through the Coast Guard in coastal waters) to remove and provide for remedial action relating to the release. The law distinguishes between short-term and long-term responses to threats posed by hazardous substances. Short-term responses, also referred to as removal actions, address immediate threats to public health and the environment and would most likely be the type of response invoked for a release from a cruise ship. Long-term responses, also called remedial actions, involve complex and highly contaminated sites that often require several years to study and clean up the hazardous waste.

Solid Waste. Cruise ship discharges of solid waste are governed by two laws. Title I of the Marine Protection, Research and Sanctuaries Act (MPRSA, 33 U.S.C. 1402-1421) applies to cruise ships and makes it illegal to transport garbage from the United States for the purpose of dumping it into ocean waters without a permit or to dump any material transported from a location outside the United States into U.S. territorial seas or the contiguous zone (within 12 nautical miles from shore) or ocean waters. EPA is responsible for issuing permits that regulate the disposal of materials at sea (except for dredged material disposal, for which the U.S. Army Corps of Engineers is responsible). Outside of waters that are under U.S. jurisdiction, no MPRSA permit is required for a cruise ship to discharge solid waste. The routine discharge of effluent incidental to the propulsion of vessels is explicitly exempted from the definition of dumping in the MPRSA.²⁶

The Act to Prevent Pollution from Ships (APPS, 33 USC 1901-1915) and its regulations, which implement U.S.-ratified provisions of MARPOL, also apply to cruise ships. APPS prohibits the discharge of all garbage within 3 nautical miles of shore, certain types of garbage within 12 nautical miles offshore, and plastic anywhere. It applies to all vessels, whether seagoing or not, regardless of flag, operating in U.S. navigable waters and the Exclusive Economic Zone (EEZ). It is administered by the Coast Guard.

Bilge Water. Section 311 of the Clean Water Act, as amended by the Oil Pollution Act of 1990 (33 U.S.C. 2701-2720), applies to cruise ships and prohibits discharge of oil or hazardous substances in harmful quantities into or upon U.S. navigable waters, or into or upon the waters of the contiguous zone, or which may affect natural resources in the U.S. EEZ (extending 200 miles offshore). Coast Guard

²⁶ The 1988 Shore Protection Act (33 U.S.C. 2601-2603) prohibits vessels from transporting municipal or commercial waste in U.S. coastal waters without a permit issued by the Department of Transportation. It was intended to minimize trash, medical debris, and potentially harmful materials from being deposited in U.S. coastal waters. However, its provisions exclude waste generated by a vessel during normal operations and thus do not apply to cruise ships.

regulations (33 CFR §151.10) prohibit discharge of oil within 12 miles from shore, unless passed through a 15-ppm oil water separator, and unless the discharge does not cause a visible sheen. Beyond 12 miles, oil or oily mixtures can be discharged while a vessel is proceeding en route and if the oil content without dilution is less than 100 ppm. Vessels are required to maintain an Oil Record Book to record disposal of oily residues and discharges overboard or disposal of bilge water.

Ballast Water. Clean Water Act regulations currently exempt ballast water discharges incidental to the normal operation of cruise ships and other vessels from NPDES permit requirements (see above discussions concerning sewage and graywater). Because of the growing problem of introduction of invasive species into U.S. waters via ballast water, in January 1999, a number of conservation organizations, fishing groups, native American tribes, and water agencies petitioned EPA to repeal its regulation exempting ballast water discharge, arguing that ballast water should be regulated as the “discharge of a pollutant” under the Clean Water Act permit program. EPA rejected the petition in September 2003.²⁷ EPA said that the “normal operation” exclusion is long-standing agency policy, to which Congress has acquiesced twice (in 1979 and 1996) when it considered the issue of aquatic nuisance species in ballast water and did not alter EPA’s CWA interpretation. Further, EPA said that other ongoing federal activities related to control of invasive species in ballast water are likely to be more effective than changing the NPDES rules.²⁸ These current efforts to limit ballast water discharges by cruise ships and other vessels are primarily voluntary, except in the Great Lakes.²⁹

Air Pollution. The Clean Air Act (42 USC 7401 et seq.) is the principal federal law that addresses air quality concerns. It requires EPA to set health-based standards for ambient air quality, sets standards for the achievement of those standards, and sets national emission standards for large and ubiquitous sources of air pollution, including mobile sources. Cruise ships emissions were not regulated until February 2003. At that time, EPA promulgated emission standards for new marine diesel engines on large vessels (Category 3 engines) such as container ships, tankers, bulk carriers, and cruise ships flagged or registered in the United States.³⁰ The 2003 rule resulted from settlement of litigation brought by the environmental group Bluewater Network after it had petitioned EPA to issue stringent emission standards for large

²⁷ 68 *Federal Register* 53165, Sept. 9, 2003. The EPA decision and related documents are available at [http://cfpub2.epa.gov/npdes/pkeyword.cfm?keywords=ballast+water&program_id=0].

²⁸ In 1990, Congress enacted the Non-indigenous Aquatic Nuisance Prevention and Control Act (16 USC 4701 et seq) to focus federal efforts on non-indigenous, invasive, aquatic nuisance species, specifically when such species occur in ballast water discharges. That law, as amended by the National Invasive Species Act of 1996, delegated authority to the Coast Guard to establish a phased-in regulatory program for ballast water.

²⁹ For information, see CRS Report RL32344, *Ballast Water Management to Combat Invasive Species*.

³⁰ U.S. Environmental Protection Agency, “Final Rule, Control of Emissions from New Marine Compression-Ignition Engines at or Above 30 Liters Per Cylinder,” 68 *Federal Register* 9746-9789, Feb. 28, 2003.

vessels and cruise ships.³¹ Standards in the rule are equivalent to internationally negotiated standards set in Annex VI of the MARPOL protocol for nitrogen oxides, which engine manufacturers currently meet, according to EPA.³² Emissions from these large, primarily ocean-going vessels had not previously been subject to EPA regulation. The rule is one of several EPA regulations establishing emissions standards for nonroad engines and vehicles, under Section 213(a) of the Clean Air Act. Smaller marine diesel engines are regulated under rules issued in 1996 and 1999.

In the February 2003 rule, EPA announced that over the next two years it will continue to review issues and technology related to emissions from large marine vessel engines to promulgate additional, more stringent emission standards (called Tier 2 standards) by April 2007. Addressing long-term standards in a future rulemaking, EPA said, could facilitate international efforts through the IMO, while also permitting the United States to proceed, if international standards are not adopted in a timely manner. Environmental groups criticized EPA for excluding foreign-flagged vessels that enter U.S. ports from the marine diesel engine rules and challenged the 2003 rules in federal court. The rules were upheld in a ruling issued June 22, 2004.³³ EPA has said that it will consider including foreign vessels in the future rulemaking to consider more stringent standards.

Considerations of Geographic Jurisdiction. The various laws and regulations described here apply to different geographic areas, depending on the terminology used. For example, the Clean Water Act treats navigable waters, the contiguous zone, and the ocean as distinct entities. The term “navigable waters” is defined to mean the waters of the United States, including the territorial seas (33 USC §1362(7)). In turn, the territorial seas are defined in that act as extending a distance of 3 miles seaward from the baseline (33 USC §1362(8)); the baseline generally means the land or shore. In 1988, President Reagan signed a proclamation (Proc. No. 5928, Dec. 27, 1988, 54 *Federal Register* 777) providing that the territorial sea of the United States extends to 12 nautical miles from the U.S. baseline. However, that proclamation had no effect on the geographic reach of the Clean Water Act.

The contiguous zone is defined in the CWA to mean the entire zone established by the United States under Article 24 of the Convention of the Territorial Sea and the Contiguous Zone (33 USC §1362(9)). That convention defines “contiguous zone” as extending from the baseline from which the territorial sea is measured to not beyond 12 miles. In 1999, President Clinton signed a proclamation (Proc. No. 7219 of Aug. 2, 1999, 64 *Federal Register* 48701) giving U.S. authorities the right to enforce customs, immigration, or sanitary laws at sea within 24 nautical miles from

³¹ For information, see [<http://www.earthjustice.org/news/display.html?ID=53>] and [<http://www.earthjustice.org/urgent/display.html?ID=158>].

³² Annex VI also regulates ozone-depleting emissions, sulfur oxides, and shipboard incineration, but there are no restrictions on particulate matter, hydrocarbons, or carbon monoxide. It has not yet gone into force, nor been ratified by the United States, but it was submitted to the Senate for ratification on May 15, 2003 (Treaty Doc. 108-7).

³³ *Bluewater Network v. EPA*, D.C.Cir., No. 03-1120, June 22, 2004.

the baseline, doubling the traditional 12-mile width of the contiguous zone. As with the 1988 presidential proclamation, this proclamation did not amend any statutory definitions (as a general matter, a presidential proclamation cannot amend a statute). Thus, for purposes of the Clean Water Act, the territorial sea remains 3 miles wide, and the contiguous zone extends from 3 to 12 miles. Under CERCLA, “navigable waters” means waters of the United States, including the territorial seas (42 USC §9601(15)), and that law incorporates the Clean Water Act’s definitions of “territorial seas” and “contiguous zone” (42 USC §9601(30)).

The CWA defines the “ocean” as any portion of the high seas beyond the contiguous zone (33 USC §1362(10)). In contrast, the MPRSA defines “ocean waters” as the open seas lying seaward beyond the baseline from which the territorial sea is measured, as provided for in the Convention of the Territorial Sea and the Contiguous Zone (33 USC §1402(b)).

Limits of jurisdiction are important because they define the areas where specific laws and rules apply. For example, the Clean Water Act MSD standards apply to sewage discharges from vessels into or upon the navigable waters, and Section 402 NPDES permits are required for point source discharges (excluding vessels) into the navigable waters. Section 311 of the CWA, as amended by the Oil Pollution Act, addresses discharges of oil or hazardous substances into or upon the navigable waters of the United States or the waters of the contiguous zone. Provisions of the Act to Prevent Pollution from Ships (APPS, 33 USC §§1901-1915) concerning discharges of oil and noxious substances apply to navigable waters. Other provisions of that same act concerning garbage and plastics apply to navigable waters or the EEZ, but the term “navigable waters” is not defined in APPS. The MPRSA regulates ocean dumping within the area extending 12 nautical miles seaward from the baseline and regulates transport of material by U.S.-flagged vessels for dumping into ocean waters.

Further complicating jurisdictional considerations is the fact that the Clean Water Act refers to these distances from shore in terms of miles, without other qualification, which is generally interpreted to mean an international mile or statute mile. APPS, the MPRSA, and the two presidential proclamations refer to distances in terms of nautical miles from the baseline. These two measures are not identical: a nautical mile is a unit of distance used primarily at sea and in aviation; it equals 6,080 feet and is 15% longer than an international or statute mile.³⁴

Alaskan Activities

In Alaska, where tourism and commercial fisheries are key contributors to the economy, cruise ship pollution has received significant attention. After the state experienced a three-fold increase in the number of cruise ship passengers visits during the 1990s,³⁵ concern by Alaska Natives and other groups over impacts of

³⁴ For an explanation of these terms, see [<http://encyclopedia.thefreedictionary.com/Statute%20mile>].

³⁵ In 2003, the number of cruise ship passengers in Southeast Alaska was about 800,000, (continued...)

cruise ship pollution on marine resources began to increase. In one prominent example of environmental violations, in July 1999, Royal Caribbean Cruise Lines entered a federal criminal plea agreement involving total penalties of \$6.5 million for violations in Alaska, including knowingly discharging oil and hazardous substances (including dry-cleaning and photo processing chemicals). The company admitted to a fleet-wide practice of discharging oil-contaminated bilge water. The Alaska penalties were part of a larger \$18 million total federal plea agreement involving environmental violations in multiple locations, including Florida, New York, and California.

Public concern about the Royal Caribbean violations led the state to initiate a program in December 1999 to identify cruise ship waste streams. Voluntary sampling of large cruise ships in 2000 indicated that waste treatment systems on most ships did not function well and discharges greatly exceeded applicable U.S. Coast Guard standards for Type II MSDs. Fecal coliform levels sampled during that period averaged 12.8 million colonies per 100 milliliters in blackwater and 1.2 million in graywater, far in excess of the Coast Guard standard of 200 fecal coliforms per 100 milliliters.

Federal Legislation. Concurrent with growing regional interest in these problems, attention to the Alaska issues led to passage of federal legislation in December 2000 (Certain Alaskan Cruise Ship Operations, Division B, Title XIV of the Miscellaneous Appropriations Bill, H.R. 5666, in the Consolidated Appropriations Act, 2001 (P.L. 106-554)). This law established standards for vessels with 500 or more overnight passengers and generally prohibits discharge of untreated sewage and graywater in navigable waters of the United States within the state of Alaska. These cruise ships may discharge treated sewage wastes in Alaska waters while traveling at least 6 knots and while at least 1 nautical mile from shore, provided that the discharge contains no more than 200 fecal coliforms per 100 ml and no more than 150 mg/l total suspended solids (the same limits prescribed in federal regulations for Type II MSDs).

The law also allows for discharges of treated sewage and graywater inside of one mile from shore and at speeds less than 6 knots (thus including stationary discharges while a ship is at anchor) for vessels with systems that can treat sewage and graywater to a much stricter standard. Such vessels must meet these minimum effluent standards: no more than 20 fecal coliforms per 100 ml, no more than 30 mg/l of total suspended solids, and total residual chlorine concentrations not to exceed 10 mg/l. The legislation requires sampling, data collection, and recordkeeping by vessel operators to facilitate Coast Guard oversight and enforcement. Regulations to implement the federal law were issued by the U.S. Coast Guard in July 2001 and

³⁵ (...continued)

with tens of thousands of crew, in addition. By comparison, the state's population is approximately 650,000. Roughly 95% of the current cruise ship traffic is concentrated in Southeast Alaska, a region with a population of approximately 73,000 people. Alaska Department of Environmental Conservation, Commercial Passenger Vessel Environmental Compliance Program, "Assessment of Cruise Ship and Ferry Wastewater Impacts in Alaska," Feb. 9, 2004, p. 8. Hereafter, "Assessment of Impacts in Alaska."

became effective immediately upon publication.³⁶ The regulations stipulate minimum sampling and testing procedures and provide for administrative and criminal penalties for violations of the law, as provided in the legislation.

Alaska State Legislation. Building on the federal legislation enacted in 2000, the state of Alaska enacted its own law in June 2001 (AS 46.03.460-AS 46.03.490). The state law sets standards and sampling requirements for the underway discharge of blackwater in Alaska that are identical to the blackwater/sewage standards in the federal law. However, because of the high fecal coliform counts detected in graywater in 2000, the state law also extends the effluent standards to discharges of graywater. Sampling requirements for all ships took effect in 2001, as did effluent standards for blackwater discharges by large cruise ships (defined as providing overnight accommodations to 250 or more). Effluent standards for graywater discharges by large vessels took effect in 2003. Small ships (defined as providing overnight accommodations for 50 to 249 passengers) were allowed three years to come into compliance with all effluent standards. The law also established a scientific advisory panel to evaluate the effectiveness of the law's implementation and to advise the state on scientific matters related to cruise ship impacts on the Alaskan environment and public health.

In February 2004, the state reported on compliance with the federal and state requirements for the years 2001-2003.³⁷ According to the state, the federal and state standards have prompted large ships to either install advanced wastewater treatment systems that meet the effluent standards or to manage wastes by holding all of their wastewater for discharge outside of Alaskan waters (beyond 3 miles from shore). As of 2003, the majority of large ships (56%) have installed advanced technology (compared with 8% that had done so in 2001), while the remaining 44% discharge outside of Alaska waters. As a result, the quality of wastewater discharged from large ships has improved dramatically, according to the state: the majority of conventional and toxic pollutants that ships must sample for were not detected, and test results indicate that wastewater from large ships with advanced wastewater treatment systems does not pose a risk to aquatic organisms or to human health, even during stationary discharge.

Small ships, however, have not installed new wastewater treatment systems, and the effluent quality has remained relatively constant, with discharge levels for several pollutants regularly exceeding state water quality standards. In particular, test results indicate that concentrations of free chlorine, fecal coliform, copper, and zinc from stationary smaller vessels pose some risk to aquatic life and also to human health in areas where aquatic life is harvested for raw consumption.

Other State Activities

Activity to regulate or prohibit cruise ship discharges also has occurred in several states. In Alaska, in addition to the existing legislation discussed above, a

³⁶ 66 *Federal Register* 38926, July 26, 2001.

³⁷ "Assessment of Impacts in Alaska," pp. 33-57.

citizen initiative that would require cruise lines to pay the state \$50 for each passenger, mandate new environmental regulations (such as a state permit for all discharges of treated wastewater), and establish other requirements has been approved for the next statewide election, most likely the 2006 primary. Supporters of the initiative contend that the cruise industry does not pay enough in taxes to compensate for its environmental harm to the state and for the services it uses. Bills calling for a tax similar to that proposed in the initiative also have been introduced in the Alaska legislature.

In April 2004, the state of Maine enacted legislation governing discharges of graywater or mixed blackwater/graywater into coastal waters of the state (Maine LD. 1158). The legislation applies to large cruise ships (with overnight accommodations for 250 or more passengers) and allows such vessels into state waters after January 1, 2006, only if the ships have advanced wastewater treatment systems, comply with discharge and recordkeeping requirements under the federal Alaska cruise ship law, and get a permit from the state Department of Environmental Protection. Prior to 2006, graywater dischargers will be allowed if the ship operates a treatment system that conforms to requirements for continuous discharge systems under the Alaska federal and state laws. In addition, the legislation requires the state to apply to EPA for designation of up to 50 No Discharge Zones, in order that Maine may gain federal authorization to prohibit blackwater discharges into state waters.

California enacted three bills in 2004. One bars cruise ships from discharging treated wastewater while in the state's waters (Calif. A.B. 2672). Another prohibits vessels from releasing graywater (Calif. A.B. 2093), and the third measure prevents cruise ships from operating waste incinerators (Calif. A.B. 471). Additionally, in 2003 California enacted a law that bans passenger ships from discharging sewage sludge and oil bilge water (Calif. A.B. 121), as well as a bill that prohibits vessels from discharging hazardous wastes from photo-processing and dry cleaning operations into state waters (Calif. A.B. 906).

Several states, including Florida, Washington, and Hawaii, have entered into memoranda of agreement with the industry (through the International Council of Cruise Lines and related organizations) providing that cruise ships will adhere to certain practices concerning waste minimization, waste reuse and recycling, and waste management. For example, under a 2001 agreement between industry and the state of Florida, cruise lines must eliminate wastewater discharges in state waters within 4 nautical miles off the coast of Florida, report hazardous waste off-loaded in the United States by each vessel on an annual basis, and submit to environmental inspections by the U.S. Coast Guard.

Similarly, in April 2004 the Washington Department of Ecology, Northwest Cruise Ship Association, and Port of Seattle signed a memorandum of understanding (MOU) that would allow cruise ships to discharge wastewater treated with advanced wastewater treatment systems into state waters and would prohibit the discharge of untreated wastewater and sludge. Environmental advocates are generally critical of such voluntary agreements, because they lack enforcement and penalty provisions. States respond, however, that while the Clean Water Act limits a state's ability to control cruise ship discharges, federal law does not bar states from entering into

voluntary agreements that have more rigorous requirements.³⁸ In January 2005 the Department of Ecology reported that cruise ships visiting the state during the 2004 sailing season mostly complied with the MOU to stop discharging untreated wastewater, leading to some improvement in management of wastes. Although enforcement of what is essentially a voluntary agreement is difficult, having something in place to protect water quality while not lessening the state's authority is beneficial.³⁹

Industry Initiatives

Pressure from environmental advocates, coupled with the industry's strong desire to promote a positive image, have led the cruise ship industry to respond with several initiatives. In 2001, members of the International Council of Cruise Lines (ICCL), which represents 15 of the world's largest cruise lines, adopted a set of waste management practices and procedures for their worldwide operations building on regulations of the IMO and U.S. EPA. The guidelines generally require graywater and blackwater to be discharged only while a ship is underway and at least 4 miles from shore and require that hazardous wastes be recycled or disposed of in accordance with applicable laws and regulations.

Twelve major cruise line companies also have implemented Safety Management System (SMS) plans for developing enhanced wastewater systems and increased auditing oversight. These SMS plans are certified in accordance with the IMO's International Safety Management Code. The industry also is working with equipment manufacturers and regulators to develop and test technologies in areas such as lower emission turbine engines and ballast water management for elimination of non-native species. Environmental groups commend industry for voluntarily adopting improved management practices but also believe that enforceable standards are preferable to voluntary standards, no matter how well intentioned.⁴⁰

The ICCL joined with the environmental group Conservation International to form the Ocean Conservation and Tourism Alliance to work on a number of issues, and in December 2003 they announced conservation efforts in four areas to protect biodiversity in coastal areas: improving technology for wastewater management aboard cruise ships, working with local governments to protect the natural and cultural assets of cruise destinations, raising passenger and crew awareness and support of critical conservation issues, and educating vendors to lessen the environmental impacts of products from cruise ship suppliers.

In May 2004, Royal Caribbean Cruises Ltd. announced plans to retrofit all vessels in its 29-ship fleet with advanced wastewater treatment technology by 2008, becoming the first cruise line to commit to doing so completely. The company had

³⁸ Washington State Department of Ecology, Water Quality Program, "Focus on: Cruise Ship Discharges. Draft — Memorandum of Understanding (MOU)," Apr. 10, 2004, p. 2.

³⁹ State of Washington. Department of Ecology. "2004 Assessment of Cruise Ship Environmental Effects in Washington." January 2005. 22 p.

⁴⁰ "Cruise Control," p. 25.

been the focus of efforts by the environmental group Oceana to pledge to adopt measures that will protect the ocean environment and that could serve as a model for others in the cruise ship industry, in part because of the company's efforts to alter its practices following federal enforcement actions in the 1990s for environmental violations that resulted in RCCL paying criminal fines that totaled \$27 million.

Issues for Congress

Concerns about cruise ship pollution raise issues for Congress in three broad areas: adequacy of laws and regulations, research needs, and oversight and enforcement. Attention to these issues is relatively recent, and more assessment is needed of existing conditions and whether current steps (public and private) are adequate. Bringing the issues to national priority sufficient to obtain resources that will address the problems is a challenge.

Laws and Regulations. A key issue is whether the several existing U.S. laws, international protocols and standards, state activities, and industry initiatives described in this report adequately address management of cruise ship pollution, or whether legislative changes are needed to fill in gaps, remedy exclusions, or strengthen current requirements. As noted by EPA in its 2000 white paper, certain cruise ship waste streams such as oil and solid waste are regulated under a comprehensive set of laws and regulations, but others, such as graywater, are excluded or treated in ways that appear to leave gaps in coverage.⁴¹ Graywater is one particular area of interest, since recent investigations, such as sampling by state of Alaska officials, found substantial contamination of cruise ship graywater from fecal coliform, bacteria, heavy metals, and dissolved plastics. State officials were surprised that graywater from ships' galley and sink waste streams tested higher for fecal coliform than did the ships' sewage lines.⁴² One view advocating strengthened requirements came from the U.S. Commission on Ocean Policy. In its September 2004 final report, the Commission advocated clear, uniform requirements for controlling the discharge of wastewater from large passenger vessels, as well as consistent interpretation and enforcement of those requirements. It recommended that Congress establish a new statutory regime that should include:

- uniform discharge standards and waste management procedures.
- thorough recordkeeping requirements to track the waste management process.
- required sampling, testing, and monitoring by vessel operators using uniform protocols
- flexibility and incentives to encourage industry investment in innovative treatment technologies.⁴³

⁴¹ EPA White Paper, p. 16.

⁴² "Assessment of Impacts in Alaska," p. 12.

⁴³ U.S. Commission on Ocean Policy, "An Ocean Blueprint for the 21st Century" September 2004, p. 243.

A proposal reflecting some of these concepts, the Clean Cruise Ship Act, was introduced in the 108th Congress (S. 2271 (Durbin), H.R. 4101 (Farr)). There was no legislative action on either bill. The bills were free-standing legislation that would not have amended any current law, nor ratified Annex IV of MARPOL. The legislation would have prohibited cruise vessels entering a U.S. port from discharging sewage, graywater, or bilge water into waters of the United States, including the Great Lakes, except in compliance with prescribed effluent limits and management standards. It further would have directed EPA and the Coast Guard to promulgate effluent limits for sewage and graywater discharges from cruise vessels that are no less stringent than the more restrictive standards under the existing federal Alaska cruise ship law described above. It would have required cruise ships to treat wastewater wherever they operate and authorized broadened federal enforcement authority, including inspection, sampling, and testing. Environmental advocates supported this legislation. Industry groups argued that it targets an industry that represents only a small percentage of the world's ships and that environmental standards of the industry, including voluntary practices, already meet or exceed current international and U.S. regulations.

As noted above, some states have passed or are considering legislation to regulate cruise ship discharges. If this state-level activity increases, Congress could see a need to develop federal legislation that would harmonize differences in the states' approaches.

Other related issues of interest could include harmonizing the differences presented in U.S. laws for key jurisdictional terms as they apply to cruise ships and other types of vessels; providing a single definition of "cruise ship," which is defined variously in federal and state laws and rules, with respect to gross tonnage of ships, number of passengers carried, presence of overnight passenger accommodations, or primary purpose of the vessel; or requiring updating of existing regulations to reflect improved technology (such as the MSD rules that were issued in 1976).

Research. Several areas of research might help improve understanding of the quantities of waste generated by cruise ships, impacts of discharges and emissions, and the potential for new control technologies. EPA's Cruise Ship Discharge Assessment Report, when completed, may answer some of these questions. The U.S. Commission on Ocean Policy noted in its 2004 final report that research can help identify the degree of harm represented by such activities and can assist in prioritizing limited resources to address the most significant threats. The commission identified several directions for research by the Coast Guard, EPA, NOAA, and other appropriate entities on the fates and impacts of vessel pollution:⁴⁴

- Processes that govern the transport of pollutants in the marine environment.
- Small passenger vessel practices, including the impacts of stationary discharges.
- Disposal options for concentrated sludge resulting from advanced sewage treatment on large passenger vessels.

⁴⁴ Ibid., p. 249.

- Cumulative impacts of commercial and recreational vessel pollution on particularly sensitive ecosystems, such as coastal areas with low tidal exchange and coral reef systems.
- Impacts of vessel air emissions, particularly in ports and inland waterways where the surrounding area is already having difficulty meeting air quality standards.

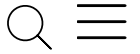
Oversight and Enforcement. The 2000 GAO report documented — and EPA’s cruise ship white paper acknowledged — that existing laws and regulations may not be adequately enforced or implemented. GAO said there is need for monitoring of the discharges from cruise ships in order to evaluate the effectiveness of current standards and management. GAO also said that increased federal oversight of cruise ships by the Coast Guard and other agencies is needed concerning maintenance and operation of pollution prevention equipment, falsifying of oil record books (which are required for compliance with MARPOL), and analysis of records to verify proper off-loading of garbage and oily sludge to onshore disposal facilities.⁴⁵

The Coast Guard has primary enforcement responsibility for many of the federal programs concerning cruise ship pollution. A key oversight and enforcement issue is the adequacy of the Coast Guard’s resources to support its multiple homeland and non-homeland security missions. The resource question as it relates to vessel inspections was raised even before the September 11 terrorist attacks, in the GAO’s 2000 report. The same question has been raised since then, in light of the Coast Guard’s expanded responsibilities for homeland security and resulting shift in operations, again by the GAO and others.⁴⁶

In its 2000 report, GAO also found that the process for referring cruise ship violations to other countries does not appear to be working, either within the Coast Guard or internationally, and GAO recommended that the Coast Guard work with the IMO to encourage member countries to respond when pollution cases are referred to them and that the Coast Guard make greater efforts to periodically follow up on alleged pollution cases occurring outside U.S. jurisdiction.

⁴⁵ 2000 GAO Report, p. 34.

⁴⁶ U.S. General Accounting Office, *Coast Guard: Relationship between Resources Used and Results Achieved Needs to be Clearer*, GAO-04-432, Mar. 2004. Also see CRS Report RS21125, *Homeland Security: Coast Guard Operations — Background and Issues for Congress*.



Press Release

NYCEDC Announces New Agreements with Carnival, Norwegian, MSC Cruises to Sail from Manhattan and Brooklyn Cruise Terminals

By NYCEDC | SEP 28 2023

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New Agreements Prioritize Reducing Emissions, Establish a Community Priority Fund, and Build New Educational Partnerships

1.3 Million Passenger Cruise Industry Boosts \$420 Million Economic Impact for NYC Each Year

NEW YORK, NY—New York City Economic Development Corporation (NYCEDC) today announced new usage agreements with Carnival Corporation & plc brands, including Princess Cruises and Cunard, Norwegian Cruise Line (NCL), and MSC Cruises for future sailings from the Manhattan and Brooklyn Cruise Terminals. These new agreements prioritize emission reductions, educational partnerships, investment in New York City businesses through local provisioning, and creates a community benefit fund to address neighborhood priorities.

The cruise industry creates an economic impact of nearly \$420 million per year in New York City and spending related to cruise passengers and crew supports approximately 2,667 jobs across New York City, with over 2,000 of those jobs representing tourism-adjacent industries including hotels, food and beverage, shopping, transit, and entertainment. NYCEDC anticipates over 1.3 million passengers will travel through the Manhattan and Brooklyn Cruise Terminals this year, a record-high, that signals cruising and tourism have strongly rebounded in New York City.

“The cruise industry is a massive driver in New York City’s economy, generating thousands of good-paying jobs for New Yorkers and helping fuel the tourism and hospitality industry,” said **NYCEDC President & CEO Andrew Kimball**. “It is essential to ensure that these large-scale industries remain focused on sustainability and working alongside the community in all aspects, which is exactly what this agreement does.”

“New York City – in addition to being my hometown – is an iconic destination beloved by our brands and their guests, and we’re honored to be a part of this vibrant community,” said **Josh Weinstein, CEO and Chief Climate Officer, Carnival Corporation & plc**. “We’re excited to be partnering with NYCEDC to design an agreement that sustainably supports our operations while also investing in the community that makes New York so special.”

“This agreement represents NCLH’s long-term commitment to New York City, its residents and visitors. We are extremely pleased to have identified, along with the NYCEDC, impactful mechanisms to support local economic growth, climate action and sustainable development throughout the term of our partnership,” said **Daniel S.**

Farkas, General Counsel, EVP and Chief Development Officer of Norwegian Cruise Line Holdings Ltd.

“We look forward to a bright future in New York City, bringing thousands of guests from around the world to experience the sights and sounds of the Big Apple before and after they depart on a dream vacation at sea,” said **Rubén A. Rodríguez, President, MSC Cruises USA**. “Since we started sailing from New York City in April, MSC Meraviglia has given guests and travel advisors more access to a wide variety of itineraries, including The Bahamas, Florida, Bermuda, and our seasonal sailings to Canada and New England which began this week. MSC Cruises is the world’s third largest and fastest-growing cruise line. New York City is an important contributor to our growth in North America and we look forward to bringing more international visitors and economic stimulus to the region for years to come.”

Each of these new agreements are designed to increase economic inclusion and sustainability of the cruise industry through expanded community benefits and emissions reduction. This includes:

Establishing a Community Priority Fund: \$1 per passenger will be added to a new fund, managed by NYCEDC, to directly address community priorities in the neighborhoods surrounding the cruise terminals. Over the next 10 years, NYCEDC estimates this groundbreaking fund will generate approximately \$14 million that will go directly to the Red Hook and Midtown Manhattan communities.

Ground transportation planning: Partnering with cruise lines to track and improve the ground transportation and travel experience, to maximize public transportation options, reduce vehicular traffic, and improve the travel experience in the terminals and for the nearby communities.

Reducing emissions: Tracking and implementing measures to reduce emissions where commercially and operationally feasible.

Connecting to shore power: When feasible, cruise ships will connect to shore power to reduce emissions and ensure that all ships calling in New York City be equipped with shore power connections by 2028.

Increasing local provisioning: Develop a local provisioning plan with the prioritization of outreach going to registered Minority Women Owned Business

Enterprises (MWBES).

Developing educational partnerships: Create new and expanded relationships with New York City based educational institutions and participate in at least one career fair and one networking event per year.

Additionally, each cruise line is required to submit an annual report to NYCEDC showing their progress and commitment to each of the community benefits.

Term lengths for the new usage agreements range from three to fifteen years and each of the agreements has the option for five-year renewals. The new usage agreements replace the current agreements with each respective cruise line.

In 2017, the Brooklyn Cruise Terminal became the first port on the east coast to have shore power and remains the only one to this day. NYCEDC is committed to expanding shore power across both the Manhattan and Brooklyn Cruise Terminals and is currently securing additional shore power infrastructure for the Brooklyn Cruise Terminal to allow more ships to connect.

At Pier 90 at the Manhattan Cruise Terminal, our operator, Ports America, is actively working on an apron extension to allow for additional ships to dock and unlock the full potential of the pier.

The cruise industry is an integral part of New York City's tourism sector, bringing hundreds of thousands of visitors to the city each year, and each of these agreements are designed to further ensure a sustainable and equitable future for New Yorkers while ensuring the industry continues to thrive. NYCEDC is committed to finding additional ways to ensure the longevity of the cruise industry while prioritizing workforce development and local sourcing to benefit New York City.

“The cruise industry brings millions of people into New York City who spend millions of dollars in our local economy. NYCEDC’s long-term agreements will help ensure much of this spending will be directed to our local restaurants and bars, supporting our small businesses and workers, and further cementing New York City as the global culinary

and hospitality capital of the world,” said **Andrew Rigie, Executive Director, NYC Hospitality Alliance.**

“Attracting tourists is vital to the city’s ongoing economic recovery from the pandemic. This agreement strengthens the city’s position as a tourism hub and moves us in the right direction on meeting our environmental goals,” said **Kathryn Wylde, President & CEO, Partnership for New York City.**

“NYC has always been a port city, and having an infrastructure in place to provide support to the growing cruise industry is good for our local economy,” said **Randy Peers, President & CEO of the Brooklyn Chamber of Commerce.** “We applaud EDC for undertaking these three long-term lease agreements that will provide the cruise operators with operating stability, while ensuring that investments are being made to locally support small businesses, schools and workers.”

“This is an absolute win for New York,” said **Jessica Walker, President and CEO, Manhattan Chamber of Commerce.** “Not only will this agreement help to increase tourism, but it is also filled with meaningful benefits for local communities.”

About NYCEDC

New York City Economic Development Corporation is a mission-driven, nonprofit organization that works for a vibrant, inclusive, and globally competitive economy for all New Yorkers. We take a comprehensive approach, through four main strategies: strengthen confidence in NYC as a great place to do business; grow innovative sectors with a focus on equity; build neighborhoods as places to live, learn, work, and play; and deliver sustainable infrastructure for communities and the city's future economy. To learn more about what we do, visit us on [Facebook](#), [Twitter](#), [LinkedIn](#), and [Instagram](#).

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English





Kiki Valentine <kikicares@gmail.com>

Lunch or coffee?

Red Hook Business <redhookbiz@gmail.com>

Mon, Jan 22, 2024 at 3:18 PM

To: Randy Peers <RPeers@brooklynchamber.com>

Cc: Kiki Valentine <kikicares@gmail.com>, Dina Rabiner <drabiner@brooklynchamber.com>, "Aviles@council.nyc.gov" <Aviles@council.nyc.gov>, Mark Caserta <MCaserta@brooklynchamber.com>, Susan Povich <susan@redhooklobster.com>, Kathie Lee <klee@brooklynchamber.com>, Victoria Hagman <Victoria@realtcollective.com>

Dear Randy,

We hope this message finds you well. The Red Hook Business Alliance has consistently been open to collaboration with the Brooklyn Chamber of Commerce, and we value the constructive working relationship we have had on other issues. We are writing because it has come to our attention that your public statements about cruise company agreements with the Economic Development Corporation (EDC), which impact Red Hook's community and economy, were made without consultation with the Red Hook Business Alliance Board or staff members. We kindly request that the Brooklyn Chamber of Commerce provide information regarding the Red Hook community members it consulted to form its position on the EDC agreement. Understanding the perspectives and insights of these members will help us better comprehend the rationale behind the Chamber's support and allow us to support our members better. If it is not within the Brooklyn Chamber's process to consult others before making such statements, that would be helpful for us to understand as well.

In light of this, we would like to bring to your attention concerns regarding the impact of the cruising activities in Red Hook, the significant amount of time put in by RHBA and its members to right this situation, and the ongoing frustration with the lack of progress made by port partners and deteriorating trust. With this context, we hope you can see why your statements not only feel out of touch with the situation but have the potential to damage a delicately managed and negotiated situation involving many levels of government and multiple agencies.

If you have yet to go to Red Hook on an MSC cruise day, we encourage you to do a walk-through at peak hours (10 am to 12 pm). On days when MSC cruising events occur, our community experiences disruptions such as ambulances driving on sidewalks, bus rerouting, delayed business openings, safety hazards for pedestrians, cyclists, and motorists, and a car crash just in the last two weeks.

Job fairs put on to hire locally have paltry attendance. Our ferries are filled or delayed, impeding commutes and other visitors. Formula E, which positively impacted many businesses and had robust local hiring, had their contract ended so that further cruise days could be added. Though Formula E was difficult for tenants inside Atlantic Basin, Red Hook retail and summer hiring have experienced a significant negative

impact from the ending of this contract, without positive impacts from cruise to offset it. Please note that many of our member retail businesses have been down in revenue since MSC started docking Red Hook, and we have already lost one 15-year-old neighborhood mainstay. We do not benefit from cruising. It is extractive in its current form.

Red Hook Business Alliance has actively engaged with the (EDC) and other port partners since April on nearly a weekly basis to address these serious issues. Much work has already been done to ensure better outcomes for Red Hook. The September announcement of the EDC's agreement with cruise companies walks back dates already agreed to, fails to integrate learnings from 2023 meetings, and lacks teeth and enforcement that would ensure economic impact occurs in Red Hook, not just Manhattan. If you have concerns about the quality of this agreement, we wish you would have shared that publicly rather than providing BCC's full and wholehearted support for this agreement. If you made additional public statements regarding the deal we are unaware of in September, please point us to them. Please educate us if you know more about the agreement than we do. Despite many requests, the details of the "community agreement" between EDC and the cruise companies have not been shared. Transparency issues regarding years of problems with shore power and port investments plague the relationship between the EDC and our community.

Your public statements appear out of step and uninformed, especially to those in the community who have been working on this for the better part of a year. While many people in Red Hook take and enjoy cruises, your trip, on the heels of your statements and your post, which specifically calls out a cruise company, raised many eyebrows in this community. At the least, it appears tone-deaf. And, it should not be surprising that some people would wonder whether you got a deal. Things like this happen all the time. It is the role of the public to ask difficult questions as it is your role to respond. The tone of your communication with Kiki Valentine, a community member advocating for transparency from the EDC and a member of Red Hook Business Alliance, is not appropriate. A more measured response to community concerns, how you would respond to a peer, a reporter, or an official, is appropriate. While we appreciate your commitment to transparency, your response has not improved a situation already lacking in good communication.

Without a comprehensive understanding of how this agreement will positively impact our businesses and the community, it is not possible to support the Chamber's stance. It leaves us in a position to take a publicly opposing stance. Your statement refers to NYC economic development rather than Brooklyn economic development. You speak to impacts for workers, small business investments, and schools. We'd love to hear directly from you about your understanding of the agreement and how you see the agreement having these impacts in Brooklyn.

While we welcome the diversity of viewpoints among people and organizations, even within Red Hook, better communication around position-taking between our organizations will provide everyone with a more transparent background and understanding when we disagree. The EDC did not ask us for a statement about their agreement despite having been engaged with us for many months on the issues in the contract. While not always practical, asking “Have you spoken with...?” is beneficial when asked for a statement on something we know others are interested in. We regret not informing you of our work on cruising issues and will ensure to keep you better informed in the future. In kind, we ask that you reach out and inquire when issues impacting Red Hook come across your desk.

It is crucial to acknowledge that Red Hook and the Brooklyn Chamber successfully collaborated on specific issues, particularly during challenging times like the COVID-19 pandemic. We fully expect to be able to do more of this in the future. However, there has also been a history of the Chamber supporting positions with the potential to affect our unique community adversely. The Red Hook Business Alliance was founded in response to the Brooklyn Chamber's stance on the BQX, which some community members perceived as a developer-driven initiative potentially altering the character of Red Hook. Our founding members came together to help ensure a diversity of voices on this issue when the Brooklyn Chamber only presented one.

Looking ahead, we are hopeful for continued collaboration and would appreciate the opportunity to discuss how we can work together more effectively. We also request your participation in toning down the emotions that came up for you regarding the reasonable skepticism surrounding the optics of your post.

Thank you for your understanding, and we look forward to working with the Chamber to advocate for Brooklyn businesses.

Best regards,

Red Hook Business Alliance Executive Committee

[Quoted text hidden]



Kiki Valentine <kikicares@gmail.com>

QM2 Traffic Issue Today

3 messages

Kiki Valentine <kikicares@gmail.com>

Fri, Jul 7, 2023 at 1:10 PM

To: Allison Dees <adees@edc.nyc>

Cc: Andrew Kimball <akimball@edc.nyc>, "Aviles, Alexa" <AAviles@council.nyc.gov>, "Bliss, Nate" <NBliss@cityhall.nyc.gov>, Carolina Salguero <carolina@portsidenewyork.org>, "Cerna, Edward" <ECerna@council.nyc.gov>, Gigi Li <gli@edc.nyc>, Mary Clarke <mclarke@edc.nyc>, Matías Kalwill <matias.kalwill@gmail.com>, Mikelle Adgate <madgate@edc.nyc>, Red Hook Business <redhookbiz@gmail.com>, "TIROL, BRADLEY" <bradley.tirol@nypd.org>, Tara Das <tdas@edc.nyc>, "Torres-Springer, Maria" <MTorresSpringer@cityhall.nyc.gov>, "clllc@ceaoriginal.com" <clllc@ceaoriginal.com>, "susan@redhooklobster.com" <susan@redhooklobster.com>, "taso.karathanasis@nypd.org" <taso.karathanasis@nypd.org>

Hello, just a note to stakeholders that something is different with regard to the QM2 docking today. There is a remarkable increase in local traffic that has not taken place in the past. The exit gate at Wolcott is open and vehicles are lost and confused driving the wrong way on streets. I have not seen this before in the many years QM2 has docked here.

Vehicles are now entering at Imlay and Bowne and then exiting the gate at Wolcott, making a left onto Ferris, making a right onto Sullivan, making a left onto Conover or going straight on Sullivan which has only a stop sign at a documented crash location. This traffic includes charter buses while Sullivan has posted truck restriction signs on that block. Vehicles are then proceeding back to Imlay to exit the neighborhood, speeding and failing to stop at the pedestrian crossing at Pioneer and Conover in the process.

Whatever has been implemented with MSC seems to be negatively impacting the community with the QM2 which has historically been a non-event: the same protocol for heavy traffic is not necessary for the QM2 as the vehicular volume we see with MSC is not present.

If there is a link to a Dropbox I'd be happy to upload videos.

This is another GPS matter to bring to the group as well as highlighting the need for signage. What is the status of required and agreed upon signage on residential streets to manage vehicular traffic? Please advise.

Thank you,
Kiki

On Fri, Jun 2, 2023 at 4:49 PM Kiki Valentine <kikicares@gmail.com> wrote:

Thanks! Another row on cones to prevent stopping would be really helpful! Video attached. Also, I know waiting passengers need restroom access, I saw folks using PortSide's facilities. Or can someone pay for that for PortSide to alleviate that burden?

Thanks!

On Fri, Jun 2, 2023 at 11:44 AM Carolina Salguero <carolina@portsidenewyork.org> wrote:

Since I may not be on the call, I shot a video to better explain what I wrote below about vehicles conflicts with pedestrians around the cellphone lot near the Mary Whalen. I can't stress this enough, this area needs changes.

The video is in the same Dropbox folder. It is file [20230602_issues w-cellphone lot_pedestrian_signs_PortSidePark.mp4](#)

I've not had time to document outside of Atlantic Basin and near the pedestrian entrance, so my silence on those areas does not mean there are no issues there.

Best,

C

Carolina Salguero

Founder + Executive Director

PortSide NewYork

aboard the tanker MARY A. WHALEN

190 Pioneer Street

Brooklyn, NY 11231

917.414.0565

carolina@portsidenewyork.org

www.portsidenewyork.org

www.redhookwaterstories.org

From: Carolina Salguero

Sent: Thursday, June 1, 2023 11:05 PM

To: 'Cerna, Edward' <ECerna@council.nyc.gov>; Mikelle Adgate <madgate@edc.nyc>; Red Hook Business <redhookbiz@gmail.com>

Cc: Aviles, Alexa <AAviles@council.nyc.gov>; Torres-Springer, Maria <MTorresSpringer@cityhall.nyc.gov>; Andrew Kimball <akimball@edc.nyc>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Tara Das <tdas@edc.nyc>; Gigi Li <gli@edc.nyc>; Mary Clarke <mclarke@edc.nyc>; Allison Dees <adees@edc.nyc>; 'TIROL, BRADLEY' <BRADLEY.TIROL@nypd.org>; 'taso.karathanasis@nypd.org' <taso.karathanasis@nypd.org>; 'clllc@ceaoriginal.com' <clllc@ceaoriginal.com>; 'susan@redhooklobster.com' <susan@redhooklobster.com>; 'kikicares@gmail.com' <kikicares@gmail.com>

Subject: RE: MSC Red Hook Traffic Concerns Check In

Edward,

Here is the dropbox link <https://www.dropbox.com/sh/gloyhw6mwloblds/AADNcg1wjFwwkasXHeFX12Oia?dl=0>

Same folder as before, just new content added.

Putting the files in there, I'm reminded of another observation from the last MSC ship.

I saw one close call with a dad & small child running late towards the ferry almost get hit by a vehicle turning into the cellphone parking lot (the one adjacent to the Mary Whalen).

The "sidewalk" of diagonal lines on the asphalt is in a bad place when the internal roadway and that parking lot are as active as they are. Vehicles have to turn into and across that "sidewalk" but the entrance is not clearly demarcated for the pedestrians as there is no longer a raised sidewalk. So the pedestrians have no queue to suggest "stop at this curb and wait" and the drivers can't readily tell it is a sidewalk.

As I suggested before, returning the raised sidewalk that was removed for Formula E would improve demarcation of pedestrians and vehicles and improve safety; but with the volume of vehicles that are involved with the MSC ship, I

think EDC should consider having the main vehicle entrance and exit to that cellphone lot for inbound vehicles be BEFORE the area of "sidewalk" of diagonal lines on the asphalt, eg, have incoming vehicles turn into the cellphone lot before the crosswalk from Pioneer and Conover Street gate.

The Pioneer and Conover Street gate could also be wider. It is not only a pinch point for people coming and going, you cant really see into or out of Atlantic Basin through the narrow aperture ,so people stop and look to try and figure things out, and then the stopped people are in the way of others trying to hurry past. It is also a tight fit for bikes to pass through.

Also, you need a shade plan. PortSide Park with its umbrellas and seating would be an asset. The EDC should allow it to return. Given PortSide experience with PortSide Park, I can tell you that all those people waiting outside for a ride are going to fry in the heat in about 2-3 weeks. This sea of asphalt is beastly hot.

That's all for now.

Best,

c

Carolina Salguero

Founder + Executive Director

PortSide NewYork

aboard the tanker MARY A. WHALEN

[190 Pioneer Street](#)

[Brooklyn, NY 11231](#)

917.414.0565

carolina@portsidenewyork.org

www.portsidenewyork.org

www.redhookwaterstories.org

From: Cerna, Edward <ECerna@council.nyc.gov>

Sent: Thursday, June 1, 2023 5:26 PM

To: Carolina Salguero <carolina@portsidenewyork.org>; Mikelle Adgate <madgate@edc.nyc>; Red Hook Business <redhookbiz@gmail.com>

Cc: Aviles, Alexa <AAviles@council.nyc.gov>; Torres-Springer, Maria <MTorresSpringer@cityhall.nyc.gov>; Andrew Kimball <akimball@edc.nyc>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Tara Das <tdas@edc.nyc>; Gigi Li <gli@edc.nyc>; Mary Clarke <mclarke@edc.nyc>; Allison Dees <adees@edc.nyc>; 'TIROL, BRADLEY' <BRADLEY.TIROL@nypd.org>; 'taso.karathanasis@nypd.org' <taso.karathanasis@nypd.org>; 'clllc@ceaoriginal.com' <clllc@ceaoriginal.com>; 'susan@redhooklobster.com' <susan@redhooklobster.com>; 'kikicares@gmail.com' <kikicares@gmail.com>

Subject: RE: MSC Red Hook Traffic Concerns Check In

Thank you Carolina,

It seems the consensus is 330 so I'll send an invite shortly. But please send over the dropbox and I will review the content tomorrow and raise with the group.

Thank you again for being eyes and ears on the ground.

EC

From: Carolina Salguero <carolina@portsidenewyork.org>
Sent: Thursday, June 1, 2023 5:21 PM
To: Mikelle Adgate <madgate@edc.nyc>; Cerna, Edward <ECerna@council.nyc.gov>; Red Hook Business <redhookbiz@gmail.com>
Cc: Aviles, Alexa <AAviles@council.nyc.gov>; Torres-Springer, Maria <MTorresSpringer@cityhall.nyc.gov>; Andrew Kimball <akimball@edc.nyc>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Tara Das <tdas@edc.nyc>; Gigi Li <gli@edc.nyc>; Mary Clarke <mclarke@edc.nyc>; Allison Dees <adees@edc.nyc>; 'TIROL, BRADLEY' <BRADLEY.TIROL@nypd.org>; 'taso.karathanasis@nypd.org' <taso.karathanasis@nypd.org>; 'clllc@ceaoriginal.com' <clllc@ceaoriginal.com>; 'susan@redhooklobster.com' <susan@redhooklobster.com>; 'kikicares@gmail.com' <kikicares@gmail.com>
Subject: [EXTERNAL] RE: MSC Red Hook Traffic Concerns Check In

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to phish@oti.nyc.gov as an attachment (Click the More button, then forward as attachment).

I have some appointments tomorrow and am only available from 10:40 to 1:50pm so if the meeting is at 3:30, I will probably miss it, unless my 2:15 is super fast.

I can put photos and videos from last weekend in the same dropbox folder I created before. Will do by 0900 tomorrow morning.

Here's a short written report.

There was BIG improvement within Atlantic Basin and adjacent Pioneer and Conover Streets last weekend:

- bike lane coned off
- staff directing traffic on the street and in the cross walk inside the gate
- Litter is being addressed. I spoke to a litter cleanup team before the cruise ship arrived and saw the additional litter basket by the pedestrian gate.

Well done! I have no idea how things were beyond that in Red Hook save to say that I still saw a long queue of cars going way south on Conover and still saw a lot of people coming in and out of the pedestrian gate with rolling luggage, so if they are not getting in and out of cars just outside the pedestrian gate, where is that happening with what effects?

EDC should add to the agenda

- Add portasan in parking lot next to Mary Whalen. PortSide's is being overwhelmed by MSC and Gov Island ferry users.
- Communicate to Gov Island and/or NY Waterway staff that their ferry passengers can't park in parking lot next to the Mary Whalen (last I knew Ports America did not want that). I told their ticketing person that on Saturday, and I have photos from the Monday Memorial Day showing how many ferry passenger cars parked here. If that same number does that on an MSC day, it would displace cruise passenger pick-up cars out into the streets.

Thanks for the collective work on this process.

Best,

c

Carolina Salguero

Founder + Executive Director

PortSide NewYork

aboard the tanker MARY A. WHALEN

[190 Pioneer Street](#)

[Brooklyn, NY 11231](#)

917.414.0565

carolina@portsidenewyork.org

www.portsidenewyork.org

www.redhookwaterstories.org

From: Mikelle Adgate <madgate@edc.nyc>

Sent: Thursday, June 1, 2023 4:47 PM

To: Cerna, Edward <ECerna@council.nyc.gov>; Red Hook Business <redhookbiz@gmail.com>

Cc: Aviles, Alexa <AAviles@council.nyc.gov>; Torres-Springer, Maria <MTorresSpringer@cityhall.nyc.gov>; Andrew Kimball <akimball@edc.nyc>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Tara Das <tdas@edc.nyc>; Gigi Li <gli@edc.nyc>; Mary Clarke <mclarke@edc.nyc>; Allison Dees <adees@edc.nyc>; 'TIROL, BRADLEY' <BRADLEY.TIROL@nypd.org>; 'taso.karathanasis@nypd.org' <taso.karathanasis@nypd.org>;

Carolina Salguero <carolina@portsidenewyork.org>; 'cllc@ceaoriginal.com' <cllc@ceaoriginal.com>;

'susan@redhooklobster.com' <susan@redhooklobster.com>; 'kikicares@gmail.com' <kikicares@gmail.com>

Subject: RE: MSC Red Hook Traffic Concerns Check In

Edward,

Thank you for this very helpful feedback. The EDC team is available tomorrow at 3:30 and we have multiple updates to share. If helpful, we'd like to propose the following agenda:

1. Plan for this Sunday/upcoming weekends
 - a. Traffic management staffing
 - b. Traffic study
 - c. Litter removal
2. Continued planning
 - a. Interagency coordination/planning
 - b. Wayfinding/signage

- c. MSC Coordination: passenger outreach and passenger traffic management
- d. Local economic development/business support

Thank you,

Mikelle

Mikelle Adgate

Senior Vice President, Government & Community Relations

New York City Economic Development Corporation

One Liberty Plaza, New York, NY 10006

T:212-312-3552 | C: 929-505-4018 edc.nyc

Pronouns: She/Her/Hers

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From: Cerna, Edward <ECerna@council.nyc.gov>

Sent: Thursday, June 1, 2023 2:56 PM

To: Mikelle Adgate <madgate@edc.nyc>; Red Hook Business <redhookbiz@gmail.com>

Cc: Aviles, Alexa <AAviles@council.nyc.gov>; Torres-Springer, Maria <MTorresSpringer@cityhall.nyc.gov>; Andrew Kimball <akimball@edc.nyc>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Tara Das <tdas@edc.nyc>; Gigi Li <gli@edc.nyc>; Mary Clarke <mclarke@edc.nyc>; Allison Dees <adees@edc.nyc>; 'TIROL, BRADLEY' <BRADLEY.TIROL@nypd.org>; 'taso.karathanasis@nypd.org' <taso.karathanasis@nypd.org>; 'Carolina Salguero' <carolina@portsidenewyork.org>; 'clllc@ceaoriginal.com' <clllc@ceaoriginal.com>; 'susan@redhooklobster.com' <susan@redhooklobster.com>; 'kikicares@gmail.com' <kikicares@gmail.com>

Subject: MSC Red Hook Traffic Concerns Check In

[EXTERNAL EMAIL]

Good afternoon Mikelle, RHBA, and all,

Happy Thursday. Our office would like to schedule a 30 minute check in for tomorrow Friday June 2, 2023 to go over, very specifically, the plan for this weekend. Our office has received better feedback regarding last weekend but we want to make sure we are focused on the ongoing issue. Our office is also aware there are long term items but in the interest of time, our focus is to go over the specifics for this weekend.

We have the following times available.

12:00-12:30pm

12:30-1:00pm

3:30-4:00pm

Thank you and Best regards,

Edward C. Cerna (*he/him*)

Chief of Staff

Councilmember Alexa Avilés

District 38 Brooklyn

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* * <https://linktr.ee/kikivalentine> * *

--
* * **Unrelated matters of interest** * *

Carolina Salguero <carolina@portsidenewyork.org>

Fri, Jul 7, 2023 at 2:09 PM

To: Kiki Valentine <kikicares@gmail.com>, Allison Dees <adees@edc.nyc>

Cc: Andrew Kimball <akimball@edc.nyc>, "Aviles, Alexa" <AAviles@council.nyc.gov>, "Bliss, Nate"

<NBliss@cityhall.nyc.gov>, "Cerna, Edward" <ECerna@council.nyc.gov>, Gigi Li <gli@edc.nyc>, Mary Clarke

<mclarke@edc.nyc>, Matías Kalwill <matias.kalwill@gmail.com>, Mikelle Adgate <madgate@edc.nyc>, Red Hook Business

<redhookbiz@gmail.com>, "TIROL, BRADLEY" <bradley.tirol@nypd.org>, Tara Das <tdas@edc.nyc>, "Torres-Springer,

Maria" <MTorresSpringer@cityhall.nyc.gov>, "cllc@ceaoriginal.com" <cllc@ceaoriginal.com>, "susan@redhooklobster.com"

<susan@redhooklobster.com>, "taso.karathanasis@nypd.org" <taso.karathanasis@nypd.org>

Kiki,

Thanks for the report.

Here is the Dropbox folder that PortSide made for MSC matters if you want to use that <https://www.dropbox.com/sh/gloyhw6mwloblds/AADNcg1wjFwwkasXHeFXI2Oia?dl=0>

I've been meaning to put some new photos and videos in there.

Best,

C

Carolina Salguero

Founder + Executive Director

PortSide NewYork

aboard the tanker MARY A. WHALEN

190 Pioneer Street

Brooklyn, NY 11231

917.414.0565

carolina@portsidenewyork.org

www.portsidenewyork.org

www.redhookwaterstories.org

[Quoted text hidden]

Mikelle Adgate <madgate@edc.nyc>

Sun, Jul 9, 2023 at 11:27 PM

To: Carolina Salguero <carolina@portsidenewyork.org>, Kiki Valentine <kikicares@gmail.com>, Allison Dees <adees@edc.nyc>

Cc: "Aviles, Alexa" <AAviles@council.nyc.gov>, "Cerna, Edward" <ECerna@council.nyc.gov>, Gigi Li <gli@edc.nyc>, Mary Clarke <mclarke@edc.nyc>, Matías Kalwill <matias.kalwill@gmail.com>, Red Hook Business <redhookbiz@gmail.com>, "TIROL, BRADLEY" <bradley.tirol@nypd.org>, Tara Das <tdas@edc.nyc>, "clllc@ceaoriginal.com" <clllc@ceaoriginal.com>, "susan@redhooklobster.com" <susan@redhooklobster.com>, "taso.karathanasis@nypd.org" <taso.karathanasis@nypd.org>

Hi Kiki and Carolina – thank you for this feedback and for resending the dropbox link. We have shared the details with our colleagues at Ports America and WSP and are trying to identify the cause of this issue.

We hope to have some clarity in time for our call this Wednesday.

Best,

Mikelle

From: Carolina Salguero <carolina@portsidenewyork.org>

Sent: Friday, July 7, 2023 2:09 PM

To: Kiki Valentine <kikicares@gmail.com>; Allison Dees <adees@edc.nyc>

Cc: Andrew Kimball <akimball@edc.nyc>; Aviles, Alexa <AAviles@council.nyc.gov>; Bliss, Nate <NBliss@cityhall.nyc.gov>; Cerna, Edward <ECerna@council.nyc.gov>; Gigi Li <gli@edc.nyc>; Mary Clarke <mclarke@edc.nyc>; Matías Kalwill <matias.kalwill@gmail.com>; Mikelle Adgate <madgate@edc.nyc>; Red Hook Business <redhookbiz@gmail.com>; TIROL, BRADLEY <bradley.tirol@nypd.org>; Tara Das <tdas@edc.nyc>; Torres-Springer, Maria <MTorresSpringer@cityhall.nyc.gov>; clllc@ceaoriginal.com; susan@redhooklobster.com; taso.karathanasis@nypd.org

Subject: RE: QM2 Traffic Issue Today

[EXTERNAL EMAIL]

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THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

FOR IMMEDIATE RELEASE

April 13, 2011

No. 121

www.nyc.gov

MAYOR BLOOMBERG, PORT AUTHORITY, U.S. ENVIRONMENTAL PROTECTION AGENCY, NEW YORK POWER AUTHORITY, PRINCESS CRUISES AND CUNARD LINE ANNOUNCE PARTNERSHIP TO INTRODUCE SHORE POWER AT BROOKLYN CRUISE TERMINAL

Instead of Diesel Fuel, Cruise Ships Will Use Electrical Power When In Port, Reducing Fossil Fuel Emissions and Helping Achieve Sustainability Goals of PlaNYC

First Operational Shore Power-Capable Cruise Terminal on the East Coast of the United States

Mayor Michael R. Bloomberg, Port Authority of New York and New Jersey Executive Director Christopher O. Ward, U.S. Environmental Protection Agency Regional Administrator Judith Enck, New York Power Authority President and CEO Richard M. Kessel, today announced a partnership to introduce shore power, which will allow cruise ships to turn off their engines and plug into the City's electrical grid while in port, at the Brooklyn Cruise Terminal. The partnership will bring first-of-its-kind green port technology to New York City and bring the City closer to achieving the goals set in *PlaNYC* – to substantially reduce fossil fuel emissions and give New York City the best air quality of any major city in the nation by the year 2030.

“Enabling cruise ships to draw energy from the City’s electrical grid instead of idling and burning diesel fuel is a terrific example of how economic and environmental goals can be achieved together,” said Mayor Bloomberg. “By bringing the first cruise ship shore power operation on the East Coast to red Hook, we’ll lower fossil fuel emissions and improve air quality for local residents – all while keeping our waterfront working and our tourism numbers growing.”

Cruise ships typically berth for up to eleven hours loading and unloading passengers and supplies. While docked, a ship’s power is supplied by auxiliary engines on board the vessel, which are typically powered by high-sulfur diesel fuel. By using shore power, sometimes known as cold ironing, three ships calling at the Brooklyn Cruise Terminal – Queen Mary 2, Caribbean Princess and Emerald Princess – will have the ability to connect to the electric grid and turn off their engines, resulting in the near elimination of 1,500 tons of carbon dioxide, 95 tons of nitrous oxide, and 6.5 tons of particulate matter annually.

The project includes over \$15 million in onshore infrastructure, funded with about \$12 million from the Port Authority and a nearly \$3 million grant from the US EPA. Carnival Cruise

Lines will spend up to \$4 million to retrofit the two Carnival Cruise Lines ships that dock at the Brooklyn Cruise Terminal. Under an agreement reached by the New York City Economic Development Corporation, the City and New York Power Authority (NYPA) will provide NYPA electricity to Carnival at a fixed and discounted rate for a period of five years, which is valued at roughly \$2 million per year. Approximately 40 ship calls per year will use shore power. Construction of the on-shore infrastructure will begin mid-2011 and is expected to be complete in 2012. Additionally, beginning in 2012, Carnival Cruise Lines will be required to use progressively lower-sulfur fuel for its ships, further reducing the relative cost of shore power.

“The cruise industry is a vital contributor to New York City’s booming tourism sector, which itself is a key driver of economic growth,” said New York City Economic Development Corporation Seth W. Pinsky. “The addition of shore power will make the Brooklyn Cruise Terminal a leader in clean energy technology. This smart investment in our infrastructure will allow the cruise industry to expand in a way that is environmentally friendly for the residents of Brooklyn, while preserving and enhancing economic activity on our waterfront.”

“This is an important and innovative step in the Port Authority’s ongoing efforts to be good environmental neighbors,” said Port Authority Executive Director Chris Ward. “This project will be the first time this clean technology strategy is being applied at an East Coast port, and we thank the U.S. EPA, the City, the New York Power Authority, Con Edison and Carnival for joining with us to make it happen.”

“Diesel exhaust poses serious health risks, including increasing the risk of cancer and aggravating the symptoms of asthma,” said Judith Enck, U.S. EPA Regional Administrator. “By providing electric power for cruise ships while in port, we are reducing an important source of air pollution and helping Brooklyn to get cleaner and healthier. This project, funded in part with \$2.9 million in American Recovery and Reinvestment Act money, will improve air quality, create construction jobs and help boost the economy by producing a need for electrical equipment and other components.”

“NYPA is pleased to provide the low-cost power that is a vital part of the Shore Power partnership, which will allow cruise ships to power their operations from land-based resources when docked,” said Richard M. Kessel, President and CEO of the New York Power Authority. “The shore power solution, which is part of Governor Andrew Cuomo’s green agenda, will eliminate the impact of ship-power emissions on the local neighborhood. In turn, that will help make the cruise ships good neighbors while in port.”

“We know that local air quality is an important issue in New York, so we are pleased to join with support to debut this environmental initiative,” said Alan Buckelew, President and CEO of Princess Cruises. “As the pioneer of shore power in the cruise industry since 2001, we have been dedicated to utilizing this technology wherever the shoreside infrastructure can be created.”

“Cunard Line is proud to call New York our North America homeport - a long-held tradition continued by Queen Mary 2, our flagship, which calls on Brooklyn several months each year - and we are delighted to join the recent advancements in shore power,” said Peter Shanks, President, Cunard Line. “Since 2006, we offered our guests a state-of-the-art cruise vacation experience through the Brooklyn Cruise Terminal, and now the ability to connect to shore power will enable us to contribute even more to the overall air quality of the city.”

“In addition to creating jobs, boosting tourism and giving our guests the chance to experience all that Brooklyn has to offer, I promised our cruise ship terminal would be state of the art,” said Brooklyn Borough President Marty Markowitz. “Thanks to the Shore Power partnership, Brooklyn’s Red Hook terminal is the first port on the East Coast using this cutting edge green-power technology. This project will keep our working waterfront working and give our guests the chance to feel the power of Brooklyn – literally.”

“I commend the New York City Economic Development Corp., the Port Authority, the New York Power Authority and the cruise ship companies for working together to finalize this agreement,” said Congressman Jerrold Nadler. “Using shore power will improve the air quality in Brooklyn, and enable us to have a modern, green cruise terminal that will serve as a model for the cruise industry in the U.S. and beyond.”

“The benefits of this plan are clear: cruise ships docked in Brooklyn will emit less pollution when they draw their power from the shore, rather than using on-board diesel engines,” said Rep. Nydia M. Velázquez. “It is good news for our entire community that this job-creating environmental project is moving forward.”

“With this agreement to bring shore power to the cruise terminal, Brooklyn can finally breathe a little easier. The noxious diesel fumes that cruise ships in port have been spewing are bad for Brooklynites and bad for the environment,” said State Senator Daniel Squadron. “I have worked with Council Member Brad Lander, Congress Member Nydia Velazquez, our colleagues in government and the entire community to advocate for an expedited agreement to implement shore power. I commend Mayor Bloomberg, Governor Cuomo, the Port Authority, the New York Power Authority, the Economic Development Corporation, the Environmental Protection Agency, and Carnival Cruise Lines for working together to find this important solution.”

“I want to thank Mayor Bloomberg, the Port Authority of New York and New Jersey Executive Director Christopher O. Ward, the U.S. Environmental Protection Agency, the New York Power Authority and Carnival Cruise Lines for working together to introduce shore power to the Brooklyn Cruise Terminal,” said Assembly Member Joan L. Millman. “Making a less-polluting, readily available power source less expensive than a highly polluting fuel is good public policy and economically sensible. This change would allow for not only a cleaner city, but also would make our city more attractive to businesses by making our ports more cost-competitive.”

“Reducing fossil fuel emissions at the Brooklyn Cruise Terminal has been a long standing priority during my time representing the people of Red Hook. Recently, I have worked closely with community groups and individuals such as the Red Hook Civic Association, Red Hook Economic Development and a number of concerned residents,” said Councilmember Sara M. Gonzalez. “I applaud the Mayor, the Port Authority, the U.S. Environmental Protection Agency, the New York Power Authority and Carnival Cruise Lines for reaching an agreement that will improve air quality and significantly reduce the health risks for thousands of Red Hook families while providing jobs and increased economic activity.”

“Brooklyn residents are breathing easier already. With shore power, cruise ships at the Red Hook Cruise Terminal will keep bringing tourists and economic benefits – and stop bringing air pollution and asthma. I’m very pleased that the Mayor, Port Authority, EPA, EDC, NYPA, and

Carnival Cruise Lines were finally able to reach this landmark agreement,” said Council Member Brad Lander. “Credit to all of them, and to the residents of the Columbia Waterfront, Red Hook, Cobble Hill, and Carroll Gardens who kept working for this day.”

“With the implementation of shore-based electrical power at the Brooklyn Cruise Terminal, New Yorkers living near the port will be able to breathe a little easier now,” said Councilman Michael Nelson, chair of the Council's Waterfronts Committee. “I commend Mayor Bloomberg in keeping to his commitment of creating a cleaner, greener New York by helping port neighborhoods such as Red Hook improve their air quality. Furthermore, I commend the Port Authority and all other government agencies that worked hard in bringing cold-ironing to neighborhoods in Brooklyn that are starving for cleaner air.”

“Enabling cruise ships in Brooklyn to use electrical power when in port instead of burning diesel fuel will improve local air quality and move us one step closer to achieving our *PlaNYC* goal of reducing citywide carbon emissions 30 percent by 2030,” said Mayor’s Office of Long-Term Sustainability Director David Bragdon. “As we release the update to *PlaNYC* next week, we will continue to look for new, innovative ways to reduce emissions like this one.”

“This new partnership will substantially improve air quality in the surrounding communities,” said Environmental Protection Commissioner Cas Holloway. “Though a necessary part of urban life, we were reminded just today by the Department of Health’s New York City Community Air Survey that the burning of fossil fuels can impact public health, leading to higher rates of asthma or other heart or lung conditions. By switching their power source from diesel engines to the electrical grid, Carnival Cruise Lines will substantially reduce harmful contaminants, like carbon emissions and fine particulate matter. It shows once again that by working together, we can not only improve the air we breathe, but do it in a way that protects New York City’s economy.”

A recent economic impact study of cruise passenger and crew spending in New York City found that passengers and crew spent an estimated \$144.6 million in New York City in 2010. The study, conducted by the New York City Economic Development Corporation, also showed that the number of ships and passengers using both the Manhattan and Brooklyn Cruise Terminals continues to increase, with the majority of cruise passengers coming from outside the city. In 2009, the City’s cruise terminals serviced 445,718 passengers and 181 ship calls, and 582,979 passengers and 241 ship calls in 2010.

The Brooklyn Cruise Terminal is owned by the Port Authority of New York and New Jersey and managed by New York City Economic Development Corporation.

This initiative is part of the Bloomberg Administration’s Waterfront Vision and Enhancement Strategy, a sustainable blueprint for New York City’s waterfront and waterways. To reconnect New Yorkers and visitors to the water and reclaim New York City’s standing as a premier waterfront city, the strategy will transform the City’s waterfront with new parks, new industrial activities and new housing, and it will capitalize on the City’s waterways to promote water-borne transportation, recreation, maritime activity and natural habitats.

- 30 -

Contact: Stu Loeser/Andrew Brent (Mayor)

(212) 788-2958

Julie Wood (Economic Development Corp.)	(212) 312-3523
Elias Rodriguez (U.S. Environmental Protection Agency)	(212) 637-3664
Steve Coleman (Port Authority)	(212) 435-7777
Christine Pritchard (New York Power Authority)	(518) 433-6700
Brian O'Connor (Cunard Line)	(661) 753-1060

August 11th 2023 BCT Study
CHAT

- [10:48 AM] Kiki: Theoretically. New agents still allow stoppage
- [10:50 AM] Kiki: I can confirm that traffic reduction is evident on Conover/King/Pioneer
- [10:51 AM] Carolina Salguero: since EDC also runs NYC Ferry tell all those apps how to get to the Atlantic Basin dock. It has often been wrong, and NYC Ferry staff have copied from those apps and had wrong info (enter via Ferris) on the ferry's own website. I have often sent in a correction
- [10:52 AM] Kiki: As a resident, there is always one-way defying traffic on Ferris to King including FedEx trucks, Tesla and private vehicles
- [10:53 AM] Carolina Salguero: and Google Maps did worse the 1st year of the pandemic, not showing the pioneer st pedestrian entrance, sending everyone up to Bowne, and incredibly, down the Pier 11 string piece that was locked by dockmaster. I fixed that with Google maps
- [10:53 AM] Kiki: I have to jump at 11 for another meeting but in case we don't get to this: what about changing direction at Hamilton/Van Brunt/ Summit to absorb traffic and drive against traffic on Imlay to avoid turning from Hamilton onto VB and then Bowne
- [10:54 AM] Carly Baker Rice: We've had feedback from bike riders that this is very dangerous, with recommendation for mirrors as well
- [10:54 AM] Matias: Paint would be great too
- [10:54 AM] Kiki: Tesla is always double and triple parking, forcing traffic into the greenway FYI
- [10:54 AM] Carolina Salguero: RHCT exit area is very dangerous for bikes. I was hit by a truck exiting RHCT and suggest that the whole apron be painted with some kind of alert for vehicles and cyclists
- [10:55 AM] Carly Baker Rice: We would like similar considerations for pedestrian walk ways within the port - so let's consider pedestrian signage/markings along with vehicular needs in the port
- [10:55 AM] susan: To further kiki's point, this could be a reverse direction from summit down Imlay in front of Tesla to Bowne only on MSC days and could be run by traffic management, that way you don't have to wait four years for DOT to study it.
- [10:56 AM] Carolina Salguero: orange flashing sign has unclear message and breaks line of sight to ferry dock
- [10:56 AM] Kiki: Can traffic agents check for cruise ship tickets to prevent Governor's Island Parking in the cell phone lot? Cars are stopping to talk to agents anyway
- [10:57 AM] Carolina Salguero: 30-40 cars for Gov Isl ferries are parking in cellphone lot on Sundays
- [10:57 AM] Carolina Salguero: there used to be a raised sidewalk which made it clearer. that was removed for the Formula E car race. i recommend putting it back
- [10:59 AM] Carly Baker Rice: We'd like to consider upgrades to make it welcoming, friendly, easy, recognizably "Red Hook" and safe for pedestrians in the Port
- [11:03 AM] Kiki: Just to reiterate flow solution: what about changing direction at Hamilton/Van Brunt/ Summit to absorb traffic and drive against traffic on Imlay to avoid turning from Hamilton onto VB and then Bowne. Have discussed with NYPD. How easy/difficult would this be to implement with DOT on sundays?

- [11:05 AM] Carolina Salguero: you need plans for ferries and ports of call ships. your last one of those wiped out Red Hook ferry service for about 2 hours in morning on dock leaving and about 2 hours in afternoon on Wall Street pier for people returning
- [11:05 AM] Kiki (Guest): I say nay to Ikea as it's still within the confines of limited roadway access into Red Hook
- [11:06 AM] Carly Baker Rice: We continue to need to consider economic connections in the neighborhood when we are making shuttle plans - if they are timed so as to make time in the neighborhood impossible, dropping them at BCT via Bowne without even seeing that there is a neighborhood, we are undercutting part of the point here. Luggage racks, marketing, and communications are also needed as part of shuttle planning.
- [11:07 AM] Carolina Salguero: and you need to update the BCT schedule page to indicate which ships are port of call/visiting NYC and which are not
- [11:07 AM] Kiki (Guest): Noting that businesses in Red Hook are NOT OPEN
- [11:07 AM] Carolina Salguero: great presentation and great work. thanks!
- [11:07 AM] Kiki (Guest): so economic viability rests in retail actually operating during peak
- [11:08 AM] Matias: Thank you for the presentation, great work!
- [11:09 AM] Kiki: Hamilton straight onto Summit bearing left on Imlay into Bowne
- [11:11 AM] Carolina Salguero: yes to studying changes at Summit.
- [11:25 AM] Carolina Salguero: YES to what Carly is saying about EJ impacts
- [11:27 AM] Carolina Salguero: YES to Carly on integration of all. PortSide has been saying this to the EDC for years.
- [11:38 AM] Carolina Salguero: for Andrew Genn, what's status of DockNYC operating contract? I think an RFP went out but I lost track of that
- [11:38 AM] Carolina Salguero yes THANKS!
- [11:39 AM] Carly Baker Rice: Thank you everyone! Looking forward to doing more work together.



How Cruise Ships Bring 1,200 Tons of Toxic Fumes to Brooklyn a Year

Many ports — all along the coast of California, in parts of Europe, even in China — have found a solution to idling luxury liners. In New York, they're still a problem.

By Lisa M. Collins

Published Dec. 26, 2019 Updated Dec. 27, 2019

On a chilly fall morning in Red Hook, Brooklyn, the Queen Mary 2, the luxury liner known for its opulent black-tie dinners and ballroom dances, docked under blue skies while a fleet of 50 or so taxis jostled for position on the wharf.

Thousands of passengers disembarked. Looking dazed, they leaned on luggage in the hectic loading zone. It was a brusque re-entry after seven days of living a dream. Onboard, there had been a live orchestra for afternoon tea, a planetarium and a Canyon Ranch spa.

Between stops around the world, the ocean liner always returns to Brooklyn, its home port. It docks for about 11 hours, unloading and restocking on the edge of New York Harbor amid an endless procession of commuter ferries, like the one that motored by that day with Adam Armstrong on board.

As the ferry passed the Queen Mary's mountainous hull, Mr. Armstrong steadied his footing. He focused his camera, yet again, on the object of his obsession.

"You have about six seconds to see it," Mr. Armstrong said, pointing toward the industrial clutter on the pier that would soon block the view.



Adam Armstrong of Red Hook, left, has tracked the Queen Mary 2's shore power record for years. Dave Sanders for The New York Times

"Ah," he said. "There it is."

He quickly snapped photos of a little blue crane holding electrical plugs the size of milk jugs.

"It's plugged in today," he said with a hint of disappointment, perhaps hoping to catch the cruise line in the act. Mr. Armstrong, a jazz musician who lives with his family up the street from the docks, has been at war with the Red Hook Cruise Ship Terminal for years now.

"Well, that's good," he finally said. "That's the way it should have been for the last decade since they built this thing."

"This thing" is the \$21 million plug-in station that Mayor Michael R. Bloomberg and the Port Authority of New York and New Jersey agreed to introduce in Red Hook several years ago in an effort to eliminate 1,200 tons of carbon dioxide, 25 tons of nitrous oxide and tons of hazardous particulate matter spewed out each year by cruise ships idling off Brooklyn's coast.

When not using shore power, a single cruise ship docked for one day can emit as much diesel exhaust as 34,400 idling tractor-trailers, according to an independent analysis verified by the Environmental Protection Agency. When a ship is plugged in, the agency said, its exhaust is nearly eliminated.

But the system has hardly been used after going into operation in 2016. And New York City is expected to announce design plans next year that would expand and modernize terminals in Brooklyn and Manhattan to accommodate the world's largest cruise ships, and more of them.

Yet there is no plan to further expand the shore power system.

Neighborhood residents, led by Mr. Armstrong, are sounding the alarm. They want the pollution controls that were promised by the Bloomberg administration. They fault the city and state for failing to force the matter, and the cruise line companies for failing to use the system.

Carnival Cruise, which owns the three big ships that dock regularly in Brooklyn, including the Queen Mary 2, agrees that the issue is important.

"Protecting the environment and environmental compliance are top priorities," Carnival's spokesman, Roger Frizzell, said in an email. Forty percent of Carnival's fleet is equipped to use shore power, he added.

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"We have invested millions of dollars to equip our ships with shore power capabilities and other emerging next-generation technologies that are a pathway to lower emissions and a cleaner environment," he wrote.

Figuring out why Brooklyn's shore-power system hasn't eliminated cruise ship pollution has become a guessing game involving various government agencies, activists and the cruise lines themselves.

One thing is certain: Cruise ships in New York don't have to plug in if they don't want to.

The Red Hook plug-in station makes shore power available to ships that are docked in Brooklyn. Pioneered by the United States Navy decades ago, the system — essentially a giant plug on the wharf that extends to sockets onboard — lets ships in port turn off their massive diesel engines and draw power from the local electric grid.



Ships have connected to shore power just 30 out of 96 times since the \$21 million Brooklyn plug-in station was installed. Dave Sanders for The New York Times

But since the mechanism was installed in Brooklyn three years ago, cruise ships have connected to shore power there just 30 out of 96 times at port.

“Now they’re talking about bringing in bigger ships and more ships, with no guarantee they’ll plug in,” Mr. Armstrong said, “while our children continue to fill their lungs with noxious fumes.”

Fourteen years ago, appalled by the pollution in his neighborhood and inspired by shore-power initiatives in places like Los Angeles and Halifax, Nova Scotia, Mr. Armstrong began a social media and letter-writing campaign to bring plug-in technology to Brooklyn.

Mr. Bloomberg committed to the idea, and the Port Authority argued that shore power for docked cruise ships was urgent: Idling ships release potent diesel air pollution — similar to diesel exhaust from automobiles but in much larger quantities, and laced with harmful metals — that is linked to cancer, asthma, heart disease and other serious health problems.

The city’s Economic Development Corporation, which runs the cruise terminals, said at the time that the Brooklyn plug-in system would save \$99 million in health care costs over 15 years.

But the story since then, Mr. Armstrong said, has been “disheartening.”

The fledgling shore-power system, which has yet to expand beyond the Red Hook terminal, has faced various obstacles, according to the development corporation. Mundane issues like wind or ship maintenance can cancel the connection. A few times, according to Carnival, shore power was simply not available. (A spokesman for Con Edison, the local electrical utility, said that there were problems with the way the system was built; the utility has suggested a redesign to add a power backup.)

Plugging in is also expensive: By one estimate, using shore power in Brooklyn exclusively would cost Carnival \$1 million more a year than burning fuel at port.

To help encourage cruise lines to plug in while docked, the city and the New York State Power Authority agreed to help pay half of Carnival's electric bill as long as the company agreed to retrofit its ships, at a cost of up to \$4 million, to plug in.

Carnival said it was working with the city to increase the frequency with which its ships plug in.

"There is a coordinated effort in place," Mr. Frizzell said in an email, "to enhance the shore power system so it can work reliably."

Mr. Armstrong and some of his Red Hook neighbors are highly skeptical.

For years, he said, the development corporation would claim that the cruise ships were plugging in regularly. They were not.

"I could see from my deck they were spewing smoke," Mr. Armstrong said. "I would go down and take the ferry around, and see the plugs dangling in the wind."

Last summer, a few blocks from the Brooklyn terminal, Karen Blondel stood outside the Red Hook Houses, the second-largest low-income housing project in the city.



Karen Blondel lives in the Red Hook Houses, a few blocks from the cruise ship terminal. Dave Sanders for The New York Times

A community educator for a local nonprofit organization, Ms. Blondel was talking to Larry Wiggins, a retiree who has asthma and bronchitis. A recent survey showed that reported asthma rates among participating families in the Red Hook Houses were higher than the citywide average.

Ms. Blondel, who, like Mr. Wiggins and Mr. Armstrong, is directly in the path of the ship emissions, said that she could not understand why the cruise ships were not using shore power all the time.

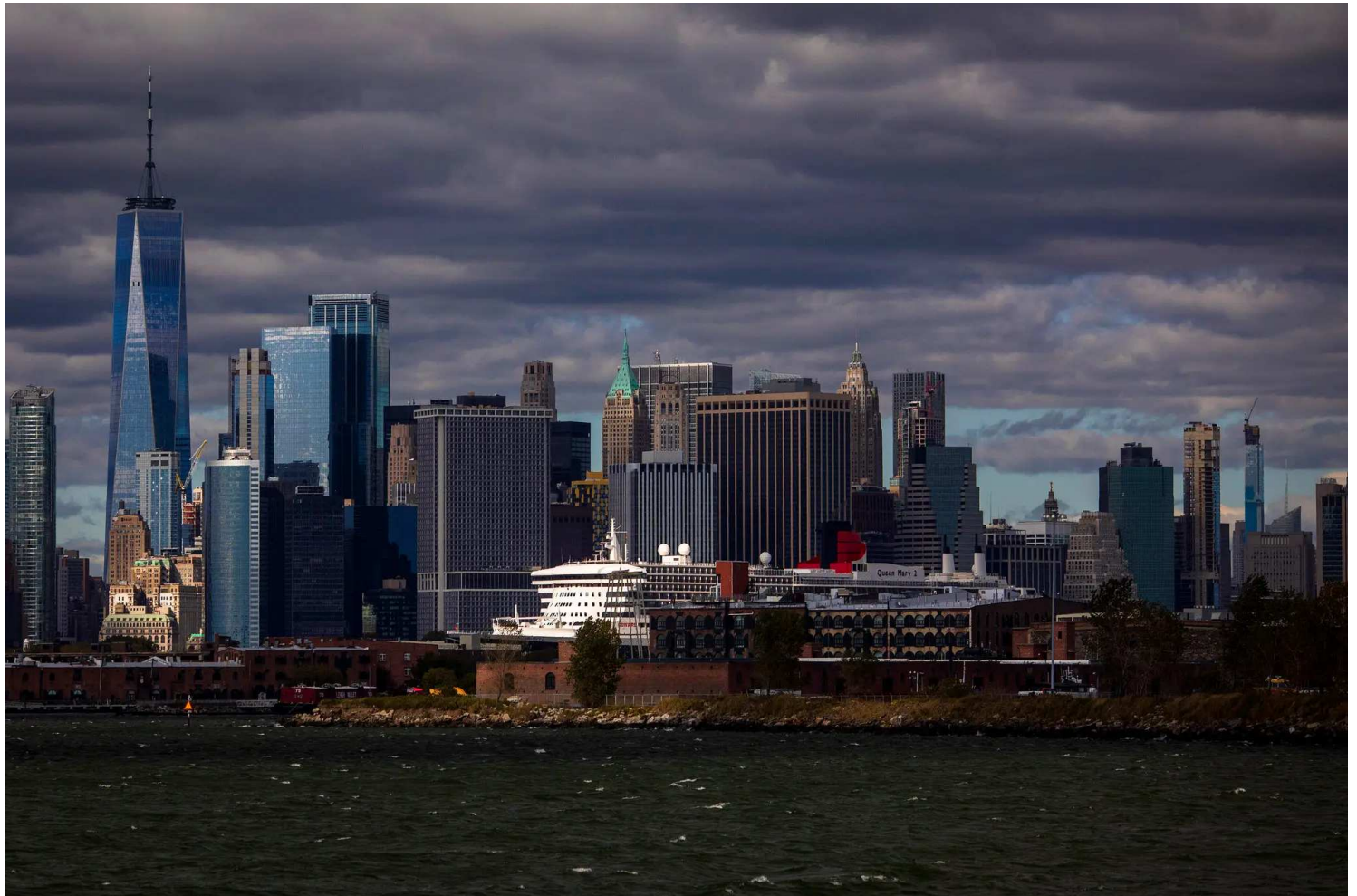
“Where is the air-monitoring equipment?” she asked. “We should have it right here.”

There haven’t been working air monitors in Red Hook since 2010. The Bloomberg administration installed one there to detect pollution for the city’s first community air survey. Vanadium, a toxic metal in marine fuel that can cause lung damage, was found near cruise terminals in Brooklyn and Manhattan.

The study’s findings were what prompted the administration to make shore power a priority.

“The oil that ships use has a lot more heavy metals in it that have a negative impact on human health,” said Adam Freed, who was the deputy director of the Office of Long-Term Planning and Sustainability in the Bloomberg administration. “We understood how important of an impact it could have.”

Nonetheless, the cruise industry is big business, and the city seems intent on expanding it. By the end of 2019, 35 cruise ships will have docked at the Brooklyn terminal; 179 will have docked in Manhattan. The city estimates that cruises brought one million visitors to New York in 2018, and \$228 million in spending to the local economy in 2017.



Brooklyn is the home port of the Queen Mary 2, the only ship that has easy access to shore power there. Dave Sanders for The New York Times

In 2017, the city set plans in motion for a \$50 million expansion of the Brooklyn and Manhattan terminals to accommodate even more of the world’s largest cruise ships, those with room for 6,000 passengers each — 50 percent more than the Queen Mary can accommodate.

In June, at a neighborhood meeting of Resilient Red Hook, a committee that was formed after Hurricane Sandy, residents expressed their frustration to officials from the development corporation, who had come to discuss the expansion plans for the first time.

The Brooklyn cruise terminal was “extremely important” to the city’s cruise business, said Michael DeMeo, a vice president at the development corporation at the time. (Mr. DeMeo has since taken a position at a marine trade organization.) To increase the number of ships, he said, upgrades were needed.

The crowd was less concerned with the tourism industry than with the quality of the air in their neighborhood.

“New York is not world class right now,” said Gita Nandan, an associate professor in the graduate school of planning at Pratt Institute. “You go to Los Angeles, to Seattle — I go to Croatia, and everyone is plugging in,” she added.

If ships were required to plug in, Mr. DeMeo said, then they would just go across the harbor, he said, and dock in New Jersey.

“We can’t force them,” he said.

The crowd jeered.

“They can pay our hospital bills,” Ms. Nandan yelled.

In New York, the decision about whether to use shore power is left to a ship’s captain, and the plug-ins are not monitored. Carlos Menchaca, a City Council member who represents Red Hook, wants to change that.

In April, Mr. Menchaca, a Democrat, proposed legislation that would require all cruise ships docking in Brooklyn to use shore power. The proposal is in discussions, a spokesman for Mr. Menchaca said.

There appears to be a groundswell for other laws to decrease air pollution with the goal of stemming climate change.

Last summer, Gov. Andrew M. Cuomo signed into law state climate legislation that set ambitious goals for reducing greenhouse gas emissions. Mayor Bill de Blasio has also started an initiative to reduce the city’s emissions by 80 percent. Neither the state law nor the city initiative monitors cruise ship exhaust.

When it comes to cruise ships and air pollution, the Eastern Seaboard is the Wild West. As little use as the Red Hook plug-in system gets, it is the only shore power system for cruise ships on the Atlantic in the country.



While at port, the Queen Mary 2, uses as much electricity as Boston's Logan Airport. Dave Sanders for The New York Times

A question remains: If cruise ships are not required to plug in, why do they do it at all?

Call it altruism, says Carnival.

“When docked at the port with our ships, we operate our shore-power system when available because it is a core part of our environmental and compliance strategy around the world,” Mr. Frizzell, the Carnival spokesman, said in an email.

California, unlike New York, has made plugging in mandatory. Under a strict 2007 diesel-emissions law, the state requires that 70 percent of visiting ships — including container and refrigerated cargo vessels — connect to shore power.

Thousands of ships, from Long Beach to Oakland, use shore power every year. Problems with providing electricity are rare, and the state enforces the law vigorously. Last December, the state fined a Swiss container ship company \$630,000 for repeatedly failing to plug in.

Governments in other countries are also reacting to cruise ship emissions.

Officials in London last year quashed a proposal for a cruise ship terminal because of air pollution. Candidates for national office in Australia have promised to install shore power in Sydney after residents protested about air pollution and noise from the ships. Seattle recently earmarked \$30 million to expand its shore-power system.

China may be taking the strongest stance of all. Last year, the country adopted a measure requiring all cruise ships to use shore power by 2021. Cruise ships visiting China now must plug in if they have the ability to do so.

In Brooklyn, while other cruise ships are welcome to use the plug-in system, the Queen Mary is the only one that can easily access shore power because the electrical sockets on other ships do not line up with the shore-power crane, according to a development corporation spokesman.

Solutions for the problem do exist, said Mike Larkin, a sales director for Cavotec USA, which built the connections at Long Beach and Los Angeles, including a mobile unit that can carry electrical cables and plugs up and down the wharf. One such unit costs \$600,000 to \$800,000, Mr. Larkin said.

Jim Tampakis, 62, the owner of Marine Spares International in Red Hook, which provides shipping equipment and supplies, said that Brooklyn's shore power system was operating at a "C-minus" level.

"It's unacceptable," Mr. Tampakis said. "They never anticipated flexibility in the connections. And we spent all this tax money."

The morning after the Queen Mary 2 arrived in Brooklyn in October, the Regal Princess, another Carnival Cruise ship, berthed there for the day. Mr. Armstrong headed out his front door and looked toward the harbor.



In New York, the decision to use shore power is left up to the ship captain. California, however, has a law requiring ships to plug in 70 percent of the time. Dave Sanders for The New York Times

He could see the huge white vessel and the Princess line's iconic blue logo, made famous by "The Love Boat." The ship dead-ended his street.

He walked down the block, where he could see faint signs of emissions.

"See that smoke coming out?" he said, pointing to haze at the ship's stacks. "It's actually the microscopic stuff that you can't see, the fine particulate matter in the exhaust, that is the most dangerous to human health."

He wanted to inspect.

The Regal Princess made headlines 18 years ago in Juneau, Alaska, when it became the first cruise ship in the world to use shore power with a plug-in built by Carnival. Just last month, it plugged into a newly built station in Kristiansand, Norway.

Mr. Armstrong strained his neck over the water to see whether the ship had plugged in, as it did here once before using an enormous extension cord. He climbed over some jagged rocks and a cement outpost, but equipment on the dock obstructed the view.

“No, you can’t see it,” Mr. Armstrong said.

“It shouldn’t be up to the likes of me,” he added, “a regular citizen, to take the ferry around and see if it’s plugged in or not.”

He took the ferry anyway.

The Regal Princess was not plugged in.

A version of this article appears in print on , Section MB, Page 1 of the New York edition with the headline: Along With Tourists, Boatloads of Pollution



THE PORT AUTHORITY OF NY & NJ

January 29, 2010

Christopher O. Ward
Executive Director

Ms. Jaclyn A. Brillling, Secretary
Public Service Commission
Three Empire State Plaza
Albany, NY 12223-1350

2010 FEB -2 7:10:46

Re: Case 09-E-0428 – Consolidated Edison Company of New York, Inc. – Rates

Public Comment by The Port Authority of New York and New Jersey

Dear Secretary Brillling:

The Port Authority of New York and New Jersey (“Port Authority”) hereby submits comments regarding the filing by Consolidated Edison Company of New York, Inc. (“Con Edison”) for a rate increase in the above referenced matter.

The Port Authority’s comments are limited to the “Collaborative” established to redesign stand-by rates and enable distributed generation provided for in the Joint Proposal filed by and among Consolidated Edison Company of New York, Inc. (“Con Edison”), New York State Department of Public Service Staff, New York Power Authority (“NYPA”), the City of New York, Metropolitan Transportation Authority, Consumer Power Advocates, New York Energy Consumers Council, Inc., the Pace Energy and Climate Center, the E-Cubed Company, LLC on behalf of the Joint Supporters, Small Customer Marketer Coalition, the Retail Energy Supply Association and other parties in this proceeding with the New York State Public Service Commission (“Commission”) on November 24, 2009, as described on pages 56 and 57 of that filing. The Port Authority is committed to active participation in the Collaborative and is optimistic that once members of the collaborative fully comprehend the importance of shore power with respect to maritime port facilities and their host communities, consensus will be reached on an appropriate rate for shore power.

Environmental Stewardship at the Port Authority

The Port Authority of New York and New Jersey is a financially self-supporting, municipal corporate instrumentality and political subdivision of the States of New York and New Jersey, created in 1921 by Compact between the two States with the consent of the Congress of the United States. Together with its wholly-owned subsidiaries, the Port Authority provides the region with integrated transportation and trade services and operates facilities in connection therewith. Of particular importance in this instance is the Brooklyn Cruise Terminal (“BCT”) that the Port Authority operates on behalf of the City of New York.

225 Park Avenue South, 15th Floor
New York, NY 10003
T: 212 435 7271 F: 212 435 6670



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Moreover, in June 1993, the Port Authority formally issued an environmental policy statement recognizing its long-standing commitment to provide transportation, terminal and other facilities of commerce within the Port District, to the greatest extent practicable, in an environmentally sound manner. In July 2006, a sustainability policy was established to create a focus on the adverse environmental impacts of the design, construction, operation and maintenance of Port Authority facilities, and in March 2008 the Port Authority's Board of Commissioners adopted a policy of reducing greenhouse gas emissions by 80% by 2050 from 2006 levels. To that end, the Port Authority, among other things, has embarked on programs of purchasing carbon offsets, increasing energy efficiency, identifying distributed generation opportunities and implementing renewable energy projects at its facilities.

Shore Power Background

When a ship uses electrical power provided by shore-side sources to operate a ship's critical equipment (often referred to in the industry as "cold ironing") it does so at dockside typically by means that are connected to the local electrical grid. This approach would enable cruise ships docked at the BCT to be supplied with electricity through Con Edison's transmission and distribution system rather than electricity generated by the bunker oil-fired generators aboard the ship, thus eliminating air emissions associated with the burning of highly-polluting marine fuels at berth. A specific shore power tariff does not exist in the Con Edison service area at this time, but it is necessary and appropriate to establish one because shore power operations have unique load characteristics. The projected shore power load is considerably larger than the load of the average customer in the Con Edison system, however, the load is highly predictable and in the case of the BCT, intermittent. Additionally, since the ships have their own generators (albeit less desirable with respect to emissions), service could be interrupted on short notice, if necessary. (Direct testimony of Dr. Alan Rosenberg, NY Pub. Serv. Commn., Case No. 08-E-0539, September 8, 2008, page 26).

While many ships are capable of or will be retrofitted to use on-shore sources for their power needs, given the low cost of bunker fuel, they will do so only if the cost of such shore power is economical. Currently, the demand charges for both the supply and delivery of shore power are prohibitively expensive. Burning bunker fuel results in an average cost of approximately \$0.09 per kWh for on-board power generation (based on recent prices for residual fuel oil with greater than 1 percent sulfur). Most recent shore power rate analyses show costs ranging from \$0.27 - \$0.72 per kWh, so even the lowest cost scenario is triple the cost of on-board power generation. The current lowest-cost shore power pricing scenario, therefore, entails an annual premium of approximately \$1.2M over on-board generation. Parenthetically, in this regard, the Port Authority, among other things, supports a redesign of the rate structure arising from Standby Case 99-E-1470, Proceeding on Motion of the Commission as to the Reasonableness of the



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Rates, Terms and Conditions for the Provision of Electric Standby Service Rates, Opinion No. 01-4 (issued October 26, 2001).

Moreover, I would like to bring to your attention that the Port Authority has committed to invest \$8M of capital for on-site electrical infrastructure improvements at BCT to enable shore power, and has been awarded an additional \$2.85M by the US Environmental Protection Agency ("EPA") for these improvements, as well. Carnival Cruise Lines has committed to investing from \$1M to \$2M per ship to enable its ships to connect to shore power at the BCT. However, even with these commitments to necessary capital investments, it is critical that Con Edison and the NYPA address prohibitively high operating costs or shore power will not be viable. Shore power is currently used at ports including, but not limited to, the Ports of San Francisco; Los Angeles; Juneau; and San Diego, and, according to Carnival Cruise Line personnel, costs of service for shore power at these ports range from \$0.05 to \$0.12/kWh.

Negative Environmental and Human Health Externalities

A reasonable shore power tariff would help to lower the air pollution in the Port District and mitigate the associated negative human health externalities. Combustion of bunker fuel is characterized by the emission of very high levels of pollutants and potentially harmful air emissions such as nitrogen oxides ("NO_x"), sulfur dioxide ("SO₂"), particulate matter ("PM"), volatile organic hydrocarbons ("VOC") and carbon dioxide ("CO₂"). Per unit of delivered power, shore side electricity production often emits one tenth or less of the air emissions produced by a ship's generators. The use of shore power can significantly reduce total emissions of the criteria pollutants while vessels are in port. All of the counties bordering New York Harbor have been designated by the EPA as being "non-attainment" areas of National Ambient Air Quality Standards for ozone. Implementation of shore power at BCT is expected to reduce annual NO_x and annual SO₂ emissions by almost 100 tons each, annual PM emissions by over six tons, and annual CO₂ emissions by almost 1,500 tons, based on 48 annual vessel calls. If additional vessel calls were connected to shore power each year, the reductions would be greater. The expected emissions reductions result from lower emissions rates from shore-side power generation than from a cruise ship's on-board generators. For example, to produce 14 MW of power, the on-board generators in each Princess cruise vessel are expected to generate 400 pounds per hour of NO_x while docked. On average, the NYPA's plants generate only six pounds per hour of NO_x to create the same amount of electricity – a 98 percent reduction.



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According to EPA's *Health Effects of Shipping Related Air Pollutants*, both ozone and NO_x, an ozone precursor, will damage lung tissue, causing inflammation and resulting in lung damage and reduced lung function, increased respiratory illness, and aggravated breathing problems; cough; chest pain and asthma. Even short-term exposure to SO₂ has been shown to irritate and restrict airways, increase chest tightness, and reduce mucus clearance. Studies of the health effects of PM also show that particles damage lungs, increase asthma attacks; aggravate bronchitis, reduce lung function growth in children, increase risks of cancer and cardiovascular disease, and contribute to premature death and hospital visits of people with respiratory and cardiac problems. Due to close proximity to port pollution, communities near the BCT face increased health risks, and have been actively calling for a shore power solution. Using the Yale *Air Pollution Emission Experiments and Policy Analysis Model* (APEEP), we estimate that the net present value of the annual health benefits emissions reductions arising from a switch from on-board generation to shore power at the BCT, adjusted for Kings County, approaches \$9M.

In recognition of the adverse public health and environmental effects related to ozone exposure, the EPA has recently proposed revisions to the National Ambient Air Quality Standard that would strengthen the national ambient air quality standards for ground-level ozone, "...to provide increased protection for children and other 'at risk' populations against an array of O₃-related adverse health effects that range from decreased lung function and increased respiratory symptoms to serious indicators of respiratory morbidity including emergency department visits and hospital admissions for respiratory causes, and possibly cardiovascular-related morbidity as well as total non-accidental and cardiopulmonary mortality."

For the aforementioned reasons it is urgent that all parties participating in the collaborative work earnestly towards a reasonable shore power tariff. It is important to the Port Authority that if consensus is reached through the collaborative, that there should not be a delay in implementing the conclusion until the start of Rate Year Two, which will commence April 1, 2011. The Port Authority believes that once the interested parties understand the health and environmental benefits of immediate action, they will see that the benefits outweigh concerns about changing rates in the middle of a rate year. If a consensus is not reached, the Port Authority would immediately appeal to the Public Service Commission to act swiftly to make a determination on unresolved issues in a way that acknowledges the urgency of the environmental and human health impacts of on-board generation, and the need for an economic shore power rate.




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The Port Authority is mindful of the historic role that the maritime industry, including the cruise ship industry, has played in the prosperous development of our region. These industries, together with ancillary and supporting services account for more than 230,000 jobs directly and indirectly, many of them increasingly scarce high-quality, blue collar jobs. That's more than \$12 billion in annual wages and more than \$2 billion in annual tax revenues to state and local governments. At the same time, the Port Authority acknowledges that the status quo with respect to the burning of poor quality bunker fuel, while ships are in port, is not acceptable in the long term. Ports throughout the world, together with cruise and steamship lines, are now beginning to make the change over to "cold ironing" capability. Our region must be positioned to encourage, not discourage, these initiatives and take full advantage of the environmental benefits flowing therefrom.

Thank you for giving us the opportunity to provide comments in this proceeding.

Sincerely,


Christopher O. Ward
Executive Director

cc: Mr. Garry A. Brown, Chairman, New York State Public Service Commission
Mr. Kevin Burke, Chairman, President, and Chief Executive Officer, Consolidated Edison
Mr. Richard M. Kessel, President and CEO, New York Power Authority
Ms. Judith Enck, Regional Administrator of Region 2, US Environmental Protection Agency
Mr. Micky Arison, Chairman of the Board and Chief Executive Officer, Carnival Corporation

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0004 Res. No. _____

in favor in opposition

Date: 2/15/24

(PLEASE PRINT)

Name: ADAM ARMSTRONG

Address: [REDACTED] Brooklyn NY

I represent: Myself

Address: _____

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in favor in opposition

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Name: Susan Povich

Address: [REDACTED] Plain M 11231

I represent: Ed. Thrift Business Alliance

Address: 254 Van Buren, Bklyn NY 11271

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Name: Rosette Diaz

Address: [REDACTED] Brooklyn NY 11231

I represent: PSIS PTA

Address: 71 Sullivan St, Brooklyn, NY 11231

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Name: Debbie Riservato

Address: [redacted], Brooklyn, NY 11231

I represent: PS 15 Patrick F. Daly School PTA

Address: 71 Sullivan St, Brooklyn, NY 11231

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Date: _____

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Name: Kristine Rakowsky

Address: [redacted] Conover St. G [redacted] 11231

I represent: _____

Address: _____

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Name: Felix Leballos

Address: _____

I represent: NJC EDC

Address: _____

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Name: Sabrina Lippman

Address: _____

I represent: NJC EDC

Address: _____

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Name: Mikelle Adgate

Address: _____

I represent: NJC EDC

Address: _____

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Name: Andrew Gann

Address: _____

I represent: NJC EDC

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Name: Christopher & Lea Johnson

Address: Surf 10 Avenue

I represent: SCIF

Address: _____

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in favor in opposition

Date: 2/15/24

(PLEASE PRINT)

Name: CAROLINA SALGUERO

Address: 190 PIONEER ST BKLYN 11231

I represent: PORTSIDE NEW YORK

Address: 190 PIONEER ST BKLYN 11231

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