

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON WATERFRONTS

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December 14, 2017
Start: 10:27 a.m.
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HELD AT: Committee Room - City Hall

B E F O R E: DEBORAH L. ROSE
Chairperson

COUNCIL MEMBERS:

DANIEL R. GARODNICK
CHAIM M. DEUTSCH
COREY D. JOHNSON
JOSEPH C. BORELLI

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

Cy Adler
Founder and President of Shorewalkers Inc.

David Hogarty
Current President of Shorewalkers Inc.

Mark Diller
Member of Preservation Committee, Member of
Community Board Seven, Manhattan

Andrew Genn
Senior Vice President for Ports and
Transportation at New York City Economic
Development Corporation

Max Taffet
Vice President in the Ports and Transportation
Department at the New York City Economic
Development Corporation

Valerie Westphal
University Director of Continuing Education and
Workforce Programs at CUNY

Reza Fakhari
Vice President for Workforce Development at
Kingsborough Community College

Carol Sonnenblick
Dean of the Division of Continuing Education and
Workforce Development at New York City College of
Psychology

Aaron Singh
Vessel Operations Teacher at the New York Harbor
School and Waterfront Director

Stephen Calavito
Business Relationship Manager of Grant Associates

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

Eric Johansson
Executive Director of the Tug and Barge
Committee, Professor at the Maritime College in
The Bronx

Roland Lewis
President and CEO of Waterfront Alliance

Edward J. Kelly
Executive Director of Maritime Association of the
Port of New York and New Jersey

Lou Pernice
President of Local 1814 out of Brooklyn

Stephanie Doba
Representing Sierra Club

Jonathan Boulware
Executive Director of South Street Seaport
Museum, mariner

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2 [gavel]

3 CHAIRPERSON ROSE: Good morning. I like
4 that, yeah. I'm really happy to see you all here, you
5 weathered the storm and the snow. So, good morning,
6 my name is Debi Rose and I'm the Chair of the City
7 Council's Committee on Waterfronts and I'd really
8 like to welcome you all here and welcome the
9 administration, advocates and members of the public
10 to our hearing which will focus on growing and
11 developing the city's Maritime Water Force and this
12 room is packed so I see we have a lot of interest in
13 that. The Port of New York and New Jersey is our
14 region's gateway to international commerce and is the
15 largest maritime port on the Eastern Seaboard and the
16 third largest in the United States following Los
17 Angeles and Long Beach. The Maritime Industry
18 supports almost 36,000 jobs with 3.5 billion dollars
19 generated in economic activity for the city. Our
20 harbor and surrounding waterfronts are responsible
21 for the growth of our city into the economic, media
22 and cultural capital that it has become. Largely
23 going unmentioned in discussions related to how we
24 can further diversify the city's economy and grow
25 more jobs is the crucial role the Maritime Industry

1
2 and its related areas have played in the city's
3 economy. If we play our cards right, New York can be
4 positioned to be a growing maritime capital for years
5 to come. Central to that goal is the development of
6 the City Based Workforce so that they can be better
7 trained to participate in these jobs. Improved
8 workforce development strategies are crucial in order
9 to maintain the city's Maritime Industry. To maintain
10 the Maritime Industry as a major economic engine for
11 the region... for the region. However, most of the work
12 in the industry remains unknown to many residents
13 seeking employment partly due to the industry
14 operating out of public view. The result is that many
15 residents who may be qualified for or ready to train
16 for maritime work are unable to avail themselves of
17 jobs that pay high wages and are largely accessible
18 to those without a college degree. The city is hoping
19 to change the situation through a multisector
20 approach that targets this issue with various
21 workforce development, infrastructure spending and
22 educational initiatives aimed at... aimed at increasing
23 the city's workforce participation in maritime
24 related jobs. Sorry... maritime related jobs continue
25 to have the resources they need, and that the city

1
2 continue to develop new schools that focus on such
3 career training. The redevelopment of how the city
4 handles freight and distribution will also be crucial
5 in growing our job base and even helping our
6 environment. Currently the city is overly reliant on
7 trucks to distribute as freight and has the highest
8 congestion cost of any major city, 16.9 billion
9 dollars in 2016 and the second highest average time
10 spent in traffic. This will only become worse as the
11 population continues to grow, therefor a major goal
12 of the plan is to invest in more diverse modes of
13 transportation by better integrating the city to the
14 US marine highway. The marine highway program is led
15 by the US Department of Transportation with the goal
16 of expanding the use of the nation's navigable
17 waterways to relieve land slide congestion... land side
18 congestion, reduce air emissions, provide new
19 transportation options and generate increasing the
20 efficiency of the service transportation system by
21 linking a network of ports over two... 29,000 nautical
22 miles. Additionally, this city will launch Freight
23 NYC which is a multi-pronged strategy for determining
24 how to more holistically manage and further develop
25 citywide freight network. The first step in this

1
2 process will be an EDC led study that will develop
3 recommendations for new investments to reactivate
4 multi modal freight and grow jobs as a result. The
5 hope is that the study will provide a blueprint,
6 blueprint for investing in new facilities and
7 technologies that will enable the city to meet its
8 future freight needs more efficiently and
9 sustainably. If the city is to truly maintain its
10 status as the economic capital of the nation and work
11 to diversify its economy, it has to maintain and
12 strengthen its investment in the Maritime Industry.
13 This will continue to be the engine of the city's
14 economic growth and I want to make sure that New
15 Yorkers are well equipped to take part in that growth
16 as members of the industry's workforce. And today an
17 unrelated topic but a waterfront topic however, we
18 are also going to consider Resolution Number 478,
19 which is sponsored by my colleague here, Helen
20 Rosenthal. And this Reso will honor the contributions
21 of the members of Shorewalkers Inc., a group which
22 promotes and preserves New York City's shores and
23 wetlands. The shore walkers have held an annual 32
24 miles walk around Manhattan's perimeter for over 30
25 years called the Great Saunter. The walk, which

1
2 recently had its 30th anniversary, lasts for 12 hours
3 starting at the South Street Seaport and passes
4 through 21 parks and promenades and over a dozen
5 neighborhoods throughout the city and ends in the
6 financial district, it helps to raise awareness about
7 the Manhattan Waterfront Greenway and also promotes a
8 healthy lifestyle and tourism in New York City. The
9 Resolution would recognize the first Saturday in May
10 each year as the Great Saunter Day and so we're going
11 to hear from my colleague, Helen Rosenthal about the
12 Great Saunter and this Resolution and, and then we'll
13 hear from a panel of saunters.

14 COUNCIL MEMBER ROSENTHAL: Thank you.
15 Thank you so much Chair Rose. I want to start by
16 thanking you for starting to address the more
17 important issues of... critically important issues jobs
18 in the waterfront. I agree with you that the
19 congestion in the city has become overwhelming and to
20 the extent our ports can relieve some of that and we
21 can grow jobs as well, local... well good paying jobs
22 is incredibly important but now I'd like to start by
23 expressing my sincere gratitude to Council Member
24 Rose for allowing us to have this discussion about
25 Resolution 478, which would declare the first

1
2 Saturday of each May as Great Saunter Day here in New
3 York City. A few years ago, a constituent of mine
4 name Cy Adler approached me with the idea of having
5 the city council officially designate Great Saunter
6 Day and as a... an act of terrific civic engagement
7 here we are talking about it today. For the
8 uninitiated, the Great Saunter is an annual event put
9 on by the non-profit shore walkers. Every May for the
10 last 35 years shore walkers have led a 32-mile
11 saunter around the entirety of Manhattan's shore
12 line. The walk of course is gorgeous, taking
13 participants through some of the most iconic
14 landmarks, parks and neighborhoods in the world but
15 its civic purpose is greater than a mere walk in the
16 park, it's a remarkable way to experience the
17 intimate connection that our island city has with the
18 bodies of water that surround it. This experience is
19 part of the shore walker's largest... larger work to
20 safeguard our shorelines. Through the Great Saunter
21 and their efforts during the rest of the year, shore
22 walkers work to protect our parks, maintain the West
23 Side Greenways and advocate to connect the greenway
24 into a continuous path around the island of Manhattan
25 which when that happens I won't be sauntering, but I

1
2 will bike around the island. In recognition of this
3 work and more importantly to demonstrate that the
4 council of the City of New York joins in recognition
5 of the importance of our shoreline I'm proud to
6 support Resolution 478 and again I want to thank
7 Council Member Rose for giving us this opportunity
8 today. I look forward to hearing from Cy and others.

9 CHAIRPERSON ROSE: Thank you Council
10 Member Rosenthal, we've been joined by Council Member
11 Deutsch and I'd like to call the first panel. We're
12 going to address the Great Saunter first and then
13 we'll move on to the other topic. So, I'd like to ask
14 Cy Adler from Shorewalkers; David Hogarty and Mark
15 Diller from... Mark... David Hogarty is from Shorewalkers
16 and Mark Diller is here to speak in response to the
17 Great Saunter... oh and Community Board Seven, thank
18 you. And once you take your seat please identify
19 yourself and the organization you represent, thank
20 you.

21 CY ADLER: Yeah, okay. My name is Cy
22 Adler and I was born in Brooklyn which is surrounded
23 by water on three sides and on a kitchen table which
24 that doesn't matter, and I went to Abraham Lincoln
25 High School in Brooklyn and Brooklyn College. Okay,

1
2 and I'd like to thank first of all, all of you for
3 giving us the opportunity to speak on behalf of this
4 resolution dedicating the first Saturday in May as
5 Great Saunter Day in New York City. Okay, so besides
6 sort of some of my other water activities, I organize
7 several corporations and one of them was the Offshore
8 Sea Development Corporation which we, we develop
9 certain product in aquaculture and in marine
10 technology before we ran out of money and the market
11 collapsed but that's another thing. Okay, in 1982 I
12 began to explore the waterfronts of New York City, I
13 was living in Manhattan at the time and the
14 waterfront of Manhattan is well over 1,000 miles if
15 you include the ocean and the Hudson River and parts
16 of New Jersey which we also explored, and I started a
17 group called shore walkers. In 1984, the New York
18 Times published my piece, I had a suggestion, it was
19 regarding making a walking trail along the Hudson
20 River which didn't have it. The Hudson River
21 incidentally is 315 miles long, I never actually did
22 the whole thing and, and the, the, the article was
23 for... had, had.. a long, long path and that, that sort
24 of spurred the growth of shore walkers. In fact, we
25 incorporated in 1984 and, and we started to explore

1
2 on foot all the different waterways in and around New
3 York. Also in 1984, a few curious shore walkers and
4 myself decided to see if we could actually walk
5 around Manhattan Island and for those of you who
6 haven't done it, Manhattan is about 13 miles long
7 from the South to the North and it's about 32 miles
8 but... if you try to walk along the perimeter, along
9 the coast and there... and we did it but the first
10 time... this was in 1984, it was a mess because of the
11 container revolution, lots of ships, there were...
12 shipping had died in, in Manhattan and, and as all of
13 you here may know it... most of it moved over to North
14 Bay and, and went along the Kill Van Kull now ships
15 go through the Kill Van Kull instead of doing it but
16 what they left was a mess, it was a, a disaster in
17 terms of trying to walk and do things along a... along
18 the coast. Then... well, well we zigzagged basically,
19 and it was a mess as I said, and the waterfront was
20 very disturbed, but we walked the first time and, and
21 then we kept walking. So, once a year at the
22 beginning... you... the first Saturday in May we organize
23 a walk, shore walkers organizes a walk that goes
24 completely around Manhattan Island and it is really a
25 unique and amazing New York City walk, no, no look...

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2 no place in the world can do what we do. We don't
3 have an island to begin with. So, anyway... and I wrote
4 a book called Walking Manhattan's Rim, The Great
5 Saunter, which also encouraged people to walk and to
6 come to New York to see our wonderful waterfront.
7 Previous to that book I, I also wrote a book called
8 Walking the Hudson, Batt to Bear, that is from the
9 Battery to Bear Mountain, you can actually... we, we
10 figured out a way which you can actually do that, you
11 have to go over the George Washington Bridge and get
12 into New Jersey but one can walk from the South tip
13 of Manhattan where the Battery is all the way to Bear
14 Mountain mostly through parks and we... as a matter of
15 fact we feel that that particular walk should be a
16 national trail, there's a... there's a system of making
17 certain trails national and that's really a civic and
18 beautiful and... would like... we'd like help in doing
19 that along those lines. Alright, and one of our
20 members is Pete Seeger who some of you may know,
21 wonderful civic person as well as a musician and he...
22 we... he suggested one day that we write a song about
23 the Great Saunter, which we did and I... I'm going to
24 try... I, I'll, I'll recite it rather than sing it for
25

1

2 you but basically it tells... it's very short and it

3 tells the... what the... [cross-talk]

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CHAIRPERSON ROSE: Mr., Mr. Adler...

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[cross-talk]

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CY ADLER: ...what the things about...

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[cross-talk]

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CHAIRPERSON ROSE: Can you... can you sort

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of abbreviate your testimony so that we can... [cross-

10

talk]

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CY ADLER: Yes, I will, I don't have much

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more... [cross-talk]

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CHAIRPERSON ROSE: ...move on... [cross-talk]

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CY ADLER: ...here... [cross-talk]

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CHAIRPERSON ROSE: ...okay, thank you.

16

CY ADLER: Anyway but he said... the song

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goes you don't know, you don't know, you don't know

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this town until you join the shore walkers and you're

19

walking around, it's 32 miles around Manhattan's rim,

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32 miles around Manhattan's rim but you can join us

21

for a few miles and next year come again... this... the

22

song is on YouTube, I won't give you the next three

23

versus of it but you can get it on YouTube. Anyway,

24

as far as the shore walkers go you... there was

25

something... you, you said we start at the South Street

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2 Sea Port, we don't anymore because of Sandy, I'm sure
3 you all know who Sandy was. Now we usually start
4 walking around seven a.m. at the Historic Fraunces
5 Tavern which is in downtown Manhattan and then we
6 walk... and we walk for many reasons and we go through
7 over 20 waterfront parks along the Manhattan shore,
8 20 parks as well as we see Grants Tomb and other
9 amazing monuments in Manhattan and we invite all of
10 you to come along on the next Great Saunter and our
11 walks, shore walkers has walks every week and then we
12 have some in Staten Island as a matter of fact and if
13 I could talk to you about that some... [cross-talk]

14 CHAIRPERSON ROSE: Oh so you know..
15 [cross-talk]

16 CY ADLER: ...other time... [cross-talk]

17 CHAIRPERSON ROSE: ...how to, you know..
18 [cross-talk]

19 CY ADLER: Okay... [cross-talk]

20 CHAIRPERSON ROSE: ...pull me in to this..
21 [cross-talk]

22 CY ADLER: Anyway, so... once again we
23 thank you all for giving us the opportunity to
24 dedicate the first Saturday in May as Great Saunter
25

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2 Day and have a good day, take care, thank you very
3 much.

4 CHAIRPERSON ROSE: Thank you so much,
5 I've never had anybody sing to me at a hearing, I
6 appreciate it, next.

7 DAVID HOGARTY: Hi... thank you, my name is
8 David Hogarty and I am the current President of
9 Shorewalkers. I'd like to thank all the members of
10 this committee for having us speak here today and
11 especially Chairman Rose and Council Member Rosenthal
12 for arranging this, we really do appreciate it. I'd
13 also like to thank Cy for doing all the heavy lifting
14 and not only founding the Saunter and continue...
15 contributing to its success over the years but for
16 really doing the heavy lifting in helping us get here
17 in front of this committee today, so thank you Cy.
18 For more than 30 years... [cross-talk]

19 CHAIRPERSON ROSE: State your name for
20 the record.

21 DAVID HOGARTY: David Hogarty.

22 CHAIRPERSON ROSE: Thank you.

23 DAVID HOGARTY: Thank you. For more than
24 30 years the Great Saunter has not only brought the
25 people of this city together but people from around

1
2 the United States and the world to see parts of
3 Manhattan that they would never normally see. As you
4 described the Saunter is a 32-mile hike around the
5 island of Manhattan and it is a challenging one but
6 one that people come to year after year and over the
7 years it has become in my estimation one of New
8 York's greatest traditions. For many New Yorkers
9 those who don't get to regularly cross the harbor via
10 bridge or ferry it's easy to forget that New York is
11 a city of water, but the city's waterfronts are being
12 rediscovered as one of the city's greatest civic
13 assets. At Shorewalkers we don't see these waterways
14 as barriers between boroughs but this city's
15 waterfronts as the connective tissue that binds our
16 different communities together. Along the course of
17 the Great Saunter participants pass through more than
18 a dozen different neighborhoods and for many it is
19 the first time that they are visiting a particular
20 section of the city. I know that New Yorkers like to
21 consider themselves as very cosmopolitan and
22 metropolitan, but I found that many of us can be
23 somewhat parochial when it comes to our own
24 particular interest in neighborhoods. So, this
25 opportunity to really stretch their legs and their

1
2 horizons is a great one for New Yorkers. One of the
3 most common restraints... or refrains I hear from
4 participants in the Saunter is that I never realized
5 that this building or house of worship or waterfront
6 feature was here, I can't wait to go back at some
7 other time to revisit it and that's how we kind of
8 hook them in, we get them into one of our many other
9 walks where we explore not just Manhattan's
10 waterfront but those of other boroughs. The Great
11 Saunter is really a journey of discovery, it's where
12 New Yorkers come to discover parts of their own city
13 and to discover each other, striking up friendships
14 as they fall in a step alongside each other over the
15 course of 32 miles. As I said it's become one of New
16 York's greatest traditions, I really appreciate the
17 opportunity to speak before you and I, I hope that
18 you all support this resolution to make the first
19 Saturday of May Great Saunter Day. It's always Great
20 Saunter Day to us, the Shore walkers but it's
21 something we'd like to share even more with New York
22 City.

23 CHAIRPERSON ROSE: Thank you... [cross-
24 talk]

25 DAVID HOGARTY: Thank you... [cross-talk]

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2 CHAIRPERSON ROSE: Thank you very much
3 and our last speaker, Mark Diller of the Great
4 Saunter.

5 MARK DILLER: Good morning and thank you
6 Madame Chair and Council Members. My name is Mark
7 Diller and like Council Member Rosenthal, I'm a
8 former Chair of Community Board Seven and thanks to
9 Council Member Rosenthal I'm still on it. The... our
10 district is 100 percent surrounded on the waterside
11 by public parks and, so we have a unique and blessed
12 situation. I'm here to lend my individual support,
13 unfortunately the hearing came up before I could
14 bring a resolution before our board so I'm here
15 speaking in an individual capacity, my Chair would
16 want me to highlight that in order to support the
17 recognition of Great Saunter Day. Community Board
18 Seven has adopted core principles that we try to use
19 to guide our thinking on a number of aspects and
20 resolutions that come before us, among them are
21 sustainability and inclusion and I suggest to you
22 that recognizing Great Saunter Day would be
23 consistent with both of those principles.
24 Sustainability starts with education and what better
25 way to learn about our waterfront and its essential

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2 connection and the vulnerability of both our land and
3 sea to climate change and other factors that affect
4 us than to actually go out and experience it. The
5 Great Saunter provides a unique opportunity to do so
6 and that to do it firsthand and also, I know that
7 your topic today is about jobs but what better way to
8 inspire those who can look at the water and see a way
9 to make a living, to make an essential connection
10 with commerce which is how, how this city became the
11 financial capital of our country in the first place,
12 that plus the vision of the, the canals. And in terms
13 of inclusion, we've already heard testimony about how
14 the shore walkers draw walkers from all walks of
15 life, from all ages, all incomes and heaven forbid
16 even all political parties. We also get a chance to
17 experience different parts of the city and this is of
18 the essence of inclusion, inclusion starts with
19 knowing somebody's name and that is how we at CB7
20 look at things and how I suggest that the council
21 would do both our district and our island and our
22 city credit by recognizing Great Saunter Day. I thank
23 you for the opportunity.

24 CHAIRPERSON ROSE: Thank you so much.
25 Before you go I just would... can someone tell me how

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2 many people participate in this and is this event
3 free, Mr. Adler... Mr. Adler please speak into the mic.

4 CY ADLER: Sorry, we have a website
5 called shore walkers dot org and frankly you just go,
6 and you say you want to and you sign up for the walk
7 on, online and... what is the... [cross-talk]

8 CHAIRPERSON ROSE: My question was just
9 if you could tell me how many people participate?

10 CY ADLER: Well... pardon?

11 CHAIRPERSON ROSE: How many people
12 participate in the Great Saunter?

13 CY ADLER: Well recently over 1,000...

14 [cross-talk]

15 CHAIRPERSON ROSE: Okay... [cross-talk]

16 CY ADLER: ...per, per walk but we think
17 it'll grow and the interesting thing about this
18 compared to the marathon, we don't block any streets...

19 [cross-talk]

20 CHAIRPERSON ROSE: Well we appreciate...

21 [cross-talk]

22 CY ADLER: ...anyway... oh yeah... [cross-talk]

23 CHAIRPERSON ROSE: ...that... [cross-talk]

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CY ADLER: ...we go through... we go through parks, we don't... we don't ask the city for any money, but we bring people to the city.

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CHAIRPERSON ROSE: Great and we... [cross-talk]

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CY ADLER: And... [cross-talk]

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CHAIRPERSON ROSE: ...thank you so much for that, it's not only... [cross-talk]

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CY ADLER: He can... he can tell you a little more about it, the... how to join... [cross-talk]

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CHAIRPERSON ROSE: We, we have, you know another hearing topic so... [cross-talk]

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DAVID HOGARTY: Understood... [cross-talk]

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CHAIRPERSON ROSE: ...I'm, I'm sorry, is there... [cross-talk]

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DAVID HOGARTY: Its quite alright... [cross-talk]

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CHAIRPERSON ROSE: ...is there something that you, you'd just like to include before... [cross-talk]

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DAVID HOGARTY: Just that our most recent walk we've... we had about 1,500 walkers and it's grown organically every year so...

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CHAIRPERSON ROSE: That's wonderful. I want to thank you for bringing awareness to the waterfront, I'm sure it's a great boom for tourism and, and I thank you and we, we are going to move forward Resolution 478, I'm sure that there's not many people who would be opposed to it. So, I thank you so much for being here today and... [cross-talk]

CY ADLER: Thank you... [cross-talk]

CHAIRPERSON ROSE: ...I look forward to making May the Great Saunter Day, right?

CY ADLER: The first Saturday in May...

CHAIRPERSON ROSE: The first Saturday in May Great Saunter Day and I thank you for your time.

CY ADLER: Thank you.

DAVID HOGARTY: Thank you.

CHAIRPERSON ROSE: And we're going to call up the next panel. I want to thank Chair... Council Member Rosenthal for bringing this to our attention and... [cross-talk]

COUNCIL MEMBER ROSENTHAL: Thank you.

CHAIRPERSON ROSE: ...making sure that we recognize this effort. We're going to call the next panel which is Max Taffet from NYEDC and Andrew Genn from NYED... EDC and I'd like to acknowledge that we've

1
2 been joined by Council Member Borelli also from
3 Staten Island.

4 COUNCIL MEMBER ROSENTHAL: Council Member
5 Rose as they're coming up... [cross-talk]

6 CHAIRPERSON ROSE: Yes... [cross-talk]

7 COUNCIL MEMBER ROSENTHAL: ...I really
8 wanted to thank you for this... [cross-talk]

9 CHAIRPERSON ROSE: You're welcome...
10 [cross-talk]

11 COUNCIL MEMBER ROSENTHAL: ...but happily
12 it's not Great Saunter Day in Manhattan so its Great
13 Saunter Day and perhaps we need to be doing this in
14 Staten Island as well. I look forward to joining on
15 that walk.

16 CHAIRPERSON ROSE: Thank you so much, we
17 do have an effort to, to make our entire shoreline
18 accessible, we're working on a greenway trail from
19 the Verrazano Bridge to the Goethals Bridge and our
20 hope is to be able to... be able to circumnavigate the
21 entire... [cross-talk]

22 COUNCIL MEMBER ROSENTHAL: Oh that's
23 great... [cross-talk]

24 CHAIRPERSON ROSE: ...island... [cross-talk]
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COUNCIL MEMBER ROSENTHAL:

2

...congratulations... [cross-talk]

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CHAIRPERSON ROSE: So, this might be the
impetus. I thank you so much. Before we start would
you please raise your right hand, I do affirm to tell
the truth, the whole truth and nothing but the truth
in this testimony before this committee and to
respond honestly to council member's questions, yes?

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ANDREW GENN: Yes.

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CHAIRPERSON ROSE: Thank you so much and
you know the drill, state your name and affiliation
and you can begin your testimony.

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ANDREW GENN: I'm Andrew Genn, I'm the
Senior Vice President for Ports and Transportation at
New York City Economic Development Corporation.

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MAX TAFFET: Max Taffet, Vice President
in Ports and Transportation at the New York City
Economic Development Corporation. Good morning Chair
Rose and honorable committee members, my name is Max
Taffet, Ports and Transportation at EDC. I'd like to
provide you an overview of the maritime jobs in New
York City and the regional economy and discuss the
opportunities and careers, as well as the essential
city functions that come from what is arguably New

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2 York City's greatest asset, its harbor. I'll also
3 review recent initiatives EDC and others in the
4 harbor have created to increase awareness of
5 opportunities in the industry and highlight key
6 initiatives and investments underway to maintain and
7 bolster maritime careers related to New York City's
8 working waterfront. New York City works Freight NYC,
9 in June 2017 Mayor Bill De Blasio released to New
10 York Works a series of 25 initiatives to spur 100,000
11 jobs with good wages over the coming decades.. the
12 coming decade. The plan aims to combat economic
13 inequality, grow the middle class and adapt to
14 quickly changing technology and global supply chains.
15 Among these initiatives are creating industrial and
16 manufacturing jobs. The city will add some 20,000
17 industrial and manufacturing jobs over the next ten
18 years, in part through an initiative called Freight
19 NYC, to make comprehensive strategic investments to
20 strengthen the city's logistics and distribution
21 systems. This will provide more New Yorkers with
22 access to good paying jobs. Today, trucks carry 91
23 percent of the city's goods into and out of New York
24 City with 80 percent of those vehicles entering from
25 the West and traveling through key chokepoints like

1
2 the George Washington Bridge and the Verrazano
3 Bridge. This delay and increases costs for businesses
4 throughout the five boroughs. New York City has the
5 highest congestion prices as previously mentioned by
6 Councilwoman Rose and it costs businesses throughout
7 the five boroughs. New York City's congestion prices
8 are a major cost, up to 16.9 billion dollars in 2016
9 and the second highest average time spent in traffic
10 of any US city. Freight NYC investments will create
11 over, over 4,000 good paying jobs across barging,
12 docks, rail, and distribution and support thousands
13 more by providing the infrastructure needed for
14 businesses around the city to grow. The city's
15 investments in Freight NYC will reduce the burden of
16 these on local businesses and allow them to continue
17 to grow, hire and thrive in New York City. New York
18 City is at the geographic and logistical heart of the
19 31 county New York and New Jersey, Pennsylvania
20 Region's port and supply chain industry. In 2016, the
21 region's maritime facilities handled nearly 6.3
22 million twenty-foot equivalent containers, these are
23 referred to as TEUs; 663,000 imported and exported
24 vehicles; 4.7 million tons of bulk cargo; 140,000
25 tons of bulk cargo... breakbulk cargo and 260 cruise

1
2 vessels. Across the region, more than 229,000 jobs
3 relate directly to the maritime industry with an
4 additional 171,000 indirect and induced jobs by the
5 maritime industry. Many of these approximately
6 400,000 jobs at the most basic level rely on the
7 movement of ships beneath the Verrazano Bridge
8 passing between the boroughs of Staten Island and
9 Brooklyn. Monetarily, in 2016, throughout the 31-
10 county region, maritime activity generated 25.7
11 billion dollars in personal income and 64.8 billion
12 dollars in business income. A bit of background on
13 New York City's maritime industry, waterways and the
14 maritime industry played a critical role in the
15 development of civilization and New York City is no
16 exception. The world's major cities were all
17 constructed and developed on waterways and rivers;
18 sea travel and sea trade built the world we know
19 today. Historically, all transportation modes have
20 been associated with, with water to transport food,
21 goods and people. Water transport can be classified
22 in the following primary categories: international
23 and coastal freight in the form of dry and liquid;
24 international and coastal passengers as cruise
25 vessels; local passengers in the form of ferries and

1
2 local freight through barges for regional, regional
3 services and construction. Locally, beyond the
4 dependence of the New York City consumer market on
5 maritime based supply chains, New York City residents
6 benefit from the arrival of ocean going vessels as
7 the vessels require various maritime support services
8 or secondary services, such as barge services to
9 expand distribution; tug support services including
10 pilot support; and maintenance and repair services. A
11 preponderance of these support firms are located
12 along the shores of State Island and Brooklyn. The
13 number and quality of local support service jobs
14 required depends on the number of vessels, trade
15 volume, trade growth, types of vessels and other
16 factors arriving in the port of New York and New
17 Jersey. The local New York City's maritime support
18 service sector is adept at offering the services
19 required by international and domestic shipping and
20 facilitates needed maintenance and docking operations
21 that keep the harbor working. Without the New York
22 City maritime support services and their skilled
23 employees, maritime firms would look to other US
24 ports to import and export goods. Specific numbers
25 for New York City. As a sub-category of the 400,000

1
2 maritime jobs in the region, the New York City
3 maritime industry supports 35,860 total jobs,
4 approximately nine percent of the total regional
5 maritime jobs. Of these, 17,420 are direct jobs.
6 These New York City jobs derive nearly 3.6 billion
7 dollars in personal income, which is 14 percent of
8 the regional total personal income generated by the
9 31-county port region and more than 8.4 billion in
10 business income, roughly 13 percent of the total
11 regional business income. In other words, New York
12 City counties derive a disproportionate share of
13 regional income per job compared to other counties in
14 the 31-county region. The New York City maritime jobs
15 are located across the harbor, ranging from Global
16 Container Terminal New York at Staten Island's
17 Howland Hook to East Chester Creek in the Northern
18 Bronx as well as everywhere on the water in between.
19 Maritime employment hubs. Though many New Yorkers may
20 not realize it, there are significant maritime
21 employment hubs on the waterfront throughout the
22 city. New York City's Waterfront Revitalization Plan,
23 designates and maps these hubs under the title,
24 Significant Maritime Industrial Areas. Examples of
25 these significant maritime employment locations are:

1
2 the Brooklyn and Manhattan Cruise Terminals; Erie and
3 Atlantic Basins and the Red Hook Container Terminal
4 in Red Hook; the Sunset Park Waterfront in Brooklyn
5 including the South Brooklyn Marine Terminal; and
6 Tugboat Alley on Staten Island's North Shore, where
7 there exists one of the largest concentrations of Tug
8 and Barge businesses on the East Coast of the United
9 States. Beyond these direct on water and water
10 adjacent job hubs, there's also a vast array of
11 maritime and port related logistics, distribution,
12 finance, brokering, arbitrage, legal and insurance
13 jobs that are also concentrated in New York City. In
14 fact, in 2016, New York City saw increases in freight
15 forwarding, distribution and insurance industry
16 workers related to port activities. This not to
17 mention the further maritime job activation
18 undertaken through NYC Ferry, which in the last eight
19 months brought service to 16 landings, and will bring
20 maritime activation to four additional locations in
21 2018. Today, some 260 mariners are employed by
22 Hornblower New York, the operator of New York City
23 Ferry. Global ship finance destination. Perhaps not
24 surprisingly, given the city's innate water bound and
25 coastal nature, New York City ranks the number one

1
2 maritime finance destination of all of the financial
3 capital markets in the world. New York City is the
4 largest and most liquid capital market when it comes
5 to maritime shipping concerns. The local capital
6 markets are the largest source of public and private
7 equity capital for shipping; this affords great
8 valuations to companies than other global exchanges.
9 Public listings in New York City provide shipping
10 firms ongoing access to financing at attractive rates
11 for the course of the company's life and New York
12 City acts as the largest provider of public debt
13 capital. Overall, the flexibility of New York City's
14 capital markets to adapt financing products to
15 emerging shipping trends has proven important to
16 shipping companies and investors. This white collar
17 maritime sector in New York City is estimated to
18 support approximately 7,000 jobs in the city. Not to
19 mention the millions of jobs and global supply chain
20 worldwide that the New York City's capital market
21 facilitates. Maritime education powerhouse. New York
22 City's long history as a maritime education center is
23 what feeds the pipeline of maritime jobs. Of the
24 eight total US State and Federal higher education
25 institutions offering degrees and US Coast Guard

1
2 approved courses, one SUNY Maritime is located in the
3 Bronx and the other US Merchant Marine Academy is
4 located just over the Queens border in Nassau County
5 at Kings Point. The academies receive funds from the
6 US Department of Transportation's Maritime
7 Administration called... it's summarized as MARAD and
8 each academy has a MARAD issued training vessel. The
9 SUNY Maritime vessel, the US Training Vessel Empire
10 State the sixth, a 565 foot 1960's era converted
11 container ship, home ports at Fort Schuyler in the
12 Bronx on the South side of the Throggs Neck
13 peninsula. The Merchant Marine Academy's vessel, the
14 USTV Kings Pointer, a 176-foot former NASA rocket
15 recovery vessel, home ports across the Western Long
16 Island Sound. The maritime academies use the MARAD
17 vessels for at-sea training and shore side
18 laboratories. When necessary MARAD activates the
19 vessels for reasons of national importance such as
20 natural disasters or other emergencies. Most
21 recently, in September of this year the Empire State
22 provided emergency relief to San Juan, Puerto Rico
23 and Key West, Florida. Following hurricane Sandy,
24 MARAD ships provided emergency support berthing at
25 home point pier at Stapleton in Staten Island.

1
2 Elsewhere in the harbor, other New York educational
3 institutions also homeport vessels. Columbia
4 University's Lamont-Doherty Earth Observatory
5 Institute homeports the 210-foot Research Vessel
6 Marcus Langseth and the Jamaica Bay Resiliency
7 Institute based at Brooklyn College homeports the
8 CUNY One, a recently built 65-foot catamaran used for
9 research in Jamaica Bay and Western Long Island
10 Sound. New York City Economic Development Corporation
11 supports these academic institutions and others
12 through the Dock NYC program, which provides berthing
13 for an array of educational vessels. New York City
14 Economic Development Corporation's Dock NYC
15 coordinates berthing logistics, community access,
16 insurance, and vessel tours to highlight maritime
17 career opportunities. In the past year a World War II
18 Liberty Ship, the SS John Brown and the California
19 Maritime Academy's Golden Bear visited Manhattan
20 piers and provided public tours. Annually, EDC
21 facilitates Fleet Week which occurs each summer where
22 the city hosts US Navy vessels coming into their
23 harbor and facilitates public access programs. In
24 addition to the Maritime Academies and schools with
25 vessels, marine education is offered at CUNY

1
2 Kingsborough, Stevens Institute of Technology, the
3 Webb Institute in Glen Cove and the Seaman's Church
4 Institute in Newark as well as other centers of
5 education. Not to mention at Brooklyn Pier 12, the
6 historic tanker, the Mary Whalen, which through the
7 not-for-profit Port Side New York, provides maritime
8 education in arts, preservation, resiliency, and
9 workforce and harbor advocacy. But as important as
10 the establishments of higher education and continuing
11 education institutions are to New York City's
12 maritime industry, the secondary education
13 institutions that inspire New York City residents and
14 feed them into the higher education and workforce are
15 equally and especially important. New Yorkers are
16 surrounded by water, but surprisingly few recognize
17 it for the potential as a... the source of a lucrative
18 career. New York City's high schools such as the New
19 York City Department of Education's Career and
20 Technical Schools of Ralph McKee High School, the
21 Harbor School on Governor Island and the School of
22 Global Commerce in East Harlem are exposing students
23 to opportunities and career pathways where students
24 can make a career out of working in the New York and
25 New Jersey Harbor. To expand high school student's

1
2 understanding and spark passions for opportunities in
3 the harbor, New York City Economic Development
4 Corporation hosted a high school Maritime Career
5 Awareness Fair at the Brooklyn Cruise Terminal in
6 October of 2017. The event connected more than 150
7 students from local high schools from around the city
8 with two dozen plus organizations specializing in
9 maritime careers including colleges, labor unions,
10 ferry and excursion boat operators, major trade
11 associations, plus the Coast Guard, FDNY and NYPD.
12 Students from McKee High School, Transit Tech and
13 South Brooklyn Community High Schools in Brooklyn,
14 School for Global Commerce and the Harbor School
15 mingled with maritime employers and saw equipment up
16 close. For, for many students, visiting the Brooklyn
17 Cruise Terminal was their first exposure to the port
18 industry. Representatives from the Maritime
19 Association and Deputy Borough President for
20 Brooklyn, Diana Reyna welcomed students and provided
21 context while the International Longshoreman's
22 Association Local 1814 and the Teamsters Local 1812
23 demonstrated heavy marine terminal equipment in the
24 cruise terminal parking lot, and Ports America the
25 Stevedore for Manhattan and Brooklyn Cruise Terminals

1
2 gave facility tours to students. In the weeks after
3 the Maritime Career Day... Career Awareness Day, when
4 the ILA 1814 recently had the opportunity to open up
5 its membership list, this allowed direct outreach to
6 school... to schools. similarly, UPS has held several
7 career fairs with School for Global Commerce and Sea
8 Farers International Union has given recruitment
9 presentations at Staten Island and Manhattan high
10 schools. leading up to the Maritime Career Awareness
11 Fair, EDC provides ongoing curriculum development
12 support at schools in Staten Island, Brooklyn, and
13 Manhattan. In Staten Island, based on feedback from
14 maritime firms New York City Economic Development
15 Corporation, the City's Department for Small Business
16 Services and Chair Rose worked with McKee High School
17 to establish a hands on electrical shop. At the
18 School for Global Commerce, EDC facilitated direct
19 connections with... between Career and Technical
20 Education teachers and the maritime industry through
21 site visits and curriculum review. And then at the
22 most macro level... micro level, EDC has provided job
23 shadowing and internships for high school students in
24 recent years. In the coming years there are risks and
25 there are opportunities for the region's port and

1
2 maritime industry. A central risk is workforce. If
3 the Port of New York and New Jersey does not continue
4 to, to incubate a pipeline of qualified labor to fill
5 the region's maritime supply chain and passenger
6 transportation jobs, our local economy will suffer.
7 As baby boomers age out of the workforce and the
8 industry grows, there's an increase... there's
9 increasingly a need to fill skilled maritime jobs.
10 Without continually re-enforcing strong pipelines
11 from educational institutions into the maritime
12 workforce, New Yorkers risk missing out on good
13 paying careers and our region risks missing out on
14 potential economic growth derived from the port
15 industry. Investments; unprecedented physical
16 investments in port infrastructure have been underway
17 for the past decade to maintain the Port of New York
18 and New Jersey's East Coast dominance and maritime
19 jobs. International container ships are growing,
20 expanding on average from lengths of 900 feet a few
21 years ago to more than 1,100 feet today. This change
22 allowing for increased numbers of shipping containers
23 from 1,100 TEU to 1,400 TEU becoming the norm. The
24 growth in length and container capacity also results...
25 resulted in vessel growth in height and depth. To

1
2 accommodate these greater dimensions, billions of
3 dollars in federal, state, and city money have been
4 invested. The Port Authority of New York and New
5 Jersey raised the roadway deck of the Bayonne Bridge
6 to allow the new larger vessels to access container
7 ports in Staten Island and Newark. While New York
8 City Economic Development was response... Economic
9 Development Corporation was responsible for ensuring
10 50-foot depth... drafts... ensuring 50 feet of vessel
11 draft, draft beneath the Verrazano Bridge by
12 replacing and deepening a waterline between Brooklyn
13 and Staten Island. Increasing draft above and below
14 the ship, shipping channel was required for the Port
15 of New York and New Jersey to continue to thrive.
16 Similarly, to container ships, cruise ships are also
17 growing. Investments in New York City's Brooklyn and
18 Manhattan Cruise Terminals will occur to allow
19 berthing of ever larger ships. The Brooklyn Cruise
20 Terminal's new operator, Ports America, will
21 contribute 15 million dollars for additional capital
22 improvements at the Brooklyn Cruise Terminal and 23.5
23 million at the Manhattan Cruise Terminal. These funds
24 will be dedicated to improvements that increase the
25 cruise terminal's capacity, connectivity, and

1
2 efficiency which will increase vessel calls and
3 increase maritime employment. Conclusion; as New York
4 sees more activity return to its harbor, we're seeing
5 a growth in the number of maritime jobs. Big
6 infrastructure moves are underway as the Port of New
7 York and New Jersey adapts to the latest trends to
8 global... in global commerce. Supply chain and consumer
9 trends are shifting, with many new operations
10 involving e-commerce, which has a higher employment
11 per square foot than traditional supply chain
12 distribution. EDC is dedicated to actively supporting
13 the maritime industry and working with SBS's
14 Workforce One Centers to connect New Yorkers to jobs
15 in this critical sector. In the coming weeks you'll
16 hear more about Freight NYC and how we will manage
17 economic growth, congestion, and employment
18 opportunities that relate to and come from our port.
19 New York City Economic Development... New York City
20 Economic Development's ultimate goal is to strengthen
21 the city's economy and provide good jobs to our
22 residents. We look forward to working with you, our
23 regional partners and industry leaders to grow the
24 business in the port. Thanks for the attention and
25 we'd be happy to answer any questions.

1
2 CHAIRPERSON ROSE: Thank you, thank you
3 for your in-depth testimony. I, I think everyone
4 sitting in this room can say that our waterways are
5 very important, having multipurpose uses and, and
6 then I just want to say that, you know when, you know
7 Andrew its, its been a pleasure working with, with
8 you. When I first came into came into office, I took
9 a tour of Staten Island's waterfront and was amazed
10 at the number of maritime industries that were
11 thriving and was so crucial to the port but also
12 found out that there was a dearth, there was not the
13 resources in terms of manpower and that there were
14 jobs that were going unanswered on, on the waterfront
15 and I'm sure that the Staten Island waterfront wasn't
16 the only one and we put together, I thought a
17 wonderful partnership to bring the electrical sort of
18 engineering courses to marine... to McKee High School
19 so that students on Staten Island who live on an
20 island and had no skill set or no training to fill
21 those jobs are, are now being given that opportunity.
22 So, I want to say thank you, you know to EDC for
23 recognizing and DOE and our other partners Maritime
24 Industries for recognizing how important that was to
25 Staten Island. And so, I, I... being that, you know

1
2 this is such an opportunity for job workforce
3 development I was wondering if there's any city
4 agency what if any that tracks employment numbers and
5 other related statistics for jobs and careers in, in
6 the maritime related industries?

7 ANDREW GENN: Well let me start by
8 echoing what you said Chair Rose, you know I, I think
9 a lot of the effort began on that fateful trip on the
10 NYPD launch on the Kill Van Kull with you and I
11 remember you talking directly to the workers at the
12 marine tug boat yard on the North Shore and asking
13 them where were they from and I think we didn't hear
14 a Staten Islander and we started the conversation
15 that led to the introduction to Sharon Henry, the
16 Principal of McKee High School and we were able then
17 to sort... bring you to the Maritime Association, the
18 Tug and Barge Committee meetings and I'd say the
19 people sitting behind me are here because of that
20 fateful day and we, we appreciate so much your
21 leadership on... in this area. So, in terms of keeping
22 statistics that's something that we're tracking very
23 closely at, at EDC. The main source of information is
24 the New York Shipping Association that does a, a
25 survey of regional jobs related to port activities

1
2 and so the, the statistics that Max cited in his
3 testimony come from that report and we help supply
4 some of the primary data like for instance employment
5 at ferry companies or employment at the cruise
6 terminals and that kind of thing but, but that's the
7 main source of good data right now on maritime
8 careers.

9 CHAIRPERSON ROSE: Is this reflected in
10 any of the New York City databases, any of our agency
11 databases?

12 ANDREW GENN: It pick... its picked up...
13 Department of Labor Statistics there is a... an
14 institute at CUNY that also tracks labor in all
15 different types of industries and maritime is one of
16 the ones that is specifically called out and that's
17 actually be... it was that work at CUNY that led to the
18 creation of the, the High School for Global Commerce
19 in East Harlem so...

20 CHAIRPERSON ROSE: Is there a, a report
21 that goes out at any point that discusses... [cross-
22 talk]

23 ANDREW GENN: Well the New York Shipping
24 Association Report is the main one that, that is
25 about every four years, I would say that in 2007 the

1
2 last time EDC looked at this we did a, a maritime
3 support service study, we hired several professors
4 from the SUNY Maritime College and they did an in-
5 depth survey of the industry and we, we also used
6 that as resource as well.

7 CHAIRPERSON ROSE: So, if there's not one
8 place that we sort of store this data how, how does
9 New York City decide on how, how to generate classes,
10 studies, areas of interest, job generation?

11 ANDREW GENN: Well I think it's the, the
12 data sets are very informative and I would go back to
13 that maritime support service study where there were
14 in depth interviews done with the Maritime Businesses
15 and particularly in your district and the discussion
16 around, you know skills gaps really began in that
17 study and helped to inform the... some of the
18 discussions we've had with McKee High School and as I
19 said, you know related to that I think with the CUNY
20 analysis that they had done led to the identification
21 of the whole supply chain logistics field which
22 relates to maritime but could also be air cargo,
23 railroads, trucking. We saw that there was also a
24 need for more people entering those fields as well.
25

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CHAIRPERSON ROSE: So, some of the most highly demanded jobs are... in the maritime field are?

3

4

ANDREW GENN: Well it, it runs to gambit and that's what's great about the maritime industry, its, it really is all encompassing so direct working on vessels as deckhands, as pilots, as captains but also along the shore as well, the Long Shore... the Longshoreman's Association but the... you, you can also track towards, you know the other careers in the high finance as well and legal, insurance, freight brokerage, freight forwarding, a lot of the big institutions in the United States that oversee those industries are based in New York City and, and spread out really across the whole city so it's, it, it really is a source of good jobs up and down, you know the, the pay scales.

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CHAIRPERSON ROSE: So, is there a perceived lack of visibility for maritime careers and educational opportunities among students and parents and how can the city develop a broad as well as targeted public campaign... [cross-talk]

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14

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ANDREW GENN: Uh-huh... [cross-talk]

16

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CHAIRPERSON ROSE: ...to improve that visibility?

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2 ANDREW GENN: Yeah, I... one thing I wanted
3 to point out Chair is that, you know it's such a
4 cottage industry for New York, so we have the
5 businesses in the maritime industry some of them have
6 been in New York Harbor for three centuries, going
7 back to the mid-nineteen centuries and so... and they
8 remain owned by families, you know from... you know
9 born and raised in New York City which makes it kind
10 of extraordinary but its... I would also say that one
11 of the things that Cy Adler brought up in the
12 previous panel is interesting is that there's been a
13 perception, you know if you walked around New...
14 Manhattan Island in the 1980's that the industry was
15 all gone and as you know very well, its alive and
16 well in your district and making the connection to
17 New Yorkers that there are jobs to be had in this
18 industry is I think one of... it's a generational thing
19 but it's a... I think it's a challenge that we're very
20 happy to take up and I think that's why Max's
21 testimony gives you sense of all the effort, you know
22 that EDC is doing with our partners behind, behind us
23 here today.

24 CHAIRPERSON ROSE: So, how do we help the
25 maritime industries get the word out, you know so

1

2 that people... because I, I was astounded when we went
3 on our trip around the harbor that one... you know
4 there were so... [cross-talk]

5

ANDREW GENN: Uh-huh... [cross-talk]

6

CHAIRPERSON ROSE: ...few Staten Islanders...

7

[cross-talk]

8

ANDREW GENN: ...yep... [cross-talk]

9

CHAIRPERSON ROSE: ...working but, but also

10

that there was a lack of knowledge that these jobs

11

existed... [cross-talk]

12

ANDREW GENN: Uh-huh... [cross-talk]

13

CHAIRPERSON ROSE: ...and that they were

14

available and, and what skill sets were required to,

15

to get... have them so... [cross-talk]

16

ANDREW GENN: Yeah... [cross-talk]

17

CHAIRPERSON ROSE: ...how do we... is there a

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way, is there a plan to get that type of information

19

out so that it becomes more of a known entity?

20

ANDREW GENN: That's... yeah and you know

21

I, I would just say that, you know what Max and our

22

team put together with the Maritime Career Awareness

23

Fair a few months ago is one of those efforts to

24

start, you know gaining more awareness. At the same

25

time, you know we work closely with the Tug and Barge

1
2 Committee and the Maritime Association, the Working
3 Harbor Committee and with the schools to just hold
4 events so there's a... you know there's a Tug and Barge
5 day at home port every year that kind of thing, we're
6 going to do the Marine Maritime Career Awareness Fair
7 every year, we'll move it around the city. So, I
8 think as we build that and when Freight NYC is also
9 released as Max was, was saying that's, I think also
10 going to build additional awareness. I think... you
11 know one last thing I'd say is that also, you know
12 the, the expansion of ferries in New York City is
13 also a helpful way that people realize, you know
14 there is this magnificent waterfront that we can... you
15 know we can enjoy it and we can profit from, yep...

16 MAX TAFFET: And I'd, I'd add to that,
17 that on the recreational side as more and more folks
18 are coming out onto the water. Organizations like the
19 Waterfront Alliance are working with communities and
20 paddling communities, there's an increasing
21 awareness, an increasing level of comfort on the
22 water and all of that is part of a broad effort that
23 brings awareness to this can be a, a career, this can
24 be something that people really devote their lives
25 to.

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CHAIRPERSON ROSE: I think one of the initiatives is, is called Career Propeller?

MAX TAFFET: Yes... [cross-talk]

CHAIRPERSON ROSE: ...Initiative, would you like to explain the status of this program development and how it aims to create a pipeline between New York City residents and work in the maritime industry?

MAX TAFFET: Sure, Career Propeller is an initiative that we've been underway with which is really about connecting the dots between the existing resources, kind of an overarching branding concept though with a nifty name overlaying the Maritime Career Awareness Fair as well as having ongoing discussions with the various schools that are attending our events and connecting them to the resources of the Working Harbor Committee, Waterfront Alliance as well as the various industry partners.

CHAIRPERSON ROSE: With that you also have the New York, the Freight NYC study...

ANDREW GENN: Uh-huh...

CHAIRPERSON ROSE: ...could you tell us the status of that and have you hired a consultant to help develop the plan that you've already identified

1
2 and if so what are the costs and when do you expect
3 it to be released?

4 ANDREW GENN: Sure and Chair Freight NYC
5 is a comprehensive look at freight systems into and
6 out of New York City and through New York City.
7 Looking at all modes and looking at helping to
8 diversify modes of transportation, really favoring
9 water transportation and railroads and to, to help
10 relieve the pressure on the city's highways, on
11 congested highways. So, on Staten Island we'll
12 certainly, you know be taking a very hard look at the
13 development of Howland Hook Marine Terminal and to
14 the associated rail infrastructure that supports it
15 as well as in... you know new warehouse distribution
16 centers that, you know are coming into the, the
17 borough but then citywide its going to be looking at
18 how do we geographically, you know divert, diversify
19 the way we handle freight so that it isn't all
20 dependent on trucking, you know from New Jersey
21 locations and try to spread, you know freight into
22 other systems to get it away from populations, to get
23 it off of the highway where people are driving and
24 more into corridors that are exclusive for freight
25 and then helping to develop the terminal points

1
2 whether they be in Staten Island or Brooklyn or the
3 Bronx or Queens and, and even Manhattan so that
4 freight can be feathered out and so then there isn't
5 an unfair burden on any community but since freight
6 is ours its part of the economy, we think, you know
7 taking a broad long range look and, and really
8 planning for it in a thoughtful way. The timing is
9 really to have it released early next year but we
10 still... you know we do have a consultant, it's, it's a
11 team that's, that involves VHP, Cambridge Systematics
12 and HDR as well as a few other sub consultants but
13 its really an, an EDC production.

14 CHAIRPERSON ROSE: A very important thing
15 in terms of freight has been a freight tunnel and
16 that's been discussed for several years... [cross-talk]

17 ANDREW GENN: Uh-huh... [cross-talk]

18 CHAIRPERSON ROSE: ...can you tell me
19 about, you know the status of that, you know is that
20 ever going to become a reality, where are we with
21 that, is that really a part of a viable plan that
22 we're looking at?

23 ANDREW GENN: Uh-huh, so, the Cross-
24 Harbor Freight Environmental Impact Statement, the
25 Tier Two Environmental Impact Statement is being

1
2 undertaken by the Port Authority of New York and New
3 Jersey with Federal Highway Administration and we, we
4 understand, you know that that initiative has been
5 funded and will be moving forward. It is looking at
6 the Cross Harbor Rail Freight Tunnel, a direct rail
7 connection to the National Rail Freight Network but
8 its also looking at other alternatives as well and
9 EDC will be a... we'll be participating in that
10 environmental impact statement and certainly Freight
11 NYC does recognize the tunnel as one element but
12 we're also looking at all of the infrastructure as
13 well and the types of projects that can be done even
14 if the... if the tunnel doesn't advance for several
15 years there are still many things that the city can
16 be doing to help improve freight transportation and
17 also connect to jobs as well.

18 CHAIRPERSON ROSE: You know one of the,
19 the issues that directly impacted the Howland Hook
20 Terminal... [cross-talk]

21 ANDREW GENN: Uh-huh... [cross-talk]

22 CHAIRPERSON ROSE: ...was the fact that
23 they are very dependent on truck traffic and when the
24 Port Authority raised the tolls it impacted that...
25 [cross-talk]

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ANDREW GENN: Uh-huh... [cross-talk]

CHAIRPERSON ROSE: ...that traffic, what are we doing to, to make connections so that the industry is not negatively impacted by the very thing that is supposed to be stimulating the economy... [cross-talk]

ANDREW GENN: Uh-huh. We have been working very closely with Global Container Terminal as you know to help them reduce the truck dependency by reactivation of the Staten Island Railroad that was... that was a big step that helps, you know connect them, that really is New York City's most modern connection to the National Rail Freight Network. The other thing that we've done more recently is working with them on allowing them to handle trucks that are equivalent to the trucks that the New Jersey Marine Terminals are using in terms of being able to handle over the Goethals Bridge up to 90,000 pounds of weight on a truck which is... which makes the terminal more competitive and more attractive to shippers but, you know the whole suite of interventions; the channel deepening, the raising of the Bayonne Bridge, the lengthening of the main wharf at Howland Hook and the activation of the railroad really are... put

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2 Howland Hook at a good competitive place and the, the
3 state as you know has been helping out on the toll
4 situation and the good news is that business is up at
5 the terminal and they've, they've seen the addition
6 of a new international shipping service and they are...
7 they are working very, very well with identifying new
8 business. So, I think overall, it's a stable
9 situation and we will continue to work closely to
10 make sure that they continue to be successful.

11 CHAIRPERSON ROSE: Have we provided them
12 with the resources that they need to compete with
13 port Newark and, and was there a loss of jobs as a
14 result of the, the issues that we had, the intermodal
15 issues that we had?

16 ANDREW GENN: There, there, there was a...
17 there was a loss of jobs over the past five years
18 related to the diminution in business which was
19 partly a post-2008 phenomenon and partly related to
20 the increase in capacity in the New Jersey terminals
21 but they don't compete so much with New Jersey as we
22 compete with New Jersey against other East Coast
23 Ports and in... with... in respect to that I think they
24 will do very well and... over a long term. They have a
25 sister facility in Bayonne, so the operating company

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2 is in a very good place and we see the growth
3 potential as being very high.

4 MAX TAFFET: And just as a point of fact,
5 in the last month or so Global Container Terminal and
6 the ILA in Staten Island was able to add 55
7 additional new jobs at the Staten Island terminal.

8 CHAIRPERSON ROSE: And when we look at
9 the maritime businesses and, and I'm just looking..
10 I'm talking from my, my experience on Staten Island
11 many of the jobs are sort of like legacy jobs and
12 they're passed on from father to son, they're family
13 related, what are we doing to.. in terms of
14 educational programs and workforce training to, to
15 make those jobs more representative or diverse or
16 reflective of the communities where these industries
17 are located?

18 ANDREW GENN: Uh-huh. That's a great
19 question and I think that the, the thing to, to point
20 out is that, you know the maritime businesses have
21 many times come to us and said we need people with
22 certain skills whether it's the electrical
23 installation or whether its carpentry, whether it's
24 a, a machinist, welding all of those things and what
25 we've.. what we've found is there is that.. there has

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2 been historically kind of a mismatch of, you know
3 skills training in those areas that we're seeking to
4 address through these initiatives so I think the,
5 the... it was a big, big deal to have that electrical
6 shop open up at McKee because that directly reflected
7 the conversations we've been having. I think what we...
8 you know as Max had mentioned in his testimony when
9 the Sea Farers... Sea Farers International Union came
10 to McKee they saw... this is great, these are the kinds
11 of shops that we need, these are the kinds of skills
12 that we need for... you know to build a workforce but
13 you know one of the things that is a challenge is
14 that there still is that sense, you know that
15 vocational education has a certain, you know side to
16 it that, that we hope will go away through better
17 awareness in education that if you have those skills
18 working with your hands, working... you know outside
19 that you can make a good living and I think we have
20 to also, you know instill that with, with, with New
21 York City residents and there's... so there's that as
22 well, yeah.

23 CHAIRPERSON ROSE: So, is there a focus
24 to, to have... to open more schools, C, CTE schools
25 with a maritime careers focus?

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ANDREW GENN: I think a, a lot of the schools in the career and tech side have... are teaching skills that are readily kind of transferable for instance like automotive high school teaches a lot on... about engines and there's a lot of demand for people who can fix, you know engines, you know in the maritime field. At the same time I think with... you know there are, you know opportunities even at a place like McKee to be able to have much more of a one to one connection between what the businesses need and what is being taught and so one effort for these schools is to make sure that there's a partnership board for each school which I know is very strong at Harbor School but... and at Global Commerce but to have industry sort of regularly informing the schools, the existing schools of their curriculum needs I think is very important.

CHAIRPERSON ROSE: So, but we're, we're not... there's no concerted effort with DOE to open more CTE schools with a maritime focus and, and, and to support that, you know I'm talking citywide...
[cross-talk]

ANDREW GENN: Yeah, understood... well I think what we're... what we've been doing is pushing in

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2 more with the Department at DOE that oversees CTE
3 education so that if they're teaching something
4 that's related but maybe not be completely on point
5 that that curriculum can be updated so that it
6 reflects the needs of the maritime industry.

7 CHAIRPERSON ROSE: And are we working
8 with the unions and all of the partners so that
9 there's a, a ladder, a career ladder internship
10 programs, on the job training.. [cross-talk]

11 ANDREW GENN: One of the best moments at
12 the Career Awareness Fair was having the teamsters
13 and the ILA particularly the ILA brought some cool
14 equipment out and the kids got to, you know sit on
15 the equipment, some of them tried to operate the
16 equipment but they stopped them but, but that's,
17 that's exactly what we want to do and I think that
18 forum allows us.. is scalable Council Member, you know
19 so that we can bring in CTE programs to have more of
20 that and I think the industry liked it, you know we
21 brought tug boats in, we brought NYPD vessels, fire
22 department vessels in addition to, you know the, the
23 unions and the kids got to talk to, you know the
24 actual practitioners I guess and I think.. I think if
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we continue to do that that's where the generational shift will occur.

CHAIRPERSON ROSE: And just to shift it a little bit to... I'm really glad to see that New York City recognizes that... the value in ferries, having grown up in Staten Island and having once had maybe upwards of five ferries that were functional I understand the value of using the waterways for transportation purposes and I'm, I'm glad to see that we're getting there, I hope you take this message back to the administration that we are still on Staten Island waiting for our ferry so that we will truly be a five borough ferry system but could you tell me what the current headcount of city paid staff working for New York Ferry is and what the headcount for Hornblower?

ANDREW GENN: Yes, I have that so there are... so, through... you know this was something we were very proud of so Hire NYC which is EDC's sort of recruitment arm was... has brought on 262 people to work on the citywide ferry system on NYC Ferry so that's, that's really good, that's in one... really in one-year additional hires so we had 950 candidates and, and 262 were hired through that process.

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CHAIRPERSON ROSE: And what does... what,
3 what's the staffing that was hired for Hornblower,
4 the head count?

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ANDREW GENN: Well I think that's the,
6 the 262... [cross-talk]

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CHAIRPERSON ROSE: It's the total...
8 [cross-talk]

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ANDREW GENN: Yeah, total... [cross-talk]

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CHAIRPERSON ROSE: ...between... [cross-talk]

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ANDREW GENN: ...working sort of... [cross-
12 talk]

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CHAIRPERSON ROSE: So, there... [cross-
14 talk]

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ANDREW GENN: ...on, on the water and, and
16 also as part of... you know behind the scenes, yeah.

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CHAIRPERSON ROSE: So, are they
18 considered New York City workers or are they
19 employed... privately employed by Hornblower?

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ANDREW GENN: Oh they are not... no,
21 they're employed by Hornblower.

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CHAIRPERSON ROSE: They are?

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ANDREW GENN: They are, yes.

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CHAIRPERSON ROSE: So, there's not two separate workforces that all of... all of the hires are through Hornblower?

ANDREW GENN: Yes, that's correct.

CHAIRPERSON ROSE: Okay, so are they union workers, are they attached to a union?

ANDREW GENN: They are not as of now but Hornblower is open to it... open to a unionization.

CHAIRPERSON ROSE: Okay. So, we need to protect land zone for industrial waterfront maritime uses on both public and private land and prevent speculation which results in rising rents and displacement of people and jobs in my district again... and, and this is a citywide hearing, this is not about Staten Island, but it just happens to have... I happen to have a question, several about my district. An example is Millers Launch, a multiuse maritime operator that services the, the marine construction industry providing tug boats to transport and shift various barges, supports ships, ships of all types that require launch services, how can we ensure that facilities like these remain protected from other non-water dependent land uses?

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ANDREW GENN: The IBZ program, the Industrial Business Zones is an important layer of land use protection. Another important system of designation I mentioned in the testimony is the significant maritime industrial areas which calls out specific areas across the city as being of strategic importance in the functioning of the harbor and so any development along those waterfronts must go through a coastal zone consistency review that is performed by the Department of City Planning. The case of Millers Launch, an incredibly important maritime business that's providing essential harbor services from its present location, very much agree that protecting land use is going forward as, as a high priority.

CHAIRPERSON ROSE: So, are there any IBZ's that are specifically designated for just maritime uses?

ANDREW GENN: The... I think the designation of the significant maritime and industrial area is one of the... one of the key protections for the maritime zones and the North Shore is one of those SMIA's.

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CHAIRPERSON ROSE: Okay. I think you've been very, very thorough and I thank you for your testimony and I... you might want to... [cross-talk]

ANDREW GENN: It's a pleasure... [cross-talk]

CHAIRPERSON ROSE: ...stay to hear, you know some of the testimony from the rest of our participants, they are quite amazing.

ANDREW GENN: Thank you Chair Rose.

CHAIRPERSON ROSE: Thank you... [cross-talk]

MAX TAFFET: Thank you Chair Rose.

CHAIRPERSON ROSE: I'm going to call the next panel and, and when you... we're going to have to hold the testimony to two minutes, we have quite a few people who want to participate today. So... and we have to be out of the room by one o'clock; Reza Fakhari, Fakhari from Kingsborough Community College; Dr. Carol Sonnenblick from CUNY; New York College of Technology; Valerie Westphal from CUNY and Aaron Singh from New York Harbor School.

[off-mic dialogue]

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2 CHAIRPERSON ROSE: You can begin, state
3 your name and your affiliation and please honor our
4 two-minute clock, okay? Thank you.

5 VALERIE WESTPHAL: Today... there we go.
6 Good morning Council Members. My name is Valeria
7 Westphal and I am the University Director of
8 Continuing Education and Workforce Programs at CUNY.
9 I'll talk fast. We are pleased to be here today
10 sharing our support for programs and resources to
11 help train and place New York residents in jobs in
12 the maritime industry. We are joined here today by
13 two of our strong partner institutions, Kingsborough
14 Community College and the New York City College of
15 Technology. At CUNY we help to train and educate over
16 250,000 students in our degree programs and another
17 270,000 students in continuing education and job
18 training programs. We are proud to share our recent
19 research from Stanford University that shows that six
20 CUNY schools are in the top ten nationally of
21 institutions that help to catapult individuals from
22 the lowest to the middle-income brackets. New York
23 City's unique transportation assets including our
24 waterfronts enable New Yorkers to gain access to good
25 jobs in the maritime sector. The CUNY Labor Market

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2 Information Service, LMIS is a trusted partner in
3 helping to bring to life labor market trends, skill
4 needs, and hiring practices of employers and we
5 believe that there is a growing opportunity to help
6 prepare the maritime workforce through our colleges.
7 Based on open maritime related positions that are
8 posted online as of today, there are over 150 jobs
9 ranging from project managers, engineers, carpenters,
10 divers, and deckhands that are available to be
11 filled. We would welcome the opportunity to work
12 closely with many of these employers to understand
13 their needs and match open positions to our students
14 and alumni. Where training does not exist to meet the
15 needs of employers, we have a robust set of partners
16 who are innovative and nimble and can create new
17 training programs for industry partners. As both the
18 Mayor and Governor focus on sustainability goals and
19 increasing our focus and utilization of renewable
20 energy resources, we want to make sure we are
21 prepared for new jobs in the maritime sector
22 including off shore wind farm construction,
23 installation and maintenance. A report published by
24 the Workforce Development Institute earlier this year
25 entitled New York State and the Jobs of Offshore Wind

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2 Energy articulates a need for maritime trained
3 workers for complex projects that require a diverse,
4 highly skilled, and well-trained workforce. WDI's
5 research also identified an estimated 74 occupations
6 that perform across the phases of an offshore wind
7 power plant. Most of these occupations are well
8 established in New York's economy. They include
9 scientists, engineers, lawyers, and sales
10 representatives all needed during the development
11 phase. Electricians, ironworkers and welders
12 construct wind farms... wind farms and support the
13 operations phase. Training and research professionals
14 work across all phases... [cross-talk]

15 CHAIRPERSON ROSE: Begin to wrap up...
16 [cross-talk]

17 VALERIE WESTPHAL: ...of the project... I'm
18 sorry?

19 CHAIRPERSON ROSE: Can you finish?

20 VALERIE WESTPHAL: Oh finish, sure.

21 CHAIRPERSON ROSE: Thank you.

22 VALERIE WESTPHAL: So, the, the, the wind
23 industry is growing at a rapid pace. The first
24 project was completed and couldn't... construction
25 began off the coast of Rhode Island in 2016, there

1
2 are several more in the planning stage. It's a
3 complicated kind of structure with foundations in the
4 seabed, turbines with a hub height of 100 meters.
5 States along the East Coast from Massachusetts down
6 to Maryland are actively moving similar projects
7 forward in the hopes of capturing workforce and
8 supply chains that they would bring. I'll end there
9 thanks again for the opportunity.

10 CHAIRPERSON ROSE: Thank you.

11 REZA FAKHARI: Good morning Chair Rose,
12 my name is Reza Fakhari, I'm the Vice President for
13 Workforce Development at Kingsborough Community
14 College. Thank you very much for the opportunity to
15 testify before you today. As the CUNY college by the
16 sea, Kingsborough is deeply committed to
17 environmental stewardship and sustainable practices.
18 We house an engaging organic Urban Farm on our... on
19 our campus and host a three-day, annual Eco-Festival
20 currently in it's 11th year. Kingsborough is also the
21 only college in New York City to offer a degree
22 program in Maritime Technology. Kingsborough has
23 recently undertaken an ambitious strategic initiative
24 to deeply engage with local industry and businesses
25 to meet their workforce development needs and prepare

1
2 the borough's residents for growing job opportunities
3 in Brooklyn and the greater city. These alliances
4 have included establishing the Customer Experience
5 Management Academy with National Grid as the anchor
6 partner, as well as ten other leading partners
7 including Con Edison, Citibank, and TD Bank, in
8 addition to establishing the Natural Gas Technician
9 Certificate Program with National Grid. We will... we
10 will soon launch our satellite presence in Liberty
11 View Industrial Plaza in Sunset Park next to South
12 Brooklyn Marine Terminal. This satellite presence
13 will place us in close proximity of Industry City,
14 Brooklyn Army Terminal and Brooklyn Navy Yard,
15 enabling us to better assess and address the emerging
16 workforce needs of local employers, including those
17 of the maritime industry workforce. Our Maritime
18 Technology Degree Program in the Department of
19 Tourism and Hospitality at Kingsborough has provided
20 the students the opportunity to earn an Associate in
21 Applied Science in Maritime Technology, a U.S. Coast
22 Guard approved program. Over 30 years, it has served
23 nearly 1,800 students who have earned 225 days of sea
24 time applicable toward a Captain's License or U.S.
25 Merchant Marine Officer's License. As their training

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2 is 50 percent hands on, graduates are highly sought
3 after by both public and private employers and are
4 typically employed as captains. In collaboration with
5 Workforce Development, the Maritime Technology
6 Program developed an affordable 12, 12-day Deckhand
7 Training Program in 2016 that provided participants
8 with certifications needed to apply for deckhand
9 positions with some of the New York City's leading
10 ferry and excursion fleet service companies. The
11 Maritime Technology Program has an active advisory
12 panel whose members represent employers across the
13 range of maritime industries, Kingsborough Community
14 College and New York City College of Technology have
15 had a longstanding history of collaboration. We are
16 excited to partner further under CUNY central support
17 combining and complementing our distinct strengths to
18 meet the workforce training needs of the New York
19 City Maritime industry including the needs of the
20 emerging wind industry. Thank you very much for
21 giving us this opportunity.

22 CHAIRPERSON ROSE: You know even speed
23 reading two minutes hasn't been good enough for you
24 so we're going to extend it to three minutes and
25

1
2 we'll give you an opportunity just to say.. to finish
3 it, you were cut off prematurely.

4 CAROL SONNENBLICK: I think you need to
5 finish...

6 VALERIE WESTPHAL: Oh okay...

7 CHAIRPERSON ROSE: Professor Sonnenblick?

8 CAROL SONNENBLICK: Okay. Good morning,
9 thank you for the opportunity to speak to you this
10 morning. My name is Carol Sonnenblick, I'm the Dean
11 of the Division of Continuing Education and Workforce
12 Development at New York City College of Psychology,
13 the designated college of Technology at the city
14 University of New York. We emphasize sustainability
15 and respect for the environment and have fostered
16 growth in programs that reflect the meteoric advances
17 in the emerging technologies that are shaping
18 industries for a greener future. This is most evident
19 in the division of continuing education where the
20 expertise of faculty and industry partners come
21 together to prepare students to meet the expectations
22 of a 21st Century workforce. Approximately 10,000
23 students enroll in continuing education courses that
24 match the needs of new job seekers, career changers,
25 incumbent workers, professionals in need of license

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2 renewals and those interested in emerging sector
3 employment, sorry. In recent years the division has
4 introduced new courses in green roofs, installation,
5 residential and commercial photovoltage, design and
6 installation and commercial and residential wind
7 power installation. The division's state of the art
8 onsite labs and our outdoor facility lab on historic
9 Wallabout Bay in the Brooklyn Navy Yard mirrors the
10 realities of construction calculation of energy
11 production and the benefits of sustainable practices.
12 City Techs proven ability to customize curricula to
13 prepare a technically proficient workforce is a
14 matter of record. Mayoral agencies, community based
15 organizations, major construction and corporate
16 entities have contacted sector and organizational
17 specific training. We have the experience, capacity
18 and commitment to train a workforce in the skill sets
19 and mindsets to assemble turbines that will harness
20 wind energy to create clean and cost-effective
21 electricity. The advanced expertise of faculty in the
22 school of Technology and Design and forward-thinking
23 industry specific course development in the Division
24 of Continuing Ed will enable city tech to meet the
25 technical requirements to train technology savvy

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2 professional wind turbine technicians for offshore
3 installations. To summarize, City Tech brings unique
4 strengths in the CUNY partnership for maritime
5 training which include the Academy for Occupational
6 and Construction Safety, the New York City host for
7 region two Atlantic OSHA Training Center which trains
8 over 5,000 construction workers each year and over 90
9 safety certifications. We offer preparation for the
10 FDNY certificates of fitness in such areas as fire
11 safety and others, technical courses in welding,
12 electricity, operating systems of HVAC, blueprint and
13 schematics reading, carpentry, and construction all
14 features hands on activities. We have a history of
15 ongoing commitment to principals of sustainability
16 with continuing course development and just recently
17 hosted 120 participants in a seminar for solar PV
18 storage and the micro-grid. Strong ties to industry
19 innovators and researchers keep us abreast of
20 advances in energy technologies. KBCOMMITTEE CLERK
21 and City Tech have an... a long-standing history of
22 collaborative projects which include a multi-year,
23 multi-million-dollar USDOL grant in advanced
24 manufacturing among other technical trainings. Shared
25 curricula across both campuses include a two-campus

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2 partnership delivering hemodialysis training for
3 nurses and technicians and a future partnership of
4 shared training for medical assistants. City Tech's
5 ability to deliver training offsite, we have a
6 learning lab at the Navy Yard, deliver courses at
7 Industry City, Far Rockaway Local Development
8 Corporation and New York City Department of
9 Buildings, major and smaller construction companies
10 to name a few. City Tech's experience and ability to
11 customize programs to meet industry requests.. [cross-
12 talk]

13 CHAIRPERSON ROSE: Can you wrap.. [cross-
14 talk]

15 CAROL SONNENBLICK: ...which.. [cross-talk]

16 CHAIRPERSON ROSE: ...up?

17 CAROL SONNENBLICK: Yep.. [cross-talk]

18 CHAIRPERSON ROSE: Okay.. [cross-talk]

19 CAROL SONNENBLICK: ...which include an
20 Associate Degree in Telecommunications for Verizon
21 employee, courses in electrical engineering for MTA
22 workers, Local 100, courses for SEIU 1199, facilities
23 operations for Local 670 and work with other unions.
24 Safety training with the exception of scaffolding
25 which requires a fixed and permanent site can be

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2 delivered in corporate settings at the client's
3 request. City Tech and KBCOMMITTEE CLERK have a long
4 and positive history of working side by side to
5 create programs that meet the projected learning
6 objectives of customized, successfully delivered
7 programs that reinforce the importance of a skilled
8 workforce and our major strength is that we are able
9 to customize and create programs to meet specific
10 employer demands. Thank you.

11 AARON SINGH: Hello, my name is Aaron
12 Singh, I'm the Vessel Operations Teacher at the New
13 York Harbor School. Let me get that over here.. Aaron
14 Singh, the Vessel Operations Teacher at the New York
15 Harbor School and Waterfront Director. Thank you,
16 Councilwoman Rose and Chairman of the Waterfront
17 Committee, for hosting this hearing which is near and
18 dear to our core values at the New York Harbor
19 School. And I do want to show you guys our maritime
20 workforce, they're right over here, we have over
21 eight graduates that are present at this hearing,
22 they're captains working on NYC Ferry, they're
23 working at Hornblower, they're working at Millers
24 Launch, they're working at Brooklyn Bridge Park.
25 These.. this is our maritime workforce and we're

1
2 fortunate at Harbor School to actually have many
3 mariners come out of this program. The future...

4 [applause]

5 AARON SINGH: The future is looking right
6 now in the webcast, in the camera right now so we
7 have our classes here who are looking at these
8 hearings and now they're look... tuning in I'm sure but
9 I told them I was coming out here to talk a little
10 bit about our programs and I mentioned that the
11 city's interested in investing in our career
12 workforce and they quickly had suggestions so I gave
13 them a homework assignment and so right now they're
14 working on their homework assignment, they'll have
15 that submitted and we'll go ahead and email that to
16 you. So, the New York Harbor School is a maritime
17 career and technical education high school preparing
18 students for maritime trades through the Billion
19 Oyster Project and other job training initiatives.
20 Originally opening up in Bushwick, Brooklyn in 2003
21 and since moving to Governors Island in 2010, we were
22 not the first maritime trade school in New York City
23 believe it or not. The first one was the John W.
24 Brown, an historic World War II Liberty Ship that was
25 home to food and maritime, how many people remember

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2 that? There we go... it was at the foot of Houston
3 Street, Pier 40 and hundreds of students learned the
4 trades of deck engine and steward department. We're
5 not recreating the wheel here at Harbor School, with
6 strong education partners at Kingsborough Community
7 College which I also went to, CUNY Maritime in Kings
8 Point. Our students benefit with hands on real world
9 program connections. Our education partners are
10 joined by maritime industry companies, some of them
11 are represented here with Millers Launch, South
12 Street Sea Port Museum and... did I miss anybody... okay,
13 well we, we... there's lot of stakeholders inside the
14 harbor here that support our programs. We have over
15 100 percent internship placement with our students,
16 100 percent with 50 percent retaining connections
17 with these companies for paid positions after they
18 graduate Harbor School. Our industry partners offer
19 job shadowing, guest speakers, and the ever important
20 site visits, if they can't see it how can they dream
21 it, that's an important quote, I didn't make that up,
22 Elijah Cummings Congressman that is proactive in the
23 waterfront issues, you know and believe it or not,
24 you know most New Yorkers are going to industry,
25 we've been talking about that and so our goal at the

1
2 school is to bring them to those sites and have those
3 real world connections. Kingsborough Community
4 College offers our students through the College Now
5 Program and the Marine Technology classes continue
6 support and they also offer us validation, so we have
7 a career and tech ed. program that's state certified
8 and it's through their circulation agreement this
9 happens. CUNY Maritime runs a wonderful STEM high
10 school camp, student interacts with our Waterfront
11 Department and we take the US Coast Guard launch
12 operator's license there every June. This is the wrap
13 up here, the need to grow the city's support for
14 training programs is there, this shouldn't be funded
15 primarily by private donations which is the case with
16 the New York Harbor School, this should be city
17 pushed and with the... city must invest in a training
18 center, vessels, pathways to enter the job market.
19 The investment in the New York City Ferry System
20 requires this investment, they already did that
21 getting the vessels out there and you know the need
22 for transportation hub now we actually have to fund
23 the training behind that. The need is also anchored
24 by the commercial passenger operators and the tug and
25 barge community. Thank you.

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CHAIRPERSON ROSE: Thank you so much. Thank you all for being on the front line of, of providing the educational... the education and the skills that people need to actually work in this... in these various industries. So, I don't want to call you Aaron, Mr. Singh... Mr. Singh how many of your students graduate and go right into... well first how many graduate and then how many go into a job right after graduation?

AARON SINGH: So, we begin... the, the questions a lot as far as where our students are going, so to understand Harbor School we have eight current Tech Ed programs, I teach the maritime program which is called Vessel Operations so within our cohort we do have numbers as far as where our students are so, the class of 2016, 58 percent are currently in the maritime industry meaning that they graduated from the school, they're either attending Kingsborough, CUNY Maritime or currently employed. 2015, 80 percent, that's a huge number, 80 percent are currently in the maritime industry followed by 62 percent in 2014 and 2013, 57 percent. So, Harbor School just in the last five years have... has a state certified program so we're tracking these numbers now

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2 and just to understand a little bit about Harbor
3 School because we have eight programs they're pretty
4 unique and so those, those numbers vary on what
5 students are going in those career pathways but
6 there's definitely a need on the maritime side. We
7 get contacted all the time and operators here,
8 commercial operators, private operators and there's
9 not enough of us to be able to get these programs and
10 these students geared towards that. And just one last
11 thing, we, we are a public high school so we take
12 anybody and everybody, just understand that, so our
13 big initiative run through the Billion Oyster Project
14 is to middle school outreach to get to these students
15 early so they start thinking about this as being a
16 possibility and we're trying to do that because
17 located on Governors Island are community is Lower
18 Manhattan and so through the Billion Oyster Project
19 they funded initiatives in over 40 schools, in Staten
20 Island, in all five boroughs and so these initiatives
21 happen in Title One schools because again if they
22 can't see it how can they dream it.

23 CHAIRPERSON ROSE: So, that's a great,
24 great place to, to Segway. Outreach, you... your school

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2 does outreach to, to middle schools or is it DOE
3 overall when they're recruiting... [cross-talk]

4 AARON SINGH: Yeah... [cross-talk]

5 CHAIRPERSON ROSE: ...for high school?

6 AARON SINGH: Well I'm a public school
7 teacher so I... the work that I do obviously is through
8 DOE but the primary source of being able to make
9 these initiatives happen is through the Billion
10 Oyster Project, they're a non-for profit that
11 supports a lot of these initiatives and so they take...
12 they, they, they have taken on the challenge of being
13 able to get to these Title One schools so it's
14 privately funded and so there's a lot of fund raising
15 that happens which is not sustainable.

16 CHAIRPERSON ROSE: So, there are no DOE
17 dollars that goes into... [cross-talk]

18 AARON SINGH: There's... [cross-talk]

19 CHAIRPERSON ROSE: ...this program... [cross-
20 talk]

21 AARON SINGH: ...zero DOE dollars that
22 happen so just so you understand career and tech ed.
23 programs can vary, right, we can talk about plumbing,
24 carpentry, electrical... [cross-talk]

25 CHAIRPERSON ROSE: Right... [cross-talk]

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2 AARON SINGH: ...the maritime industry,
3 imagine a career and tech ed. program that requires
4 boats, infrastructure, welding, all of those trades
5 there, licensed US Coast Guard captains so there's no
6 way we would be able to do our programs based on the
7 funds that are given for current tech ed. programs so
8 that's why we need the Billion Oyster Project to be
9 able to fund this, it's not sustainable and so what
10 we're hoping for is the city, this is amazing that
11 EDC is coming out and everybody's here talking about
12 this to take this on as hey this is a need and we
13 already know that the city has a history with funding
14 these programs through the John W. Brown so the goal
15 right now is to start taking a look at that and
16 actually investing in middle schools and high
17 schools. And one last thing, the DOE, the Chancellor
18 has agreed to start up two middle schools that are
19 harbor related, right now the SCA is currently
20 finding locations in Staten Island which I think they
21 narrowed it down and I'm sure you're aware of and
22 currently in Red Hook and so we're hoping that Harbor
23 School could be a catalyst with that and so we're,
24 we're looking to grow.
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2 CHAIRPERSON ROSE: So, it sounds to me
3 like we should be hearing a budget request from DOE
4 in terms of CTE and specifically maybe maritime tech?

5 AARON SINGH: I would agree.

6 CHAIRPERSON ROSE: Yeah, I would agree,
7 I, I think so. So, stakeholders are very important
8 and, and partners are very important and so CUNY you
9 are providing services to our CTE schools or are you
10 only... like the college has College Now... [cross-talk]

11 CAROL SONNENBLICK: Right... [cross-talk]

12 CHAIRPERSON ROSE: ...where it's a bridge
13 program between the high school and the college, do
14 you have a similar program to College Now with the
15 Harbor School?

16 CAROL SONNENBLICK: We do have College
17 Now, we also have a Department of CTE Education which
18 I didn't mention for individuals interested in career
19 and technical education. We have outreach, they... City
20 Tech has two high schools that we run, one City Poly
21 and one P-TECH, one is an IBM supported school and
22 the other is run completely through the Department of
23 Construction, Architecture and Environmental Control
24 Technology at City Tech. so, we're very much
25 steepened the education outreach to younger people,

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2 middle school students, specialized programs for
3 middle schools offering them transition into high
4 schools, our high schools are open to everyone and
5 are very STEM oriented so that we reach out to all
6 populations trying to create a career path from
7 middle school to high school into college and then
8 certainly with forward thinking to employment.

9 CHAIRPERSON ROSE: Thank you.

10 REZA FAKHARI: Chari Rose as Mr. Singh
11 mentioned we do have a collaboration with New York
12 Harbor High School, we have had it for a, a few years
13 and our maritime technology program offers courses on
14 their campus and these courses have included
15 introduction to maritime technology and coastal
16 piloting and seamanship and as he mentioned a good
17 number of the graduates of Harbor transfer to our
18 maritime technology program and this is through out
19 pioneer in College Now Program.

20 CHAIRPERSON ROSE: Thank you and
21 Kingsborough you offer oceanography and marine
22 biology and things of that nature also, right?

23 REZA FAKHARI: We offer those courses, we
24 don't have a distinct program, program but we do have
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1
2 those courses including courses in environmental
3 studies.

4 CHAIRPERSON ROSE: Okay, thank you all,
5 thank you all so much and I'll be talking with you
6 Mr. Singh about Harbor School and the Billion Oyster
7 Project and budget allocations.

8 AARON SINGH: I appreciate it, thank you.

9 CHAIRPERSON ROSE: Thank you. Our next
10 panel is Roland Lewis from Water, Waterfront
11 Alliance; Edward Kelly, Maritime Association of Ports
12 of New York and New Jersey; Eric Johansson, Tug and
13 Barge Committee and Stephen Colavito, the Grant
14 Association, CTE Industry. Okay. Alright, I'm sure he
15 knows...

16 [off-mic dialogue]

17 CHAIRPERSON ROSE: Okay, so you know
18 introduce yourselves and tell us your affiliation and
19 you may begin.

20 STEPHEN CALAVITO: Good afternoon, my
21 name is Stephen Colavito, I work with Grant
22 Associates as a Business Relationship Manager in
23 relations to the CTE... [cross-talk]

24 CHAIRPERSON ROSE: Can you pull your mic
25 closer?

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STEPHEN CALAVITO: Sure... [cross-talk]

CHAIRPERSON ROSE: Thank you.

STEPHEN CALAVITO: My name is Steve Colavito, I'm a Business Relationship Manager as it relates to a program called the CTE Industry Scholars Program.

CHAIRPERSON ROSE: Okay...

STEPHEN CALAVITO: And this program involves students that are enrolled in Career and Technical Education schools that have shown an interest or passion for careers in several different fields one of them being transportation logistics, maritime.

CHAIRPERSON ROSE: Okay. Would you like to testify?

STEPHEN CALAVITO: No, my, my purpose here today is just to brief you on this program and... [cross-talk]

CHAIRPERSON ROSE: Thank you... [cross-talk]

STEPHEN CALAVITO: ...speak to you a little bit about it and the success we've had so far with partners like the Harbor School and employers that Mr. Singh has already mentioned such as the Billion

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2 Oyster Project, Millers Launch as well as South
3 Street Seaport Museum. Over the summer and the spring
4 of 2017, we hosted... employers hosted over... about...
5 over 500 interns that were enrolled in various CTE
6 industry tracks with over 200 employers and we... the,
7 the results yielded a 98 percent completion rate in
8 the summer, a 96 percent job readiness rate at the
9 entry level and a 90 percent reengagement request
10 rate from employers. So, the programs been highly
11 successful, we've received many part time job offers
12 for our students and various testimonials from
13 employers and you know our goal is to continue to
14 develop business relationships as our program scales
15 into 2018 and hopefully garners support, the
16 Waterfront Committee Council through future
17 discussions in 2018.

18 CHAIRPERSON ROSE: Thank you.

19 EDWARD KELLY: Good afternoon Chair Rose...

20 CHAIRPERSON ROSE: Good afternoon.

21 EDWARD KELLY: Waterfront Transportation
22 is, has been, and always will be an essential and
23 unique asset to the city of New York, this is true
24 since before human inhabitation and it, it's
25 increasingly important with congestion, urban growth

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2 and the requirement to protect our environment. This
3 impacts every citizen that's within our area, in fact
4 the entire nation since the Port of New York is also
5 a global gateway and of global importance, it impacts
6 everyone's lives from the imports that they wear,
7 their clothing, their shoes. The exports that are
8 sent out as a result of our jobs in stimulating our
9 economy as well as cleaning the environment, moving
10 our refuse, etcetera. The problem is we've gotten so
11 good at this that people don't even know we do it
12 anymore. As we... I won't repeat the statistics but as
13 Mr. Taffet of EDC had said there are well over
14 200,000 direct maritime jobs in this area and the
15 important thing about this is that very few people
16 realize the range, the depth, and breadth of those
17 jobs that are available in this industry. This
18 industry is rather unique in offering such a broad
19 gamut of job opportunities the vast majority of which
20 are very well paying, and which provide benefits that
21 are family sustaining. Anything that you want to do,
22 we have a job for you, whether you want to work
23 outdoors with your hands, whether you want to get
24 advanced degrees and become an admiralty attorney, a
25 ship designer, a marine engineer or if you want to be

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2 on the water, if you want shift work, if you want to
3 work certain times, if you want to work indoors, if
4 you want to work in an international environment, if
5 you want to have a very rewarding job that can afford
6 you travel across the world, all of this is in the
7 maritime industry and the unfortunate thing is that
8 very few people in New York City know that anymore.
9 We have, as we heard with some people talking, there
10 are CTE and trade schools for hematology, for
11 nursing, for this, that everything else we do not,
12 and the city of New York is not taking the
13 opportunity to make the opportunities in this
14 maritime industry known and available. Now the
15 problem here is that this is an industry that
16 requires training and or certification for being
17 accepted into the workforce. This industry requires
18 transportation worker identification credentials,
19 Coast Guard licensing, ratings, trainings, it
20 requires skill sets, people that are going to get
21 into maintenance and repair aspects need to know how
22 to weld, how to work machine shops. Marine electrical
23 engineering is very different than landside economic...
24 electrical engineering. Certainly, if you're standing
25 in a puddle of water you want to be a little bit

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2 different than special about handling large... [cross-
3 talk]

4 CHAIRPERSON ROSE: I would think so...
5 [cross-talk]

6 EDWARD KELLY: ...scale electric. Our
7 success at McKee which was so very important with
8 which EDC helped us stimulate was very important in
9 getting this working, it also created internship
10 opportunities put people to sea. This industry like
11 any industry has a constant need to bring in new
12 people, we need people to help us with that, we need
13 a weigh in this. As we had said, there are very few
14 specific schools at a high school level leading
15 towards this. The Harbor School has been a sterling
16 example of this with industry support, with good back
17 and forth industry advisor panels, the Urban Assembly
18 School has done the same thing. The city needs to put
19 money into this to not only support those schools and
20 increase their output so that we can hire them, but
21 it also needs to put money through the DOE system so
22 that students and people are aware of the
23 opportunities in this industry so that they can
24 decide where to go to school and what training they
25 will get. Industry is willing, ready and able to

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2 engage, we have proven that with our involvement in
3 Maritime Career Awareness Days which again EDC had
4 sponsored and worked with, we have our... in our port,
5 we have our CPP workforce development programs, we
6 have had internships, we offer job opportunities, we
7 want to hire qualified people with proper training
8 and credentials and we urge the city to move towards
9 that. You had mentioned earlier, what can the city do
10 to also help, we have got to both restore and enhance
11 the habitat in New York City for maritime companies
12 to thrive. How will that be done, and I know I'm
13 already over my three minutes, we need to work toward
14 proper zoning including the SMIA's as significant
15 maritime industrial areas so that they're better
16 protected than they are, we need to work with our tax
17 scheme, we need to get a rational New York State
18 dredging program in place and we need to address a
19 myriad of regulations that do not exist in our next
20 door neighbor New Jersey and regrettably many of
21 these industries on the water can float across that
22 river rather easily. The good news is we have a very
23 strong particularly maritime support industry in this
24 city and many of those companies as had been
25 mentioned are well over 150 years old and their

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2 incorporation are run by families and the city in
3 particular, Staten Island and Brooklyn still have and
4 maintain a very strong traditional maritime base
5 offering good paying jobs but again we offer
6 everything from marine money where New York is the
7 capital center of Maritime Financing for the globe to
8 admiralty attorneys, to design firms and the majority
9 of the North American Maritime Companies are
10 headquartered in or right nearby to this city. We
11 have tremendous opportunity, if New York City wants
12 these jobs they have to help to prepare their
13 citizens to step up to get the training and to get
14 the certifications they need so that the industry is
15 not forced to hire from other places. When you stop,
16 and you hear people, I'm from Massachusetts, I'm from
17 here... [cross-talk0

18 CHAIRPERSON ROSE: Right... [cross-talk]

19 EDWARD KELLY: ...that's because that's
20 where they received their education, training or
21 certifications. We want to hire locally, we are
22 trying to hire locally and one very thing that I can
23 never let anything go by and mention are with the
24 Long Shore, the long ILA, our collective bargaining
25 agreement calls for a minimum of 51 percent of all

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2 new hires to be military veterans and we're very
3 proud of that. Thank you.

4 CHAIRPERSON ROSE: Thank you. Thank you
5 so much.

6 ERIC JOHANSSON: Good afternoon
7 Councilwoman... Council Member Rose. I'm Eric
8 Johansson, I'm the Executive Director of the Tug and
9 Barge Committee and a professor at the Maritime
10 College right here in the Bronx, this is America's
11 oldest Maritime College founded in 1874 and the
12 largest, nearly 2,000 students at this time. I'm a
13 third-generation mariner, I've been working actively
14 in the Port of New York for now over 40 years, hard
15 to believe and I represent the Tug and Barge
16 Committee which consists of 31 tug and barge
17 operators and four ship yards right here in the Port
18 of New York. we're the ones who are hiring all these,
19 you know employees, so we have a big stake in what's
20 going on here and we're hoping that this works out.
21 And New York City is blessed to have not only the
22 oldest and largest Maritime College in the United
23 States, Maritime College but also the three high
24 schools that are focused on the Maritime Industry. A
25 competitive port requires a skilled workforce to

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2 maximize regional jobs and since our founding in
3 2007, the Tug and Barge Committee has been a leading
4 advocate for maritime education with longstanding
5 relationships with McKee Career and Technical High
6 School in Staten Island, the New York Harbor School
7 in Governors Island, as a matter of fact we've been
8 with them since Bushwick, Brooklyn and then Maritime
9 College in the Bronx as well and recently have begun
10 working with the Global School of Commerce in East
11 Harlem. Skilled maritime industry workers support a
12 complex and expanding port system that will play a
13 significant role as higher cargo volume, volumes are,
14 are to meet the demand of the projected increased
15 population growth in the city and the region.
16 Regional and discretionary growth increasingly will
17 look to water transportation, our marine highways to
18 maximize trade and commerce while minimizing
19 environmental impacts by relieving congestion on
20 overworked truck clogged highways. Our waterways have
21 nearly unlimited capacity and for centuries have
22 served a vital conduit for the commerce of the city's
23 economy. The Empire State and financial industry were
24 built on the backbone of our harbor. With so much at
25 stake, ensuring that New Yorkers possess the

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2 requisite skills to fill jobs at all entry levels in
3 the maritime industry, we realize that Tug and Barge
4 Committee supports the following initiatives; we want
5 you to support maritime activity and skilled training
6 with the New York Harbor School who has done an
7 excellent job with training and seamanship, for deck
8 and engine operations and preparing students also to
9 go to Maritime Colleges, with McKee Vocational School
10 on Staten Island. For the shipyard workers we've done
11 a good job with electrical engineering as Mr. Kelly
12 has said marine electrical engineering we also need
13 to increase training in welding, machinist both
14 outside and inside, in maintenance. The School of
15 Global Commerce in Manhattan or East Harlem, we need
16 those people to supply... provide the office workers
17 for supply chain, purchasing, and human resource
18 management. The Maritime College in the Bronx is
19 already training on a graduate and undergraduate
20 level in regard to providing licenses for domestic
21 and international officers, supply chain management,
22 cyber security, port security, trade and logistics,
23 port and terminal operations, marine insurance,
24 marine finance and block chain technology and, and
25 more, you know naval architecture and what... and so

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2 forth. We also ask that you reactivate the waterfront
3 management advisory board to actively promote the New
4 York working waterfronts supported by skilled
5 maritime workers. Thank you.

6 CHAIRPERSON ROSE: Thank you.

7 ROLAND LEWIS: Good afternoon Chairman
8 Rose, Roland Lewis of Waterfront Alliance. I'd like
9 to... our full written testimony is there for you to
10 read but I'd... there's three or four themes that I'd
11 like to explore and, and, and highlight that I've
12 heard this morning. Well first I think most
13 importantly, a line of questioning you were giving to
14 the city about awareness and studies. We don't have a
15 good study, we... and, and I, I have great respect and
16 appreciation for the New York Shipping Association's
17 analysis of 400,000 jobs in the area, it's huge but
18 we haven't looked at our maritime industry since 2007
19 as EDC said before and we don't look expansively.
20 Think about the billions of dollars that are going
21 from super storm Sandy, they're going to rebuild.. or
22 build new breakwaters and, and oyster-ies in Southern
23 Staten Island and other... those marine engineer jobs,
24 those marine biologist jobs, they're not coming to
25 New Yorkers that... there are... there are big

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2 engineering firms that are recruiting from around the
3 world, they should be recruiting from the five
4 boroughs of New York. So, thinking expansively about
5 all the different waterfront type jobs that are out
6 there and having the city of New York look at its
7 own... fund its own study and getting that done to
8 create awareness. The point was made about the, the...
9 our... the recreational use of the harbor, increasing...
10 the ferries of the harbor is creating awareness, the
11 amazing job fair, the... that the city of New York did
12 out at the... is, is creating awareness but we need to
13 tell the greater population about what's out there,
14 what it is and how important it is in real dollars
15 to, to the economy. The second thing is, is, is
16 retention, I won't... Ed made many of the great points
17 about what needs to be done to make sure that
18 maritime industry stays here but let, let's
19 specifically talk about the Red Hook Terminal, will
20 that be there, will, will those jobs sit... stay there,
21 the SBMT, the South Brooklyn Marine Terminal, why
22 hasn't the city done a lease and moved forward with
23 that... with that area. You brought up Millers Launch
24 and, and... retaining the infrastructure and improving
25 the infrastructure that's necessary for all kinds of

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2 maritime jobs whether they, they be shipping,
3 marinas, education, how do you get... how do the, the,
4 the students at the... at the Harbor School and other
5 schools get down to the water to plant oysters or
6 whatever they're going to do, we need to create
7 infrastructure at our waters' edge that promotes the
8 economy, promotes jobs and, and we... and certainly
9 retain what we have already and I think most
10 importantly a, a theme I hear is that theme of
11 growth, you know I, I do... if you, you heard earlier
12 about wind farms, you know... this is back to SBMT, we
13 need... New York can and should be the, the mechanism
14 for wind farm production, we're building a bloody
15 city out in the ocean in the near future, in the not
16 too distant future. We should be the home port and we
17 don't necessarily... will be... you know that's not
18 guaranteed, there are other people who would like
19 that, that job for back office, for science and for
20 the... and for the maritime Joe. Think about... one-
21 minute... think about... you know it... London was... will be
22 losing a fair amount of the... that, that hub of
23 insurance and, and maritime... white collar maritime,
24 it'll go other places, it can come to New York if we
25 think aggressively at... about how to push it and then

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2 think about growth, I think you've, you've heard it
3 from... canvassing, that's the way to put it, Aaron's
4 proper title but... and with... you know with love and
5 respect for our friends at Harbor School we need to
6 create so many more and your, your, your thoughts
7 about... asking that hard question of DOE, why aren't
8 they doing more for CTE programs, why aren't we
9 investing more to get these good jobs filled by New
10 York kids at this school and many, many other schools
11 so, you know I, I think the Harbor School is a shiny
12 example of what can be but it should be one of many
13 and it should be... also Fort Hamilton High School, you
14 know McKee many, many others can create programs that
15 will feed this industry and, and create good jobs
16 over time. So, with that I'll let you read the full
17 testimony later but... and I always appreciate the
18 opportunity to, to talk to you... talk with you in this
19 committee.

20 CHAIRPERSON ROSE: Thank you. This, this
21 panel is always very informative and, and talks about
22 the realities of what's actually happening on our
23 waterways and I... how do we get the administration to
24 provide the resources that you need to enhance, to
25

1
2 build and to retain maritime industry here and to...
3 and to grow... and to grow it?

4 ROLAND LEWIS: I think what Eric... yeah
5 there you go... his last... his closing coda about the
6 waterfront management advisory board that, that... well
7 you know what we, we sigh about that but that is a
8 great vehicle to push this administration to do the
9 study to find out where the... where the opportunities
10 are, where the gaps are so let's, let's start with
11 something we have that's, that, that could be a, a
12 civic voice for, you know great leaders like Ed and,
13 and Eric and the, the panel you heard before so I, I...
14 that's where I would advise you as, as one... as a
15 person single... well almost single handedly along with
16 Councilman Kallos have tried to revive that entity so
17 that's, that's one idea.

18 CHAIRPERSON ROSE: I, I, I really
19 appreciate you saying that, for the record I want to
20 say that I have been working really hard to, to bring
21 the waterfront management advisory board and, and
22 make it a reality instead of something that we just
23 have accomplished on paper. We've made our
24 recommendations for appointments and we are waiting
25 on the administration, we talk to them frequently

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2 about the need to do this, the need to recognize how
3 important their function is going is going to be in
4 terms of looking at our maritime... our marine highway,
5 about the industry, we're talking billions of dollars
6 and, and I have not... I am very frustrated and I'm
7 saying this on the record because I hope that it
8 helps to move it forward, I'm very frustrated with
9 the administration for not recognizing how important
10 it is to activate the water manage... waterfront
11 management advisory board so its not due to any lack
12 of energy from, you know the Waterfront Committee and
13 the Chair and I, I think that's an excellent point
14 you... thank you. Any other suggestions?

15 ERIC JOHANSSON: Yeah, thank you Roland,
16 yes it... the waterfront management advisory board
17 would be a, a good start and I, I also wanted to say
18 that what Roland is saying is absolutely correct, I
19 don't... the New York Shipping Association I don't
20 believe tracks all the tug and barge employments here
21 in the harbor as well, so I mean I'm sure those
22 numbers are significantly higher for our industry all
23 together. We do a lot of outreach, we're very, very
24 happy that the EDC did a job awareness day, that was
25 well received by all the schools and actually there

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2 was extra schools that I never even met before so
3 that was good to have an event like that. The Tug and
4 Barge Committee does an annual tug and barge training
5 day every year and we do invite all of our school
6 partners from the Global School, McKee and, and the
7 Harbor School to come and interact with the industry,
8 go on board a tug, go on board a barge, that's a
9 joint training day that we run every year with the
10 Coast Guard, FDNY, and NYPD so getting that awareness
11 out I think is a key component but yet starting the
12 waterfront management advisory board up and running
13 again would be a big component of this. Thank you.

14 CHAIRPERSON ROSE: You know when Ed in,
15 in fact you didn't identify yourself on the record
16 before you testified...

17 EDWARD KELLY: I'm sorry, I'm Edward J.
18 Kelly, the Executive Director of the Maritime
19 Association of the Port of New York and New Jersey.

20 CHAIRPERSON ROSE: Thank you... [cross-
21 talk]

22 EDWARD KELLY: I was trying to stay
23 within my time allotment, I got started too fast.

24 CHAIRPERSON ROSE: I, I appreciate that.
25 When you talked about, you know training,

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2 certification and licensing are there sources outside
3 of our DOE structure where people could get training
4 and, and certified in certain areas and is the cost
5 prohibitive, is it... is that maybe a contributing
6 factor to why people are not going into... [cross-talk]

7 EDWARD KELLY: Yes, this... [cross-talk]

8 CHAIRPERSON ROSE: ...these industries...
9 [cross-talk]

10 EDWARD KELLY: ...this, this type of skill
11 set and certification, licensing are available from
12 private sources... [cross-talk]

13 CHAIRPERSON ROSE: Uh-huh... [cross-talk]

14 EDWARD KELLY: ...but the cost can be
15 rather extensive, and it would be a barrier to entry,
16 you know there are barriers, trade schools and things
17 mostly are used by current employees where industry
18 will sponsor... [cross-talk]

19 CHAIRPERSON ROSE: Okay... [cross-talk]

20 EDWARD KELLY: ...current employees to
21 advance their certifications and licensing, you...
22 basically you'll come in at a basic level and then
23 as, as you have on job time and experience you can
24 sit for additional testing and many of the companies
25 will support existing employees. In some cases, out

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2 of desperation they will have to except people that
3 look like promising people and try to start from
4 scratch, but they would obviously prefer not to so if
5 someone does come with the proper certifications...
6 we're also working with the military to the mariner
7 programs to try to... [cross-talk]

8

CHAIRPERSON ROSE: Uh-huh... [cross-talk]

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EDWARD KELLY: ...help make that transition
10 from qualified military people to come into the
11 industry as well, but the answer very shortly is yes,
12 there are options, but they are expensive and time...
13 [cross-talk]

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CHAIRPERSON ROSE: Right, right... [cross-
15 talk]

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EDWARD KELLY: ...consuming and if people
17 are spending money from their own pocket and not
18 working its... [cross-talk]

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CHAIRPERSON ROSE: Right... [cross-talk]

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EDWARD KELLY: ...very difficult to support
21 a family, pay your rent, etcetera so it's, it's a
22 huge barrier... [cross-talk]

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CHAIRPERSON ROSE: So, yeah it... [cross-
24 talk]

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EDWARD KELLY: ...to, to... [cross-talk]

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CHAIRPERSON ROSE: ...could be a challenge...

[cross-talk]

EDWARD KELLY: ...particularly to entering
the... [cross-talk]

CHAIRPERSON ROSE: ...are there
scholarships... [cross-talk]

EDWARD KELLY: ...industry... [cross-talk]

CHAIRPERSON ROSE: ...available?

EDWARD KELLY: From individual industry?

CHAIRPERSON ROSE: Yeah, you know for
people who are not working in the industry but would
like to go to a... [cross-talk]

EDWARD KELLY: No, none, none... [cross-
talk]

CHAIRPERSON ROSE: ...a facility outside
of... [cross-talk]

EDWARD KELLY: ...none that I am... none that
I am aware of per se, but you know again its... I don't
know who would pay for that if it... you know we have a
constancy requirement for skilled, licensed,
certified people... [cross-talk]

CHAIRPERSON ROSE: And how does the
industry market these jobs, how, how does the
industry get the word out that... [cross-talk]

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2

EDWARD KELLY: Oh you had mentioned...

3

[cross-talk]

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CHAIRPERSON ROSE: ...these jobs exist...

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[cross-talk]

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EDWARD KELLY: ...you had mentioned the work... I, I... and I, I don't think you said the word, but you mentioned nepotism and you know families, there's a lot of people with the same last names in some of these... [cross-talk]

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CHAIRPERSON ROSE: Yes... [cross-talk]

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EDWARD KELLY: ...industries... [cross-talk]

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CHAIRPERSON ROSE: Yes... [cross-talk]

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EDWARD KELLY: ...and that's because it's an excellent opportunity and that people in that family if you have an uncle or a cousin or a brother or somebody that's in there making a good living with good benefits, is able to take care of his family, get upward social mobility, of course you know about it, so I think the key to that obviously there are legal steps and there's been steps that begins nepotism but it's a matter of awareness and that's why we very much are in support of DOE getting the word out because we are a somewhat invisible industry. As you say, you know people's eyes open up

1
2 when we get them out on the water and they can see
3 things that normally can't. In fact, our industry is
4 by federal law mandated to obscure a lot of what we
5 do for security purposes, so a lot of people don't
6 see what we do, they don't know what we do, and I
7 think we need to find some concerted way for DOE, to
8 get into their guidance program that jobs are
9 available, what they are and to help to guide, make
10 things available on... let kids know that these
11 opportunities are out there and then to put the money
12 into the CTE type of schools that make it possible
13 for them to go there.

14 CHAIRPERSON ROSE: But how do you go
15 about hiring for the various jobs within, you know
16 the maritime industry for people who are out of
17 school who, you know have completed their education
18 but are unemployed looking for, you know jobs in, in,
19 in sort of a new career path?

20 EDWARD KELLY: Uh-huh, I think the folks
21 from the Harbor School can speak to that with some of
22 the entry level type of things, where are they
23 looking, industry is also looking for entry level
24 people, but we use trade journals, you know we maybe
25 need to find better ways to interact with some of the

1
2 CTE's. theirs is an industry advisory panel and the
3 industry is very closely aligned with places like the
4 Harbor School, we work closely... [cross-talk]

5 CHAIRPERSON ROSE: Uh-huh... [cross-talk]

6 EDWARD KELLY: ...with McKee, we work
7 closely with, you know Urban Assembly School or
8 Global Commerce, if the city can provide us more
9 places that we should be looking with, you know I
10 think we can work with those people. As I said we've
11 done internships, we've done... you know on job
12 training, McAllister one of our tug companies right
13 on Staten Island donated machinery for the electrical
14 engineering classes so, you know industry is
15 certainly willing to work with the school system.

16 CHAIRPERSON ROSE: But are there
17 unskilled jobs that are on the waterfront that
18 someone could do entry level and... I'm just Joe Blow,
19 I'm, I'm unemployed, I would like a job on the
20 waterfront, how would I even find out about, you know
21 if they were... if, if there were jobs opening... open or
22 available for people who don't have legacy members,
23 or you know aren't related in any way... [cross-talk]

24 EDWARD KELLY: The industry reaches out
25 to where we know, places like the Harbor School or

1
2 whatever and we'll reach out to those schools and
3 establish... [cross-talk]

4 CHAIRPERSON ROSE: But, but if I'm...
5 [cross-talk]

6 EDWARD KELLY: ...a relationship... [cross-
7 talk]

8 CHAIRPERSON ROSE: ...I'm now talking
9 about... [cross-talk]

10 EDWARD KELLY: ...other than that... [cross-
11 talk]

12 CHAIRPERSON ROSE: ...someone who's beyond,
13 you know school age, I'm talking about a person who's
14 21... [cross-talk]

15 EDWARD KELLY: Uh-huh... [cross-talk]

16 CHAIRPERSON ROSE: ...who hasn't found a
17 job, is, is healthy, capable, able, are there jobs
18 that, you know I could go to and start like entry
19 level and learn and work sort of like on the job and
20 if so how would I find out about them?

21 EDWARD KELLY: It... that would be the, the
22 last or the second... or second or perhaps the last
23 step of an industry, they would want to get qualified
24 people, experienced people. If you want to hire a
25 welder you want somebody that knows how to weld, you

1

2 don't want somebody that gee I'd like to have a job
3 and we'll spend the next number of months or whatever
4 trying to train on our dime when we will reach out
5 and we will look for the people that have the skills.
6 If... we, we don't want to just pick up a person and
7 hope that maybe... [cross-talk]

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CHAIRPERSON ROSE: So, there's just...

9

[cross-talk]

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EDWARD KELLY: ...they'll be able to pass...

11

[cross-talk]

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CHAIRPERSON ROSE: ...no like unskilled...

13

[cross-talk]

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EDWARD KELLY: ...an exam... [cross-talk]

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CHAIRPERSON ROSE: ...there's no unskilled

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jobs?

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EDWARD KELLY: There, there are some

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throughout the transportation distribution, there are

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warehouse positions, there are various things like

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that, but will that lead to an on-boarder water job

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or specifically to a welding job or perhaps some of

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the higher jobs that we're here talking about,

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probably not...

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CHAIRPERSON ROSE: And again it, it would

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still be a job, you know in, in the industry not

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2 necessarily on the water but how do people find out
3 about the supply side of, of, of the jobs and, and
4 how to... [cross-talk]

5 EDWARD KELLY: Those things... [cross-talk]

6 CHAIRPERSON ROSE: ...become a part...
7 [cross-talk]

8 EDWARD KELLY: ...we use... [cross-talk]

9 CHAIRPERSON ROSE: ...of the transportation
10 distribution, you know things that don't require sort
11 of a mechanical skill set?

12 EDWARD KELLY: Well the point is we use
13 where we think we're going to find people and that
14 would be in trade magazines, it would be in trade
15 circulars, we reach out to certain... the unions reach
16 out through various channels so, you know the big
17 problem is a lot of people don't know that we have
18 these jobs and they don't know where to look for
19 them, we obviously, we've got several hundred
20 thousand people in our industry right now, we've all
21 been able to hire them, reach out, train them and you
22 know it works but I think we would like... what we're
23 saying is we would like to have more of a diverse
24 localized work force that's properly trained,
25 certified, etcetera that we can recruit and, and the

1
2 industry is willing to work with the local
3 communities to try to set that up.

4 CHAIRPERSON ROSE: Okay, thank you.

5 ERIC JOHANSSON: Yeah, I just wanted to
6 add one thing in there and, and in, in regard to the
7 entry level positions on waterfront, it requires a
8 lot of credentials, you'll need to get your, you know
9 transportation worker identification credential, your
10 merchant mariner credential, we worked previously
11 with the Virginia's House of Hope in serving the
12 underserved to try to provide them with entry level
13 positions, it didn't go as well as we were hoping,
14 you know because of the fact that they just weren't
15 prepared for that type of a... of a lifestyle but it
16 wasn't for the lack of trying, you know at... there's
17 different types of levels of training, there are some
18 where you can just take a training in any course and
19 then there's certified training like I know with the
20 Maritime College and all the Maritime Schools, the
21 colleges at least people have to be approved by the
22 National Maritime Center, you go through a long
23 process, it's a... it's a very specialized and unique
24 training that has to be certified in order for them
25 to go to the next level so that creates some issues

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2 too as well and that's why we try to work with the,
3 the area high schools to best, best prepare them for
4 that type of, you might want to say progress.

5 CHAIRPERSON ROSE: Okay, thank you all
6 very much for testifying. Our next panel will be
7 Captain Jonathan Boulware, South Street Seaport
8 Museum. Lou Pernice, the ILA, Local 1814; Peter
9 Malinowski, the Billion Oyster Project and Stephanie
10 Over or Dover, Doba, from Sierra Club. This is it..
11 uh-huh... okay... yes, could you identify yourself and
12 your organization and we really have to keep it to
13 three minutes, so we have another committee hearing
14 coming in on our heels. So, you may begin.

15 JONATHAN BOULWARE: Thank you, first of
16 all I'd like to thank you for convening this event
17 and also for your leadership of the committee that is
18 challenging in the sense that New York waterfront is
19 extensive, there's a lot of history, in fact it is
20 the reason why New York is what it is and, and I
21 won't go into the history but I will say first of
22 all, Jonathan Boulware, South Street Seaport Museum,
23 I'm the Executive Director and I am a mariner also in
24 fact. I spent 20 years in sailing ships, educating
25 students on the water and many of those people went

1
2 on into professional careers as well and now I'm in a
3 role where I oversee a few people who do that very
4 same thing. So, we are parts of the pipeline. So, the
5 city in which we operate was a port before it was a
6 city and indeed the location of the financial capital
7 of the world was no accident, Wall Street is where it
8 is because South Street was where it was. Fifty years
9 ago, our museum was founded and preserved that
10 history but also activated the future and its that
11 latter goal that excites me the most. In that
12 respect, over the past 50 years I want to name four
13 things that we have done both in terms of our
14 achievements but also paved the way for how we
15 participate in this very issue in support to our
16 mission going forward. First in the 1970's we opened
17 the Pioneer Marine School which was a trade school
18 specifically targeted at a... at a 40-year, year old
19 virtually the same matter that we're talking about
20 now which is how to get people into the maritime
21 workforce, this is not a new topic, its not a new
22 problem, it is one that we can confront. The Pioneer
23 Marine School still has active participants working
24 in the leading trade jobs around the country. We were
25 also a founding partner of the New York Harbor School

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2 which began later in Brooklyn but first in classrooms
3 in the South Street Seaport Museum and indeed the
4 impressive Captain Singh who you heard from this
5 morning got his start in Sea Scouts in... at the South
6 Street Seaport Museum. We're also a guild of sorts,
7 we, we grow our own in, in the sense that if we need
8 mariners we employ them in our education vessels and
9 we employ them in the care of our ships, we employ
10 them in our education programs but frequently we
11 suffer from some of the same problems that other
12 industry employers do and that is that there is an
13 insufficient supply of qualified mariners so we
14 frequently end up bringing people in, in much the way
15 we were taught experience which is we bring people in
16 at an entry level, we spend time on them and they
17 grow through what in the maritime trade is called the
18 hawse pipe, which is literally the chain through
19 which the anchor passes, right, so that's how you
20 attach the ship to the bottom to climb up the hawse
21 pipe is to advance progressively through the ranks,
22 start at the deckhand level to become a mate, to
23 become a captain so in that respect we grow our own
24 much like a trade. And finally, we're the employer,
25 right now we employ captains, we employ mates, we

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2 employ deckhands and many of them have a role in
3 which they are teaching others and exposing in
4 particular New York City high school students,
5 analytical students to the maritime trades through
6 our program. So, I want to take just a moment and
7 talk about these jobs and just to say... I have four
8 seconds, but these jobs are not uniquely maritime, I
9 want to make this one point, there's an overlap
10 between here serving the goals that we're talking
11 about but I would... I would be curious, you've heard
12 from New York Harbor School about how many of their
13 percentage of kids are skilled in the maritime
14 trades, but I would wonder where else are they and I
15 bet those numbers are considerably higher as well. A
16 shipwright can build a house, but a housebuilder
17 cannot build a ship, a maritime welder can build a
18 skyscraper, but the reverse is not true, a boat
19 carpenter can build a violin, but a luthier cannot
20 build a boat. So, these are some of the most potent
21 trade educations in this... in the world. So... and the
22 last thing I want to say is all that, that we're
23 talking about is relevant to the city going forward,
24 we were the busiest port in the world for 100 years,
25 we are no longer but we are still a vital port and

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2 the port operations represented by this impressive
3 body here is the circulatory system of the greatest
4 city in the world.

5 LOU PERNICE: I am... first let me
6 introduce myself and thank you for the opportunity to
7 speak to you about some of the problems we have in
8 the maritime industry. I am Lou Pernice, I'm
9 President of Local 1814 out of Brooklyn, we represent
10 more than 1,000 deep sea longshoremen along with... in
11 Brooklyn along with the maintenance and repair in
12 Brooklyn and Staten Island. There are many issues
13 that come up before us especially when it deals with
14 how do we fill our ranks and some of the questions
15 that were raised by you from the conversation dealing
16 with the previous speakers. Just to give you an idea
17 of what we have done in the Brooklyn area, about ten
18 or 12 years ago when we opened up our books for new
19 applicants coming into the industry a lot of it was
20 of course father and sons, it still is, that has been
21 restricted in many areas, but it was father and son.
22 Like me and like many of my offices there are also in
23 the industry because of their relatives. Well what we
24 did in Brooklyn when the opportunity came for
25 openings in the Brooklyn waterfront and later on in

1
2 Staten Island, we went to the local community boards,
3 we spoke to the representatives at the community
4 boards, giving them what we'd like to do and what we
5 needed for our industry because first what we were
6 interested in was hiring people from the local
7 community and that was very important to us and it's
8 only because as how it existed in the past. In the
9 past when I came into the industry back in 1961 the
10 majority of our longshoremen in Brooklyn which
11 exceeded 10,000 they were in walking distance to work
12 and things changed. When things got very good the
13 industry got good also for the blue collar workers,
14 they moved out and now the, the neighborhoods are not
15 affiliated with our industry but in addition to that
16 the other problem and I've heard it time and time
17 again, in the M and R, that's maintenance and repair,
18 we don't get the qualified people we need and one of
19 the issues I keep talking about was when I was in
20 high school you were offered a vocational course, a
21 commercial course or an academic course if you were
22 to go to college, most kids today are going to
23 college with no vocational skills. To give you an
24 idea as was said with the Harbor Schools, there are
25 certain... there are certain skills that are required,

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2 and we don't get them, we don't get them that quickly
3 because the vocational skills that were offered in
4 high schools are no longer there and I can understand
5 if those skills disappeared once we stopped
6 manufacturing but now its coming and, and we need it,
7 we can't get them, we cannot get the people into our
8 industry prequalified. So, the industry itself has
9 set up training programs, once they get into the
10 industry they have the opportunity to train within
11 the industry. And that in itself creates another
12 problem, but the problem is where do we get these
13 qualified people like we used to get from high
14 school, they're no longer around.

15 [off-mic dialogue]

16 LOU PERNICE: Say again?

17 CHAIRPERSON ROSE: Could you wrap up,
18 could you finish your testimony.

19 STEPHANIE DOBA: Are you finished, or do
20 you need... have to say... she wants you to... [cross-talk]

21 LOU PERNICE: No, no, no... I, I, I mean
22 some of the things we're facing, some of the things
23 we are facing to get into our industry you have to be
24 prequalified, they go through screening of both
25 management and union people before they're accepted

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2 for the next phase, they go for a drug test and then
3 they go for a physical and then the last test is the
4 waterfront commission, we are regulated by an agency
5 both in New York and New Jersey called the Waterfront
6 Commission, they are the ones that do a screen,
7 background test on the individuals and they're the
8 ones making a decision as to whether or not the
9 individual is qualified based on his background to
10 work in the industry, that in of itself is another
11 piece of legislation that we can discuss at another
12 time that's preventing us from getting the qualified
13 people that we need. I'm done now, thank you.

14 CHAIRPERSON ROSE: Thank you and, and we
15 will have an offline conversation, I have your card
16 and we'll have... we'll make arrangements to have a
17 meeting, okay, yes?

18 STEPHANIE DOBA: Thank you, good
19 afternoon. Thank you for the opportunity to speak
20 about these important issues. My name is Stephanie
21 Doba, I'm speaking today on behalf of the Sierra
22 Club. The Sierra Club has more than three million
23 members and supporters nationwide and over 80,000
24 members and supporters in New York State. I'm going
25 to echo the remarks of many other individuals today

1
2 about the importance of offshore wind, talk a little
3 bit about where we're at with offshore wind, what it
4 means for workforce development and what we'd like
5 your committee to do to help it. First of all,
6 offshore wind is literally on the horizon. As you may
7 know the first offshore wind facility in the country
8 opened last year in Rhode Island and, and development
9 is underway for generating 2.4 gigawatts of offshore
10 wind off New York's coastline, we're expecting the
11 offshore wind master plan to be released soon which
12 will help lay the groundwork for that to happen.
13 Offshore wind has the tremendous potential for
14 workforce development as many people have spoken
15 about, the skills that need to be taught can be done
16 in CTE schools, our partners in CUNY in SUNY are
17 already working towards those goals and these are
18 hugely... these jobs are huge in... hugely in demand,
19 wind farm technician is I think the largest, the
20 fastest growing job category in the United States
21 today. So, we have great faith in the Sierra Club and
22 our partnerships with the region's unions and other
23 organizations that recognize the importance of these
24 well-paying, highly skilled jobs to the future of New
25 York City. It's literally a survival in the face of

1
2 climate change, we need to invest in renewable energy
3 and the workers who will bring it to our shores.
4 Finally, what can the City Council do, what can the
5 committee do, we ask you to work with Mayor De Blasio
6 to move forward on a citywide request for a proposal
7 to power the city's government operations with
8 renewable energy. As you know there... the city has a
9 commitment to slash carbon emissions sector wide 80
10 percent by 2050 and has committed to sourcing 100
11 percent of its own government operations from
12 renewables by 2030. Offshore wind must be a... play a
13 part in the solicitation and the city has a role to
14 play as does the council to support the investment in
15 and rapid deployment of offshore wind to power our
16 city. Thank you.

17 CHAIRPERSON ROSE: Thank you very much.
18 Thank you, thank you all for your testimony today. I,
19 I want to thank the administration for staying, I, I
20 appreciate you helping us power forward our, our
21 efforts to get the, the WMAB, the Waterfront
22 Management Advisory Board, you know up functioning so
23 that we can handle and deal with the issues that are
24 so important and especially... and, and that's
25 enhancing and growing our harbor and the potential

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that it has for our economic growth. I, I want to

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thank the Harbor School and CUNY for being here, the

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Harbor School for all that they're doing to prepare

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our young people to be a part of our waterfront

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industries. I want to thank all of our advocates for

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being strong, being prepared and making sure that we

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move this agenda forward, I want to thank all of you

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for being here today and taking your time and so with

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that this meeting is now adjourned.

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[gavel]

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C E R T I F I C A T E

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



Date

January 10, 2018