

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON ECONOMIC  
DEVELOPMENT

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October 28, 2025  
Start: 1:08 p.m.  
Recess: 2:40 p.m.

HELD AT: 250 Broadway - 8<sup>th</sup> Floor - Hearing  
Room 1

B E F O R E: Amanda Farias,  
Chairperson

COUNCIL MEMBERS:

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

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

Giacomo Landi  
New York City Economic Development Corporation

Allison Dees  
New York City Economic Development Corporation

Franny Civitano  
New York City Economic Development Corporation

Michele Lamberti  
New York City Economic Development Corporation

Christopher Leon Johnson  
Self

Linda Baron (SP?)  
Self

Fern Uennatornwarangoon  
Pacific Environment

2 SERGEANT AT ARMS: This is a microphone check for  
3 the Committee on Economic Development. Today's date  
4 is October 28, 2025, being recorded by Tavell King  
5 in Hearing Room 1.

6 SERGEANT AT ARMS: Good afternoon. Welcome to  
7 today's New York City Council hearing on the  
8 Committee on Economic Development. At this time,  
9 during today's hearing, no one may approach the dais.  
10 If you would like to testify, see one of the Sergeant  
11 at Arms at the back to fill out a testimony slip.  
12 Please silence all electronic devices at this time.  
13 Chair, you may begin.

14 CHAIRPERSON FARIAS: [GAVEL] Good afternoon.  
15 Today is October 28, 2025. My name is Amanda Farias  
16 and I have the privilege of chairing the Council's  
17 Economic Development Committee. I want to thank all  
18 Committee Members for joining us today for this  
19 important hearing. I would like to start by saying  
20 that I'm a strong supporter of NYC Ferry. I ride it  
21 myself. I recommend it to my constituents; neighbors  
22 and I recognize it as a vital asset and vital  
23 transportation connection serving communities across  
24 our five boroughs.

2 Since its launch in 2017, NYC Ferry has carried  
3 more than 30 million riders and has become an  
4 essential part of our city's transportation network.  
5 But support doesn't mean accepting the status quo  
6 without scrutiny, it means holding the system  
7 accountable so it can deliver on its promises to the  
8 millions of New Yorkers who depend on it.

9 Today's hearing serves a dual purpose. First, we  
10 will conduct oversight on NYC Ferry operations and  
11 our city's waterfront infrastructure with a  
12 particular focus on environmental sustainability and  
13 financial accountability.

14 Second, we will hear testimony on seven pieces of  
15 legislation that would strengthen environmental  
16 protections at our cruise terminals, expand transit  
17 equity and support minority and women owned  
18 businesses.

19 It has been over a year since our last oversight  
20 hearing on NYC Ferry and we have much to discuss.  
21 When EDC announced the new contract with city  
22 experiences in 2023, they made a clear promise. The  
23 per passenger subsidy would be reduced by nearly 30  
24 percent by 2025. We are now at that milestone and we  
25 need to know whether that promise has been kept. We

1  
2 also want to understand what happened to the  
3 corporate naming sponsorship that was supposed to  
4 help drive down the cost to the very system. The  
5 Citizens Budget Commission has raised legitimate  
6 concerns about the sustainability of our highest  
7 subsidized ferry routes and those concerns deserve  
8 serious consideration. But I also believe that ferry  
9 service is fundamentally about providing transit  
10 access to communities that have historically been  
11 underserved by our transportation network.

12 The question is not whether we should provide  
13 ferry service but how we can do so more efficiently  
14 while ensuring it reaches the New Yorkers who need it  
15 the most. We took one step in that direction in 2023  
16 when I sponsored Local Law 47, which extended reduced  
17 ferry fares to all New York City public high school  
18 students. Today, the Committee will consider  
19 Introduction 1121, which I am a proud sponsor, which  
20 would extend reduced ferry fares to middle school  
21 students in grades six through eight. If we truly  
22 believe in transit equity, we cannot leave younger  
23 students behind simply because they haven't reached  
24 the 9<sup>th</sup> grade and especially because lots of parents  
25

1  
2 are interested in seeing their middle school students  
3 on the ferry system.

4 Language accessibility is equally critical to  
5 ensuring our ferry system serves all New Yorkers.  
6 When ferry schedules, fare information and ticketing  
7 materials are only available in English, we create  
8 barriers for millions of limited English proficient  
9 residents. This is not a curtesy; it is a necessity  
10 if we want our ferry system to be truly accessible.

11 We'll be discussing Introduction 1149 today,  
12 which I also sponsored that would require language  
13 accessibility at all ferry terminals to be displayed  
14 in the six designated citywide languages. We will  
15 also be hearing Resolution 400 sponsored by Council  
16 Member Holden, which urges EDC to expand ferry  
17 service to La Guardia Airport.

18 I'll now shift to the environmental component of  
19 today's hearing. Climate change is not a distant  
20 threat. It is here and the city's waterfront  
21 infrastructure needs to be part of the solution. The  
22 cruise terminals in Manhattan and Red Hook serve over  
23 1.3 million passengers annually, making the port of  
24 New York and New Jersey, the third largest cruise  
25 market in the United States. However, this economic

1 activity comes with environmental costs. When cruise  
2 ships dock at these terminals, they run diesel  
3 powered engines for up to 11 hours, emitting harmful  
4 pollutants directly into surrounding communities.  
5 Communities that are already overburdened by a number  
6 of the environmental hazards.  
7

8 Shore power is one solution that allows ships to  
9 plug into the electrical grid, it turn off their  
10 engines while docked, dramatically reducing air  
11 pollution and improving public health.

12 Yet, despite this technology being readily  
13 available, the Brooklyn Cruise Terminal's shore power  
14 infrastructure remains underutilized. And the  
15 Manhattan cruise terminal still lacks shore power  
16 connections entirely. This is not just an air  
17 quality issue; it's an environmental justice issue  
18 for the residents of Red Hook and Manhattan's west  
19 side who bear the burden of these emissions.

20 Introduction 937, sponsored by Council Member  
21 Avilés, would require annual reporting on shore power  
22 usage at cruise terminals, ensuring more transparency  
23 and accountability to better understand the  
24 implementation of what should be an easy fix to  
25

1  
2 assist them that would benefit the city's air quality  
3 and environment.

4 We will also be hearing Resolution 1143, also  
5 sponsored by Council Member Avilés, which calls for a  
6 feasibility study on transitioning all city ports to  
7 zero emission operations by 2040. A bold but  
8 necessary vision for the city's environmental future.

9 Finally, we will also consider two Resolutions  
10 focused on economic equity. Resolution 529 sponsored  
11 by Council Member Williams, calls on congress to  
12 support legislation, ensuring diversity and community  
13 banking. Resolution 531, also sponsored by Council  
14 Member Williams calling for reciprocity between new  
15 York City and New York State, MWBE registries, which  
16 would reduce barriers for minority and women owned  
17 businesses, seeking to do business with the city. We  
18 hope to explore how these legislative proposals align  
19 with EDC's current plans and the overall vision for  
20 NYC Ferry and the cruise terminals and how doing so  
21 would impact the neighborhoods around ferry landings  
22 as well as upon the city's air quality and  
23 environment.

24 Before I turn the floor over to the  
25 Administration, I would like to take a minute to



2 acknowledge Economic Development Committee Staff,  
3 Senior Counsel Alex Paulenoff, Senior Policy Analyst  
4 William Hongach, and Finance Analyst Glenn Martelloni  
5 for all their hard work putting this hearing  
6 together. I will now turn it over to Council Member  
7 Avilés to read an opening statement.

8 COUNCIL MEMBER AVILÉS: Thank you. Thank you so  
9 much Chair for holding this important hearing today  
10 regarding ferry operations and waterfront  
11 sustainability. A topic I care deeply about. As you  
12 know this topic is so important for as a  
13 representative of our waterfront district and we have  
14 two bills that are being considered here today. The  
15 first bill, Intro. 937 would require EDC to publish  
16 data related to the use of shore power.

17 About a year and a half ago, I was proud to stand  
18 with my community in Red Hook to demand that major  
19 cruise operators use shore power when docked to avoid  
20 spewing tons of toxic fumes into what's an already  
21 environmental justice community.

22 While this legislation has been enacted, my  
23 office is still regulate and inundated calls for  
24 constituents who witness ships continuing to spew  
25 black exhaust into the neighborhood.

1                         COMMITTEE ON ECONOMIC DEVELOPMENT                         10  
2             While EDC continues to offer excuses on why this  
3 may be happening, the community I represent deserves  
4 access to real data and not just reports on whether a  
5 ship is plugged in or not but an explanation as to  
6 why a ship was unable to plug in. While this will  
7 give my community information they need to advocate,  
8 it will also give local elected officials such as  
9 myself the information needed to make regulatory  
10 decisions or advocate for additional investments  
11 where it may be necessary.

12             I also want to mention that we need data on a  
13 consistent basis, as at this time, the availability  
14 of data seems intermittent with no explanation as to  
15 why. We are also hearing Intro. 1143, which would  
16 require the Administration to conduct the Zero  
17 Emissions Port Feasibility Study.

18             I'm proud to be working on this with specific  
19 environment on this legislation and New York City  
20 just lags far behind other municipalities like  
21 Seattle who have passed similar ordinances and as a  
22 Co-Chair of the Brooklyn Marine Terminal Taskforce, I  
23 can say at no other time is this study more crucial.

24             Are we on the precipice of investing hundreds of  
25 millions of dollars into our port infrastructure, it

1  
2 is crucial that we bring New York City into the  
3 future instead of looking at midterm solutions  
4 towards building out green infrastructure at our  
5 ports. We really must make investments that are not  
6 just mid-term but for the long term. We must invest  
7 in green - we must green our port operations from  
8 idling trucks, delivery supplies, to our cruise  
9 ships, cargo operations, and our aim must be to  
10 preserve the health of our communities and long term  
11 sustainability.

12       So, I look forward to the conversation today and  
13 I just thank our community for their tireless  
14 advocacy on these issues and helping them to get to  
15 the floor today. And I know there has been, this has  
16 been a conversation over four years and I know  
17 certainly there has been progress made and my job is  
18 to make sure there is a lot more progress and a lot  
19 faster. So, I do have to recognize that I understand  
20 even the MSC ship, the big one, we connected to shore  
21 power and it works. Yeah, okay uh and it works but  
22 uhm I also just want to say we're going to continue  
23 to push because that is our job for consistent work,  
24 for information that is clear, not just unplugged,  
25 and so that the community is truly understanding and

2 we're building into a healthy sustainable city.  
3 Thank you Chair.

4 CHAIRPERSON FARIAS: Thank you Council Member  
5 Avilés. I will now turn it over to Committee Counsel  
6 to administer the oath.

7 COMMITTEE COUNSEL: Thank you Chair. Good  
8 afternoon, Alex Paulenoff, Committee Counsel for  
9 Economic Development. Will all the members of the  
10 Administration testifying today please raise your  
11 right hands? Do you swear or affirm to tell the  
12 truth, the whole truth and nothing but the truth in  
13 your testimony today and to respond honestly to  
14 Council Member questions? Thank you, you may begin  
15 when ready.

16 GIACOMO LANDI: Good morning Chair Farias and  
17 members of the Economic Development Committee. Thank  
18 you for your continued leadership and commitment to  
19 the New York City Harbor. I appreciate the  
20 opportunity to testify today. My name is Giacomo  
21 Landi and I serve as Executive Vice President of  
22 Asset Management for the New York City Economic  
23 Development Corporation. I am joined by my  
24 colleagues Allison Dees, Vice President of Ports,  
25 Waterfront, and Transportation, Franny Civitano,

2 Deputy Director of NYC Ferry, and Michele Lamberti,  
3 Vice President of Legislative Affairs in our  
4 Government and Community Relations department. I'm  
5 also joined by Captain John Garvey, who serves as the  
6 New York City Department of Transportation Deputy  
7 Commissioner for Ferries and Chief Operations Officer  
8 for the Staten Island Ferry.

9 The New York City Economic Development  
10 Corporation, EDC, works to create a vibrant,  
11 inclusive, and globally competitive economy for all  
12 New Yorkers. Our work is guided by four strategic  
13 properties: strengthening business confidence,  
14 growing innovation industries with a focus on equity,  
15 building neighborhoods as a place to live, learn,  
16 work and play, and delivering sustainable  
17 infrastructure.

18 On the eve of the anniversary of Super Storm  
19 Sandy in New York City, it's important to note that  
20 EDC is dedicated to sustainability and climate  
21 resiliency. We look forward to partnering with you  
22 as we advance electrification at the South Brooklyn  
23 Marine Terminal, the Brooklyn Marine Terminal, and  
24 the Manhattan Cruise Terminal. These initiatives are  
25 critical to the city's continued success, and we

1  
2 deeply appreciate the partnership and advocacy of the  
3 entire City Council, most especially Chair Farias,  
4 Council Member Avilés, and Council Member Bottcher as  
5 we move these projects forward.

6 Overview of our Waterfront Assets, New York City  
7 was born on the working waterfront. Before there  
8 were skyscrapers, there were tall, masted schooners,  
9 mighty steamships, and smaller vessel and barges  
10 navigating our harbor, moving people and goods,  
11 bringing opportunity and prosperity to our shores.

12 As part of our mission, EDC serves as a proud  
13 steward of that legacy. EDC manages a wide range of  
14 waterfront and upland assets spanning all five  
15 boroughs and roughly 30 miles of the city's  
16 shoreline, from vital infrastructure like ferry  
17 landings and the lower Manhattan Coastal Resiliency  
18 project, to key industrial and commercial hubs such  
19 as the Sunset Park District, Hunts Point, and the  
20 North Shore of Staten Island.

21 EDC is also charged with developing and  
22 supporting the city's waterborne freight and  
23 passenger transportation infrastructure to strengthen  
24 the region's economic growth, while connecting New  
25 Yorkers to well-paying jobs. New York City's

1 historic 520-mile coastline is one of its defining  
2 features, and our transportation facilities include  
3 marine cargo terminals, cruise terminals, maritime  
4 piers and wharfs, ferry landings, and an offshore  
5 wind staging port. EDC also oversees the city's  
6 passenger ferry system., NYC Ferry, which provides  
7 New Yorkers and visitors alike with a convenient and  
8 affordable transit option connecting communities to  
9 jobs, recreation, and each other.

11 EDC's vision for a harbor of the future, our  
12 maritime assets and our Blue Highways program, carry  
13 on the city's maritime tradition, revitalizing long,  
14 neglected waterfront sites and reinventing how modern  
15 cargo, from international shipping containers to the  
16 smallest e-commerce packages, move throughout our  
17 city. This vision for the working waterfront will  
18 create good jobs as it improves quality of life for  
19 New Yorkers.

20 Waterfront as an Economic Engine, New York City's  
21 ports are America's gateway to the largest and most  
22 diverse consumer market in the nation. EDC manages a  
23 number of waterfront sites on behalf of the city  
24 which include the Manhattan and Brooklyn cruise  
25 terminals and three cargo terminals, the South

2 Brooklyn Marine Terminal, an offshore wind staging  
3 port, the 25<sup>th</sup> Street Freight Pier, utilized for  
4 aggregates in Sunset Park, and the Brooklyn Marine  
5 Terminal, a container port in Red Hook. And we're  
6 excited about the upcoming development of the Hunts  
7 Point Marine Terminal.

8 Our waterfront assets are engines of economic  
9 development and employment. To that end, in 2024,  
10 our two cruise terminals welcomed over 1.5 million  
11 passengers, generating more than \$500 million in  
12 economic impact and supporting almost 3,000 full-time  
13 jobs. At the South Brooklyn Marine Terminal, SBMT,  
14 we secured more than \$1 billion of private investment  
15 and spurred the creation of more than 1,000 union  
16 construction jobs to provide port upgrades, an  
17 onshore substation, and wind turbine station and pre-  
18 assembly. SBMT will be a long-term operations and  
19 maintenance base for offshore wind. And the BMT  
20 redevelopment will support approximately 39,000  
21 temporary construction jobs, approximately 2,400  
22 permanent maritime, industrial, commercial, and  
23 residential jobs, and spur \$21 billion in economic  
24 impact for the city and region.



## Waterfront Facilities Maintenance Management

System. Through EDC's Waterfront Facilities maintenance Management System, WFMMS; I love all the acronyms, so uh, EDC provides maintenance and repairs to city and EDC assets safeguarding over 400 sites across 352 miles of city shoreline. This system is also an interactive resource that provides data and tools needed to track, assess and prioritize waterfront assets in New York City. The system's centralized database of inspection and information, allows EDC to react more quickly, flexibly, and effectively in supporting critical city led infrastructure projects and initiatives on the waterfront. Commitment to reducing emissions.

EDC'S commitment to bolstering sustainability, the green economy, and climate resiliency for the city extends to our stewardship of our port and waterfront assets. At EDC sites including Sunset Park, the Brooklyn Marine Terminal, Hunts Point and New York City Ferry, NYC Ferry landings, we're at work building clean, electric ports wrapped in sustainable infrastructure.

Across our portfolio, we've worked to advance electrification and the transition to clean our

1 energy sources, to reduce emissions, and their impact  
2 on our communities. This work began with the  
3 installation of shore power at the Brooklyn Cruise  
4 Terminal in 2016. This was the first shore power  
5 system for cruise ships installed on the East Coast  
6 of the United States and it is among a handful of  
7 ports worldwide that are equipped with shore power.  
8

9 To expand the ability of BCT system to connect  
10 with additional ships, EDC added a mobile crane  
11 positioning device, CPD. The mobile crane  
12 positioning device allows more ships to plug in than  
13 the original system could and will facilitate future  
14 connections. For example, this past weekend, the MSC  
15 Meraviglia was able to connect to shore power at BCT  
16 via the mobile cable positioning device.

17 However, that is only part of the solution.  
18 Additional infrastructure needed to continue  
19 providing shore power to more ships and that work is  
20 currently underway with a pending \$6 million  
21 additional capital investment.

22 EDC publishes a shore power report for the  
23 Brooklyn Cruise Terminal on our website, detailing  
24 shore power capable vessel calls, connection status,  
25 duration, and reasons for non-connection.

1  
2 Furthermore, EDC recently issued a penalty policy  
3 wherein any cruise ship that's not compliant with  
4 Local Law 54 is fined \$25,000 per occurrence for the  
5 first nine non-compliant occurrences and \$50,000 per  
6 non-compliant occurrence thereafter.

7 Proceeds are intended to support enhancements in  
8 the shore power system, capability upgrades, and  
9 initiatives to improve overall connection rates at  
10 our city cruise terminals.

11 At the Manhattan Cruise Terminal, MCT, EDC is  
12 committed to the adoption of shore power. To advance  
13 the modernization of MCT as a resilient global  
14 gateway for the 21<sup>st</sup> Century, EDC has undertaken a  
15 comprehensive MCT Master Plan process that we  
16 anticipate releasing in the coming weeks.

17 The MCT master plan will offer a roadmap to  
18 ensure New York City remains a leading global cruise  
19 home port by expanding market capacity while  
20 delivering shore power to all cruise, tug, public  
21 ferry, and blue highways burst, maximizing onsite  
22 renewable energy generation and serving as a  
23 potential Blue Highways node on the west side of  
24 Manhattan.

2 Regarding our cargo terminal facilities, we have  
3 explored opportunities to electrify and reduce  
4 emissions at these sites. As part of the broader  
5 Brooklyn Marine Terminal BMT Vision Plan, EDC is  
6 committed to creating a resilient all-electric port.  
7 The future port will be fully electrified employing  
8 the use of electric cargo-handling equipment and  
9 shore power, which will significant reduce emission  
10 and noise impacts in local communities.

11 Blue Highways, another way we're reducing  
12 emission is through the Blue Highways program, which  
13 activates the city's waterways for local and regional  
14 movement of goods and improving quality of life for  
15 New Yorkers by reducing congestion on our roadways,  
16 adding resiliency to the city's supply chain and  
17 tapping into our roots as a port city.

18 This interagency program aims to restructure  
19 freight distribution in the city, shifting deliveries  
20 from roadways to waterways to create a robust and  
21 interconnected freight network that supports zero  
22 emission transportation for middle to last mile  
23 deliveries and reduces the city's over reliance on  
24 trucks.

2 To advance the Blue Highways program earlier this  
3 year, EDC announced a new public private partnership  
4 with the downtown sky port to build out a large barge  
5 landing for fast ferries delivering cargo by e-bike  
6 to lower Manhattan destinations.

7 In June, the Administration announced that the  
8 prison barge at Hunts Point will be removed and  
9 replaced by Hunts Point Marine Terminal that will  
10 allow for the unloading of containers with perishable  
11 goods coming by barge to the Food Distribution Center  
12 from BMT, Ports on the New Jersey and Staten Island  
13 side of the harbor, and other points along the east  
14 coast.

15 The Administration made an initial \$28 million  
16 commitment towards the Hunts Point facility that is  
17 ultimately projected to remove 9,000 monthly truck  
18 trips from city streets and reduce roadway  
19 congestion.

20 BMT will be a key node in the citywide Blue  
21 Highways program using barges, fast ferries, and zero  
22 emission vehicles. The BMT port will focus on water  
23 to water freight removing trucks from local streets,  
24 and New York City roadways. EDC AND NYC DOT are  
25 continuing to evaluate more than 25 sites across the

2 boroughs for the feasibility of activating Blue  
3 Highway landings.

4 NYC Ferry, NYC Ferry is a key EDC waterway and  
5 waterside asset, carried a record 7.4 million riders  
6 in 2024 and its ridership is already up two percent  
7 in 2025. This increasingly popular mode of transit  
8 offers safe, dependable, affordable, and accessible  
9 transportation between waterfront communities across  
10 the city, increasing economic opportunity.

11 With six routes that touch every borough, 25  
12 landings, and 38 vessels, the system spans over 70  
13 nautical miles and is the largest passenger only  
14 fleet in the nation, based on hours of service and  
15 fleet size.

16 While the system operates year around, it's  
17 becoming increasingly popular during the summer. NYC  
18 Ferry broke daily, weekly, and monthly ridership  
19 records this summer. August saw the highest  
20 ridership in a single month with over one million  
21 total boardings, a 17 percent increase over August  
22 2024.

23 The ferry's record summer ridership coincides  
24 with the July announcement of a proposed systemwide  
25 optimization and reconfiguration of routes based on a

1 comprehensive and holistic review of how NYC Ferry  
2 routes work as a system, as well as years of rider  
3 feedback, ridership data, operational analysis, and  
4 existing infrastructure. The planned optimization  
5 will seek to address known issues, improve the rider  
6 experience and ensure the long term sustainability of  
7 the system. This plan received a tremendous response  
8 with over 15,000 individual feedback submissions and  
9 nearly 90 percent of respondents saying they would  
10 ride NYC Ferry the same amount or more if the plan is  
11 enacted. We are completing review of the feedback  
12 and will announce the final map later this fall, with  
13 route changes taking effect this winter.

14  
15 NYC Ferry Discount Program, an integral part of  
16 the NYC Ferry team's work has been advancing the  
17 goals set out in Mayor Adams and EDC's NYC Ferry  
18 Forward plan that was announced in 2022 to make NYC  
19 Ferry more equitable, accessible, and fiscally  
20 sustainable. In the three years since the plan was  
21 announced, NYC Ferry has successfully introduced and  
22 expanded the Discount Program to offer reduced-fare  
23 multi and single-ticket rides for seniors and people  
24 with disabilities. Since the program's expansion,  
25 25,000 New Yorkers have enrolled and we've seen a 600

2 percent increase in the use of discounted tickets  
3 after introducing the single trip discount option.

4 Our fare analysis has shown that lowering the  
5 upfront cost of participating in the discount program  
6 and introducing a ten-trip pack, has led to increased  
7 trip frequency among our returning customers,  
8 including minority and discount riders. We aim to  
9 further improve this program by overhauling our  
10 ticketing system and technology. Within the next two  
11 years we'll replace all ticket machines with new ones  
12 that allow verified users to purchase discount  
13 tickets at each landing. We will also introduce tap  
14 to pay system that will give riders even more options  
15 to purchase tickets using their own fare media.

16 Student Discount Program, thanks to your  
17 leadership and legislation, Majority Leader Farias,  
18 we were proud to launch the Student Discount Program  
19 in August 2024. Making the ferry system affordable  
20 and accessible for high school students has become a  
21 critical component of our equity and accessibility  
22 work.

23 Since this affordable weekday commuting program  
24 opened, we've been actively promoting it to eligible  
25 students, their families and school communities.



1 Over 1,300 students registered for the program last  
2 year, and over 27,000 student discount tickets were  
3 purchased. Program re-enrollment for this school  
4 year just opened in the fall and so far we've seen  
5 roughly 600 students register.  
6

7 We have implemented an extensive engagement  
8 strategy to boost participation. We appreciate  
9 Council's enthusiasm and support and look forward to  
10 enrolling students for whom the ferry is a convenient  
11 means of transportation to and from school. We're  
12 always looking for ways to make NYC Ferry even more  
13 accessible to New Yorkers.

14 Language Access, Language accessibility is vital  
15 to ensure NYC Ferry serves all New Yorkers. To this  
16 end, the NYC Ferry app and website support over 40  
17 languages. While there are ten designated languages  
18 for the City of New York that represent the most  
19 spoken languages for the city at large, NYC Ferry  
20 works to tailor its language access to the specific  
21 language needs of the communities it serves.

22 NYC Ferry has identified six designated languages  
23 through an analysis of the language needs of its  
24 service area, as recommended by US DOT and the  
25 Federal Transit Agency. These languages include

1  
2 Spanish, Russian, Polish, Yiddish, Chinese and  
3 Korean. All are key documents including our  
4 Commitment to Equality statement, compliant forms,  
5 rider surveys, and the information on our website and  
6 app, including schedule and fare information, are  
7 translated into the aforementioned six languages.

8 We also work to further adapt our language access  
9 plans to meet the specific needs of the communities  
10 we serve. For example, Yiddish translators are  
11 available at landings during Sukkot when Yiddish  
12 speakers ridership tends to peak and engagement  
13 materials on the Hunters Point South landing design  
14 were translated into Chinese and Spanish.

15 Reduced emissions, NYC Ferry is eager to reduce  
16 emissions from our vessels. In January, NYC Ferry,  
17 along with the Staten Island Ferry, began testing the  
18 use of renewable diesel fuel, a petroleum-free  
19 alternative to traditional diesel fuel. Renewable  
20 diesel reduces carbon emissions by 60 percent or more  
21 and it's use in the city's ferries will help more  
22 than 25 million annual riders navigate the city's  
23 waterways in a more sustainable way. NYC Ferry  
24 completed a six-month pilot and is currently  
25 analyzing the results to confirm that the fuel is

1 safe for long term use in our boats. We are  
2 optimistic that we will be able to move our entire  
3 fleet to renewable diesel.  
4

5 Additionally, we are investing \$20 million to  
6 begin upgrades to 13 of our largest vessels to the  
7 highest EPA engine standards, Tier IV, to reduce  
8 pollutants and improve air quality.

9 These immediate upgrades are part of a broader  
10 sustainability strategy that will aim to transition  
11 the NYC Ferry fleet towards zero and reduced  
12 emissions vessels. As part of this strategy, EDC is  
13 conducting a study focusing on both the vessels and  
14 the changes to the shoreside infrastructure necessary  
15 to support decarbonized operation.

16 Council Introductions, as I've outlined today,  
17 EDC shares Council's goals and is committed to shore  
18 power. The electrification of our ports and the  
19 transition to zero and reduced emissions ferry  
20 vessels. To that end, with respect to Council  
21 Introduction 937 and its proposed annual reporting on  
22 the use of shore power at city cruise terminals and  
23 Introduction 1143 seeking a study on transitioning  
24 all city ports to zero emission port operations, we  
25 are aligned with the goals of these introductions and

1  
2 look forward to working with Council on legislative  
3 language.

4 Turning to the NYC Ferry focused legislation,  
5 with respect to Introduction 1121, seeking the  
6 inclusion of middle school students in the NYC Ferry  
7 discount fare program, we share the desire to explore  
8 ways to expand fare discounts to NYC students. We  
9 look forward to working with your team to see how  
10 this can be accomplished.

11 With respect to Introduction 1149, we recognize  
12 the importance of having multilingual printed  
13 information at landings. While providing landing  
14 signage in ten or more languages presents operational  
15 challenges, we're exploring strategies to better  
16 incorporate language across landings.

17 In closing, we take great pride in our efforts to  
18 transition our waterfront infrastructure, assets,  
19 ports, and NYC Ferry toward greener, cleaner  
20 operations and our work to make NYC Ferry accessible  
21 to even more New Yorkers.

22 We value the Council's partnership and support in  
23 these efforts and thank you for the opportunity to  
24 testify about our work. My team and I are happy to  
25 answer any questions you may have.

2 CHAIRPERSON FARIAS: Thank you for the very  
3 thorough testimony. Yes, exactly. We've also been  
4 joined by Council Member Gutiérrez and Bottcher.

5 I'm going to jump right in to some of the NYC  
6 Ferry questions and I do just want to note that  
7 Council Member Avilés had to step away for a meeting  
8 but she left me with some questions on shore power  
9 that I will also be asking on her behalf.

10 So, just around financial performance, what's the  
11 current per ride subsidy for NYC Ferry? And have we  
12 achieved the promised 30 percent reduction by 2025?

13 FRANNY CIVITANO: Thank you for that question.  
14 So, short answer, yes. We have achieved it and we  
15 are even surpassing it. Over last year, we saw or in  
16 Fiscal Year '24, we saw a subsidy of \$9.09. We are  
17 hopefully days away from being able to publish our  
18 now finalized subsidy for Fiscal Year '25 and it will  
19 be significantly lower than that. So, that is an  
20 even more than 30 percent reduction from its peak.

21 CHAIRPERSON FARIAS: Okay, great we're excited to  
22 hear that a new report is coming out because I know  
23 we made a lot of strides towards our single ride with  
24 an increase in dollar. And so, I'm interested to see  
25 how that has panned out.

1 Uhm, can you folks to the revenue that we've  
2 generated through FY25 and FY24 for NYC Ferry?  
3

4 FRANNY CIVITANO: Uh yes, so let me see, we have  
5 seen a significant increase in revenue that has come  
6 in through fares. That is one major part of the new  
7 contract that we signed with horn blower in 2023.  
8 So, the city now retains all fare box revenue. Uhm,  
9 and so, that is a great thing. With the increase in  
10 - uhm we have had two fare increases in the last  
11 three or so years, which as you said, has given us  
12 the flexibility to have that single ride discount  
13 ticket, the ten trip pass, which maintains a  
14 comparable fare to the subway for people who are  
15 regular riders or families or people who are  
16 traveling in groups. And then people who are  
17 infrequent riders or tourists or leisure riders pay a  
18 little bit more. So, I don't have - once we have the  
19 finalized transparency report, which has all of our  
20 financials, we'll send that and that will have the  
21 exact numbers. I don't want to misquote.

22 CHAIRPERSON FARIAS: Okay, great and what's the  
23 status of securing a corporate naming sponsor for NYC  
24 Ferry?  
25

1 FRANNY CIVITANO: Thank you for that question.

2 Uhm, so in the summer, we hired a sponsorship  
3 consultant agency called IPG, Innovative Partnerships  
4 Group. They are very big in the sports industry,  
5 which is the largest industry where we see naming  
6 right sponsorship, so we have been working with them  
7 and have had a lot of interest in different sectors.  
8 We don't have a deal to share right now but we are  
9 uhm in many conversations and we're very optimistic  
10 where that might lead.

11 CHAIRPERSON FARIAS: Is this consultant also kind  
12 of working with the marketing team where we see you  
13 know like the Taylor Swift opportunity or the Tellie  
14 Tubbie opportunity that I saw. I follow NYC Ferry.  
15 There's always like something happening with a  
16 partnership that we're trying to promote, so is that  
17 where some of that is coming and is that aiming  
18 towards revenue generation or just increasing  
19 ridership, like revenue generation through increasing  
20 ridership?  
21

22 FRANNY CIVITANO: So, our sponsorship consultants  
23 are solely focused on naming ride sponsorships and  
24 then you know potential other very high level  
25 sponsorships, like there was a wi-fi sponsor or

1 something like that, so they are focused on that and  
2 they are having very high level conversations with  
3 big brands who would want to come in and say, you  
4 know what, we want to be a long term partner with NYC  
5 Ferry and you know sort of in the way that city is a  
6 partner with city bike. And so, our marketing team  
7 at horn blower, who I'm glad that you are following  
8 them on social media. I get a kick out of all of  
9 what they do.  
10

11 Uhm, they have a separate program, advertising  
12 program. They work with brands on social media,  
13 onboard, they sometimes do pop ups or activations.  
14 And so, that is a separate stream of revenue where we  
15 share in revenue with everything that they bring in.

16 CHAIRPERSON FARIAS: Okay, great. Can you folks  
17 provide the current ridership statistics including  
18 daily, weekly, annual totals?

19 FRANNY CIVITANO: That is a great question. I  
20 don't have daily and weekly. We can get back to you  
21 on that. Uhm but last year, we saw over 7.4 million  
22 and we are on track to surpass that this year in  
23 2025.

24 CHAIRPERSON FARIAS: And how has ridership  
25 trended since our last hearing in September of 2024?



1  
2 I know you stated some solid numbers in the  
3 testimony.

4 FRANNY CIVITANO: Yes, uhm, we continue to see  
5 ridership growth. Uhm, as Giacomo mentioned in the  
6 testimony, we had some of the highest summer  
7 ridership we've ever had. So, we've never had more  
8 than one million riders in one month before and that  
9 happened in August, which is fantastic to see. But  
10 what I'm also very interested in is the like solid  
11 growth that we see on more commuter routes for  
12 example, on St. George. That has had a very  
13 impressive growth rate, in the double digits. And  
14 so, while that still remains the lowest ridership  
15 route of the system, it is really encouraging to see  
16 that more people are taking it.

17 CHAIRPERSON FARIAS: Okay, you're kind of going  
18 into my other questions but no, it's great. No, no,  
19 it's great. The percent, do you happen to have the  
20 percentage of riders that are purchasing single ride  
21 tickets versus ten trip bundles. Like, I know I'm a  
22 leisurely rider and I don't buy the bundles. I'm the  
23 person that buys a single ticket but do we have those  
24 numbers?

1  
2 FRANNY CIVITANO: Yeah, uh if my colleague Matt  
3 was here, he would have that stat right on the top of  
4 his head but uh we do see that uhm yeah, I'm not  
5 going to try and quote that because I don't have that  
6 in front of me but we can get back to you but I will  
7 say that we do find there are a very dedicated group  
8 of commuters. Those commuters are using the ten  
9 pack. Soundview for example, that route has very  
10 strong what we call sticky riders. They are riding  
11 multiple times a week and so, that is a very high  
12 usage. Those two landings in the Bronx are very high  
13 usage for the ten packs during a.m. and p.m.  
14 commutes, which is what we would expect.

15 CHAIRPERSON FARIAS: And which routes have seen  
16 the highest or greatest ridership roads and which  
17 routes have declined?

18 FRANNY CIVITANO: Uhm, St. George has had the  
19 highest rate of growth. Uhm, like I said, not the  
20 highest ridership. Uhm, all of the rest have  
21 continued to grow, I think when you look on average  
22 during weekday, weekend, and all times of year. At  
23 least slightly but there are some routes that have  
24 begun to plateau a little bit, which was one of the  
25 major focuses of our optimization plan that we put

1  
2 out was uhm really trying to propose changes that  
3 would encourage ridership growth and we are hopeful  
4 that you know with those changes, once we announce  
5 the final math that we could see up to 14 percent  
6 increase in ridership.

7 CHAIRPERSON FARIAS: Okay. And then in terms of  
8 - I know you have it somewhere in your testimony.  
9 Oh, right here 38 vessels. How many vessels are  
10 fully operational on a daily basis and then how many  
11 service disruptions occurred in FY25 due to  
12 mechanical issues?

13 FRANNY CIVITANO: Uhm, I do not have the number  
14 of disruptions off the top of my head. We can  
15 certainly circle back and get back to you on that. I  
16 will say though that uh we have - there has been one  
17 or two times since COVID when I know we have had to  
18 like cancel one leg of a route due to a significant  
19 disruption. Uhm, largely we have - this is part of  
20 how we need to balance the fleet. We've got I think  
21 the highest peak that we have are summer weekends.  
22 So, that's when the most number of boats are in  
23 service. I think it is about 28 or 29 of the 38, and  
24 so, the other ones are in for a planned maintenance  
25 or available for unplanned maintenance.

1  
2 So, if something is going on with the boat and it  
3 needs to be swapped out, the new boat can come in and  
4 meet them at the place where they're docking and do  
5 that swap.

6 CHAIRPERSON FARIAS: Are we seeing more vessels  
7 out during like rush hour times versus -

8 FRANNY CIVITANO: Uh, I would say that the amount  
9 of time when a disruption is happening where the  
10 riders are impacted, like they are on a boat and they  
11 have to get off a boat to get on a new one, is very  
12 limited. That's maybe ten times a month that that  
13 happens. Our goal is to keep that as low as  
14 possible.

15 There's not really a noticeable trend that we  
16 have seen on our side that there's you know it's more  
17 often commuter times or non-commuter times.

18 CHAIRPERSON FARIAS: Okay, in terms of city  
19 experiences and the contract and operations, has horn  
20 blowers acquisition by strategic value partners had  
21 any impact on NYC's Ferries operations or service  
22 quality.

23 FRANNY CIVITANO: Thank you for that question.  
24 This was something we were looking at very closely  
25 and no, we have not seen any impact to NYC Ferry

1 service. Uhm, which is largely I think how we have  
2 structured that contract. And so, yes, we are very  
3 pleased that there was - there was no appearance of  
4 anything changing behind the scenes yet.

5  
6 CHAIRPERSON FARIAS: That's good to hear. What's  
7 the current term of the operating contract and when  
8 does it expire?

9 FRANNY CIVITANO: Uhm, we - the current contract  
10 started in 2023 and it has a first term of five  
11 years. There are two, three-year options to extend  
12 at EDC's discretion. So, it could go up until 11  
13 years.

14 Uhm, so 2028 is when we would see that first term  
15 either expire and we end it or extending onto the  
16 first of the two options.

17 CHAIRPERSON FARIAS: Okay and then after that,  
18 the assumption is a new RFP would go out?

19 FRANNY CIVITANO: Yes.

20 CHAIRPERSON FARIAS: Okay, how much revenue has  
21 been generated from the non-fare box sources if we  
22 have that on hand, advertising concession  
23 sponsorships?

24 FRANNY CIVITANO: Uh, we will have to get back to  
25 you on that.

CHAIRPERSON FARIAS: Okay. And what system upgrades have been made to improve efficiency? Are we finally with the free onboard wi-fi available on all the vessels?

FRANNY CIVITANO: Yes, we are. Free onboard wi-fi every vessel, yes.

CHAIRPERSON FARIAS: Any other fixings?

FRANNY CIVITANO: Uhm, yes, we have uhm at every landing, there are automatic arrival and departure messages. Uhm, so when a boat is approaching, it will say the Soundview boat to east 90<sup>th</sup> is now approaching. Uhm, we also onboard how, have automatic audio announcements, so the next stop is Soundview. There are visual on - we have I think six digital screens on every boat. When a boat is approaching a landing, it will say, this stop is Soundview, the next stop is Ferry Point Park.

Uhm, and then there's a new multilingual chatbot in the app and on the website. Uhm, yeah, that's the bulk of them.

CHAIRPERSON FARIAS: Okay. Uhm, okay I'd like to move towards the Ferry Forward and discount program questions. How many seniors, persons with disabilities, fair fare participants and high school

1 students are currently using the NYC Ferry discount  
2 program?  
3

4 FRANNY CIVITANO: We have about 25,000 people  
5 signed up in our discount program. That includes all  
6 of the four buckets of eligible folks. Uhm,  
7 specifically on high school, last year, we saw over  
8 1,300 individual high school students that signed up  
9 and I think about 27,000 tickets were purchased.  
10 Uhm, and so, you know the student program is one that  
11 you have to enroll for every year.

12 So, now we are I think almost two months into the  
13 school year. We have about 600 high school students  
14 signed up and so, we will continue to push that.

15 CHAIRPERSON FARIAS: And do we have a breakdown  
16 of seniors or people with disabilities?

17 FRANNY CIVITANO: Seniors is a bigger portion  
18 than people with disabilities but I don't have that  
19 exact breakdown.

20 CHAIRPERSON FARIAS: Okay, can you make sure to  
21 get that?

22 FRANNY CIVITANO: Yes.

23 CHAIRPERSON FARIAS: And anything on Fair Fares  
24 participants?  
25

1  
2 FRANNY CIVITANO: Uhm, I do not know the  
3 breakdown off hand.

4 CHAIRPERSON FARIAS: Okay. Uhm, can you folks  
5 talk about the outreach efforts that EDC is  
6 undertaking to publicize the discount programs?

7 FRANNY CIVITANO: Yes.

8 CHAIRPERSON FARIAS: To these groups of folks?

9 FRANNY CIVITANO: Uhm, so this - EDC has an  
10 outreach team and then horn blower has an outreach  
11 team also. So, primarily for NYC Ferry, that lies  
12 with them. We have in our contract that they have to  
13 do a minimum number of days that they canvas in  
14 different neighborhoods. Every month, they have to  
15 engage with at least 10,000 people a year and then  
16 there are different like events that they have to do  
17 as well or yeah, there's career fairs, all of that  
18 kind of stuff.

19 So, a major focus whenever they're canvassing or  
20 uhm have a table at a community event or something  
21 like that or going to a public meeting, uhm, one of  
22 their big things that they promote is the discount  
23 program. So, they have flyers on that. They will  
24 often go to meet people where they are. So, they  
25 have gone to senior centers and brought an iPad to



1 help sign people up and take pictures of their ID and  
2 get them you know into the program. Uhm, for high  
3 school students specifically, uhm, we were grateful  
4 to do an event with your office last year. The NYXA  
5 page on the DOE website, which is where parents and  
6 guardians go to sign their kids up for benefits and  
7 transportation and things. There's a banner there  
8 that says hey, your child is eligible or your student  
9 is eligible. And so, there are a few different ways  
10 that that's accomplished.

12 CHAIRPERSON FARIAS: Uhm and do we have the total  
13 cost of the city of providing the discounted fares  
14 for FY25?

15 FRANNY CIVITANO: Uhm, it's pretty negligible.  
16 There was a budget last year when the program was  
17 really kicking off and it was uhm, so we put some  
18 marketing budget towards it. Uhm, but as far as like  
19 you know fares that are reduced, uhm, it's a pretty  
20 small portion.

21 CHAIRPERSON FARIAS: Great and do you happen to  
22 know the amount of potential middle school students  
23 that may be eligible if 1121 passes?

24 FRANNY CIVITANO: Yes. So, there are about  
25 400,000 high school students and I think over 300,000

1  
2 middle school students. Catherine will kick me if  
3 I'm wrong. Yes, okay great, thank you.

4 CHAIRPERSON FARIAS: Thanks. Uhm, what's the  
5 current status of exploring ferry service to La  
6 Guardia Airport or JFK Airport, either airport?

7 FRANNY CIVITANO: Airports, so in general, uhm,  
8 airports are places that we have looked at in the  
9 past. I know Port Authority has also looked at  
10 specifically La Guardia. Uhm, we do not have any  
11 current plans at the moment to you know introduce  
12 service there. I think those are areas where what  
13 we've seen in the past when we've looked at these are  
14 there are some geographic challenges to be aware of  
15 and that would seriously need to be worked through.  
16 Some of these are very sensitive areas, water depth,  
17 things like that. But also, just the difference in  
18 services from a commuter service to an airport  
19 service that really relies on frequent, very reliable  
20 service that maybe goes past the hours that we  
21 currently operate.

22 So, those are some of the considerations that we  
23 think about uhm but at the moment, we do not have  
24 plans to introduce service at an airport.

1  
2 CHAIRPERSON FARIAS: Can you provide ridership  
3 statistics and financial performance for the summer  
4 Rockaway Rocket Express Service?

5 FRANNY CIVITANO: We are very happy to get back  
6 to you with that.

7 CHAIRPERSON FARIAS: How is EDC working to  
8 integrate NYC Ferry with other transit options,  
9 including MTA buses and subways? And has there been  
10 any conversations or progress towards looking at  
11 plans for a unifying ticketing system that would  
12 allow seamless transfers or even the use of multi-  
13 packeted ticketing between the ferries and other  
14 modes of transportation?

15 FRANNY CIVITANO: Thank you. So, we - as a very  
16 separate system from MTA, which obviously is state  
17 controlled and we are city. We do not have any plans  
18 to integrate as far as like free transfers go. Uhm,  
19 we also know you know OMNI is a ticketing system that  
20 exists and is how I get on the train every day. It's  
21 a great system. We have decided to introduce our own  
22 tap and pay system, so you couldn't use an OMNI card  
23 on that even though it would be a separate fare but  
24 you can use your own fare media and we will be  
25 introducing our own NYC Ferry discount card, which

1  
2 will make it uh possible to buy discounted tickets at  
3 every landing, which is something that is a very big  
4 priority for me. I know that this is you know  
5 something that we are currently lacking. And so, it  
6 will still remain a separate system but it will be  
7 far easier for regular riders, especially those in  
8 the discount program and then folks who are even  
9 irregular riders who don't want to deal with going to  
10 a ticket machine, they can just tap at the landing.

11 CHAIRPERSON FARIAS: Got it. What languages are  
12 currently used for ferry schedules, fare information,  
13 and ticketing materials at the NYC Ferry terminals  
14 themselves, not just online?

15 FRANNY CIVITANO: So uhm, ferry signage is in  
16 English. Uhm, the ticket machine, you can purchase  
17 tickets in Spanish and English and then there is  
18 information about tickets and fares and uh you know  
19 the height requirement for kids for getting a free  
20 ticket there in Spanish and English. When we do  
21 introduce the new ticketing system that I just spoke  
22 about, uhm, there will be - that ticket purchase can  
23 happen in as many languages as we want. So, all ten  
24 city languages plus I think the city language or the  
25 language that we support that is not a designated

1  
2 city language is Yiddish. So, 11 languages plus  
3 English.

4 Uhm, this is an area that we very much agree with  
5 your sentiment that it needs to be accessible for  
6 people who are standing at the landing. We would -  
7 this is - we have not found the right solution yet,  
8 but we are looking at it and we appreciate your  
9 advocacy on this. This is helpful to us to push us  
10 in this direction.

11 So, we're trying to look for a solution that  
12 would not mean ten signs in ten languages. Something  
13 that is practical and is aware of you know the visual  
14 clutter that might happen. So, we know that there's  
15 a middle ground that needs to be found and we are  
16 looking at that.

17 CHAIRPERSON FARIAS: That's great, I know we've  
18 had conversations about this and in a variety of ways  
19 both on signage but also on like the audio visual,  
20 how people know where the lanes are and things like  
21 that, so I appreciate the ongoing effort to have this  
22 conversation and trying to find a suitable resolution  
23 for New Yorkers and those visiting. But I appreciate  
24 having you know, just the openness to figure out what  
25 best works at each of these terminals.

1  
2 Any idea on an estimated cost to translate all  
3 ferry terminal signage or materials in the six  
4 designated citywide languages or if you've looked at  
5 any cost estimate on some of the solutions that maybe  
6 you folks are throwing around internally?

7 FRANNY CIVITANO: Uhm, the estimate that I have  
8 is really related to the production of signs. I  
9 think translation for a lot of signage would be a one  
10 time cost. It's really the production and then  
11 reproduction of signs. So, uhm, to swap out all the  
12 signs in our system right now would be in the - it  
13 would be a six figure number, probably in the 100 or  
14 so range, 100,000.

15 CHAIRPERSON FARIS: So, a drop in the bucket.  
16 Okay, great. I have just a two final questions  
17 before I turn it over to Council Member Gutiérrez and  
18 then come back to me for Council Member Avilés's  
19 questions.

20 So, just on environmental sustainability, what's  
21 the current fuel efficiency for NYC Ferry Vessels  
22 compared to when the system first launched in 2017?

23 FRANNY CIVITANO: Uh, that is a great question.  
24 Thank you for that. I don't have the comparison  
25 between now and then but we are doing three things

1 right now that are really focused on reducing  
2 emissions. The first two are immediate. So, one,  
3 uhm Giacomo talked about our renewable diesel pilot  
4 that we did. This is a fuel that is made from  
5 renewable sources but unlike biofuel, which sometimes  
6 is confused with renewable diesel, it can - it is 100  
7 percent renewable and it can just be dropped in  
8 directly to our diesel ferries. And so, we had a  
9 very positive first look at that and uhm, we are very  
10 optimistic that the engine testing that's going on  
11 right now will show that there won't be any long term  
12 damage to the vessels. And so, if that is the case,  
13 we intend to introduce that to the whole fleet and  
14 with that, you know we see up to 60 percent reduction  
15 and emissions.  
16

17 The other more immediate - well, I'll call it  
18 medium term thing, is Giacomo mentioned we have  
19 recently committed \$20 million to start replacing the  
20 engines in our larger vessel. So, we have 15, 350-  
21 passenger vessels. Those vessels can accept the  
22 highest rated EPA engine for passenger fares which is  
23 Tier IV and that reduces local emissions by up to 60  
24 percent as well. And so, those are two things that  
25 we are focused on that we know can be accomplished

1 with our existing fleet. The more longer term goal  
2 is we have also been uhm, uh conducting a reduced  
3 emission study. And so, this is looking at what  
4 technologies exist in the world, in the United  
5 States. United States is you know slightly behind  
6 the rest of the world in some of these technologies  
7 but there are really good things that are happening  
8 and some of our colleagues in other places are very -  
9 it's a very good opportunity to learn from them.

11 We know that those are longer term challenges  
12 like we can't retrofit our existing boats. We would  
13 have to build entirely new boats. We also know there  
14 is a very demanding upland infrastructure requirement  
15 for charging, and so all of those things are things  
16 we are looking at and that we would like to do and  
17 that will guide our long term strategy.

18 CHAIRPERSON FARIAS: And where are you folks sort  
19 of seeing or getting the renewable diesel?

20 FRANNY CIVITANO: That is an excellent question  
21 that we will get back to you on.

22 CHAIRPERSON FARIAS: Okay and anything on  
23 transitioning to like a hybrid or zero emission fleet  
24 in the future?

25



1  
2 FRANNY CIVITANO: That will be led by our long  
3 term study. Uhm, and yeah, that will have to be a  
4 conversation about upland charging and getting power  
5 to landings you know and what kind of structure needs  
6 to house that plus the fleet side. I think one of  
7 the things that we are learning throughout this study  
8 is that it's less about the fleet, although there are  
9 constraints there. You know we run a very fast  
10 service where our goal is you know picking people up  
11 quickly but we also go to places that are very far  
12 away. Those are less full you know, battery  
13 electric. It works less well with those because you  
14 have to do frequent charging.

15 So, it's going to be a combination of both those  
16 things and we'll learn more after the study is  
17 completed.

18 CHAIRPERSON FARIAS: Okay thank you. I'm going  
19 to yield my time now and pass it over to Council  
20 Member Gutiérrez.

21 COUNCIL MEMBER GUTIÉRREZ: Thank you so much  
22 Majority Leader and thank you all so much for the  
23 testimony. I'm really encouraged by your responses.  
24 I think today 2025, compared to some of those first  
25 Council hearings, I think we've come a long way and I

1 think that's great. So, these are my flowers to you  
2 all.

3  
4 Uhm, I wanted to just ask, I'm embarrassed but I  
5 don't actually know. Do the bathrooms have changing  
6 tables?

7 FRANNY CIVITANO: Uh, yes. There is a changing  
8 table in the -

9 COUNCIL MEMBER GUTIÉRREZ: I don't know if I've  
10 ridden in it since becoming a mom, so I don't think I  
11 ever bothered looking but okay.

12 FRANNY CIVITANO: Yes, on the ADA bathroom there  
13 is, yes.

14 COUNCIL MEMBER GUTIÉRREZ: Okay, excellent and  
15 now I just have a couple of questions related to the  
16 website, which super fun. Uhm, is that the website  
17 built inhouse or is it with OTI or?

18 FRANNY CIVITANO: It is - that is a horn blower  
19 product and yes, I believe they built that inhouse.

20 COUNCIL MEMBER GUTIÉRREZ: Okay and does - and I  
21 mean it's a pretty standard and uhm standard website  
22 but do you all in the contract, is there any, any  
23 notice or any piece in the contract where if there's  
24 any data being collected, that kind of where does it  
25 live? Does it stay with EDC? Does it stay with horn

1  
2 blower? I know it's again pretty standard king of  
3 like service site but there are some instances where  
4 you know you're messaging or whatever and anything  
5 that you can share with me on the data piece that  
6 they're collecting?

7 FRANNY CIVITANO: Uhm, EDC does not get any of  
8 that data. I imagine that there is something that  
9 horn blower collects to function. This is my limited  
10 knowledge of like cashing.

11 COUNCIL MEMBER GUTIÉRREZ: Sure, you can get back  
12 to me.

13 FRANNY CIVITANO: Yes, so we will get back to you  
14 on what is collected.

15 COUNCIL MEMBER GUTIÉRREZ: Okay and is the  
16 practice of not I guess collecting or seeing the data  
17 again, because people can purchase their tickets on  
18 the website, right, so-

19 FRANNY CIVITANO: They can purchase them on the  
20 app or at ticket machines.

21 COUNCIL MEMBER GUTIÉRREZ: On the app, okay.

22 FRANNY CIVITANO: There is not currently a way to  
23 purchase on the website.

24 COUNCIL MEMBER GUTIÉRREZ: Okay, okay, excellent.  
25 Okay, that's a good distinction. So, but even on the

1 app, none of that data is being shared with EDC but  
2 you're not sure if it's being shared at all?

3  
4 FRANNY CIVITANO: People's personal identifying  
5 information is definitely not being shared with EDC.  
6 Uhm, we do as part of our contract require horn  
7 blower to collect information about like where a  
8 ticket was activated, where a scan might have or a  
9 transfer might have happened. Excuse me. So, what  
10 we get is a number that is associated with a persons  
11 account but EDC cannot look up like, this one, two,  
12 three, four, five number is related to Franny.

13 COUNCIL MEMBER GUTIÉRREZ: This person, sure.

14 FRANNY CIVITANO: Uhm, but what that allows us to  
15 do is to say okay, there are this many repeat  
16 customers. There are this many like you know people  
17 who ride during a.m. peak uh four times a week or  
18 whatever that might be.

19 COUNCIL MEMBER GUTIÉRREZ: Okay, uhm, have there  
20 been any issues with the chatbot feature at all?

21 FRANNY CIVITANO: That is a fairly new service.

22 COUNCIL MEMBER GUTIÉRREZ: I'm on it right now.  
23 I've been waiting for a few minutes. I've been  
24 waiting for ten minutes.

25 FRANNY CIVITANO: Okay.

1  
2 COUNCIL MEMBER GUTIÉRREZ: But I don't know how  
3 often people are I mean, I don't know if that's part  
4 of the reporting. Like how often are people  
5 utilizing the chatbot since it's so new?

6 FRANNY CIVITANO: That's a great question and  
7 that's something that we will definitely follow up  
8 on. Uhm, from my understanding, it should be  
9 automatic and so, I think there was -

10 COUNCIL MEMBER GUTIÉRREZ: It's very friendly.

11 FRANNY CIVITANO: Okay.

12 COUNCIL MEMBER GUTIÉRREZ: But nothing for ten  
13 minutes.

14 FRANNY CIVITANO: Okay, okay. So, we will have  
15 to look into that.

16 COUNCIL MEMBER GUTIÉRREZ: Okay, please, yeah, I  
17 would love - is that at all and in part, is that  
18 included in the reporting or not yet?

19 FRANNY CIVITANO: Uh, we do get customer service  
20 reporting but I think it is more general and I do not  
21 - I think that that reporting was identified before  
22 the chatbot was introduced. So, we'll look into that  
23 and uhm -

24 COUNCIL MEMBER GUTIÉRREZ: When was the chatbot  
25 feature introduced?

1  
2 FRANNY CIVITANO: Uhm, I believe it was sometime  
3 this year.

4 COUNCIL MEMBER GUTIÉRREZ: Okay.

5 FRANNY CIVITANO: Uhm, I will check.

6 COUNCIL MEMBER GUTIÉRREZ: Okay, I don't know if  
7 you've heard but you know, chatbot features on the  
8 city side are hard, are difficult to get it together  
9 on the initial rollout. Okay, I just have one more  
10 question. Uhm, sorry I wrote it down. Oh, can you  
11 give me information - can you share information on  
12 the advertising onboard? Who approves that? Is it  
13 whistle blower? Is it EDC? Uhm, what are the - what  
14 are some of like the policies and guardrails a couple  
15 of weeks ago. Uhm, there was advertising for working  
16 for ICE in many of our link kiosks and you know  
17 people were up in arms about that naturally. And so,  
18 just would like to understand what the policy is for  
19 EDC on the advertising.

20 FRANNY CIVITANO: So, uhm, horn blower -

21 COUNCIL MEMBER GUTIÉRREZ: That was what I had  
22 asked the chatbot by the way. Thank you Chair.

23 FRANNY CIVITANO: Horn blower manages the onboard  
24 advertising program. So, there are digital screens  
25 on every boat and some of those have safety

1 information or like what I was talking about earlier  
2 when a boat is approaching a landing it says this is  
3 Soundview or whatever. So, that's a certain  
4 percentage of time when it's just information about  
5 NYC Ferry safety information whatever.  
6

7 The other available time is available to be sold.  
8 Uhm, so there are a certain amount of kind of slots  
9 that horn blower tries to sell every month uhm and  
10 they do that some inhouse. I think they work with an  
11 advertising company to do that but wither way,  
12 they're trying to sell that and then EDC gets a  
13 portion of that. We do not approve those advertisers  
14 but we do have some rules in our contract that govern  
15 kind of how that can be like it can't be anything  
16 political, no alcohol, no tobacco. Uhm, I think  
17 there - are you going to - okay, sorry uh and uhm  
18 I'll stop there because I think I got off track.

19 COUNCIL MEMBER GUTIÉRREZ: Okay thank you. Thank  
20 you Chair. I think you answered it. If there is  
21 more information, because I haven't looked at the  
22 contract on that, you could just share that, that  
23 would be great, thank you.

24 FRANNY CIVITANO: Definitely.  
25

2 CHAIRPERSON FARIAS: Great, thank you Council  
3 Member Gutiérrez. I just want to move over to some  
4 questions on the shore power infrastructure. How  
5 many vessels actually used shore power at the  
6 Brooklyn Terminal this year?

7 GIACOMO LANDI: Number of vessels or vessel  
8 connections?

9 CHAIRPERSON FARIAS: Number of vessels, vessel  
10 connections like plug ins would be great to as  
11 information.

12 ALLISON DEES: Hi, starting this summer, we did  
13 start to post information on the website about every  
14 single vessel call. We also have information about  
15 how much power was or was not used. The duration of  
16 the time that it was connected to shore power and if  
17 a vessel did not connect to shore power, we have  
18 information about why it did not connect.

19 CHAIRPERSON FARIAS: And that's all publicly  
20 available on the website?

21 ALLISON DEES: And that's all publicly available  
22 on our website now.

23 CHAIRPERSON FARIAS: Okay is there any reasons  
24 why the EDC would remove any of the shore power plug  
25 in data availability from the website?



1  
2 ALLISON DEES: No, no.

3 CHAIRPERSON FARIAS: Okay and then what's the  
4 frequency I guess of usage and how often are you  
5 gathering shore power plug in data from the  
6 operators?

7 ALLISON DEES: Yeah, so looking at the year  
8 ahead, over the next year, we have as of today, we  
9 have about 40, we have 40 vessel calls on the  
10 calendar for 2026. We're really proud that as of  
11 today, 39 of those 40 calls are actually compatible  
12 with our shore power system.

13 CHAIRPERSON FARIAS: Okay great and does the  
14 Manhattan Cruise Terminal currently have any shore  
15 power infrastructure?

16 ALLISON DEES: That Manhattan Cruise Terminal  
17 today does not have shore power capability.

18 CHAIRPERSON FARIAS: And what are the plans and  
19 timeline for any installations?

20 ALLISON DEES: Yeah, you want to take it or do  
21 you want me to?

22 GIACOMO LANDI: Yeah you can go.

23 ALLISON DEES: Okay. Uhm, we are really excited  
24 uhm about our current planning around shore power for  
25 the Manhattan Cruise Terminal and thank you for this

1 question. I know that Council Member Bottcher had to  
2 step out but we are really thankful for his advocacy  
3 on this topic and also the Community Board 4 and just  
4 the broader community has really been advocating for  
5 that and we're really appreciative of that.

6  
7 As I mentioned, EDC is completely committed to  
8 bringing shore power to the Manhattan Cruise  
9 Terminal. Uhm, there are three main components that  
10 you need for shore power. First, is you've got to  
11 bring shore power to the property line. Sorry,  
12 you've got to bring the power to the property line.

13 The second thing for the Manhattan Cruise  
14 Terminal is that we need a substation that can handle  
15 and deliver this amount of shore power. The third  
16 thing that we need is infrastructure on the pier to  
17 actually be able to connect those cruise ships to  
18 that available power.

19 We are actively working on that first step.  
20 We're working with our partners at Con Ed to bring  
21 the amount of power that would be needed, which we've  
22 identified is about 70 MVA; it's a lot. We're  
23 working with Con Ed right now about how to bring that  
24 amount of power to the property line.

2 CHAIRPERSON FARIAS: Okay, how is EDC monitoring  
3 and enforcing compliance with Local Law 54 of 2024,  
4 which requires cruise ships to use shore power when  
5 available and have there been any violations? I know  
6 in the testimony there were some violations that you  
7 mentioned and the shore power connection requirements  
8 since it took effect and how frequently are you folks  
9 issuing those violations?

10 ALLISON DEES: Yeah, it's our understanding that  
11 as of right now, we've actually not had violations of  
12 Local Law 54. Local Law 54 does have provisions for  
13 when it is not - when it's impractical to be able to  
14 connect to shore power. And so, as of pretty  
15 recently I think uhm maybe Council Member Avilés  
16 mentioned this in her earlier testimony. We are  
17 really excited that we were able to connect the MSC  
18 Meraviglia to shore power this past weekend. Uh,  
19 that ship was able to connect. The city needed to  
20 complete some infrastructure work to allow that to be  
21 possible and that work completed and as soon as that  
22 work was completed, temps were made to start to  
23 connect the ship to shore power.

24 CHAIRPERSON FARIAS: Okay and in your testimony  
25 you list for the first five non-compliant

1  
2 occurrences, there's 25K violation. So, you're  
3 saying we basically have not had to do any of these  
4 violations because everyone is in compliance?

5 GIACOMO LANDI: I think that's - we instituted  
6 that to the tariff. It was added the end of last  
7 week and my guess is we're one of the first people  
8 who have done something like this and this encourages  
9 connection by vessels to our system and we feel very  
10 good about where the system is today compared to  
11 where it was at the start of the year, and I think  
12 that's represented by the MSC vessel finally being  
13 able to connect on Sunday. So, this gets us all on  
14 the right path forward and making sure that we're uhm  
15 driving toward connections on a consistent basis with  
16 cruise lines.

17 CHAIRPERSON FARIAS: Okay.

18 GIACOMO LANDI: But the direct answer is we have  
19 not had to issue any fines.

20 CHAIRPERSON FARIAS: Thank you.

21 GIACOMO LANDI: Yeah.

22 CHAIRPERSON FARIAS: And what are the estimated  
23 emissions reductions when a cruise ship uses shore  
24 power versus running auxiliary engines?

2 ALLISON DEES: So, we actually uhm do have on our  
3 website today for Brooklyn when we - in the data that  
4 I talked about earlier, that we indicate how much  
5 power was consumed and the duration. We've also done  
6 a calculation of what emissions have been saved by  
7 connecting to shore power.

8 We rely on the EPA's calculators for that but we  
9 do put that forward on the website.

10 GIACOMO LANDI: It's a significant improvement  
11 when you're going to turn off the engines and you're  
12 going straight to shore power. So, it's quite  
13 material both visibly and actually.

14 CHAIRPERSON FARIAS: Great, thank you. We'll  
15 make sure to have - if we have any questions from  
16 what's available on the website to check in. And  
17 since our last hearing on cruise terminals, has EDC  
18 developed the community traffic mitigation plans  
19 required by Local Law 54? And if you have, can you  
20 share those with the Committee?

21 ALLISON DEES: Yes, absolutely. They were  
22 developed for each terminal and they're available on  
23 our website and we can send them to you.

1  
2 CHAIRPERSON FARIAS: Has EDC conducted any  
3 preliminary assessments of transitioning city ports  
4 to zero emission operations?

5 GIACOMO LANDI: Yeah, so we've uh, as you know,  
6 we're making good progress on South Brooklyn Marine  
7 Terminal and quite significant investments, which we  
8 talked about you know \$1 billion on the private  
9 sector and also money from the city to make that work  
10 and hopefully we'll see that completed shortly. We  
11 have the master plan and the vision statement on BMT,  
12 which is just moving to the next phase, which is  
13 talking about an all-electric port. And then we're  
14 very close to completing an MCT master plan for the  
15 Manhattan Cruise Terminal, which would also make that  
16 an all-electric site. And what Allison was talking  
17 about with regards to the substation of that  
18 magnitude that we're looking at will allow that site  
19 to be - and the auxiliary vessels, like harbor craft  
20 and the like, as well as the building to be powered  
21 by electricity. So, we're very, very focused on  
22 trying to get there with our three key sites.

23 CHAIRPERSON FARIAS: The Administration recently  
24 applied for a grant from New York State called that  
25 New York City Climate Smart Communities Grant to

1  
2 create a harbor decarbonization plan. How does that  
3 intersect with Introduction 1143?

4 MICHELE LAMBERTI: I can take that. Uhm, I am  
5 not as familiar with the Climate Smart Community sec  
6 but can definitely get back to you and see how that  
7 would interact.

8 CHAIRPERSON FARIAS: Thank you. Uhm, what energy  
9 sources are you considering as part of greening the  
10 port infrastructure at the Brooklyn Marine Terminal  
11 site?

12 GIACOMO LANDI: So, all of our marine sites would  
13 look at solar for sure and then we're looking at all  
14 of our sites at EDC, which are you know sites of  
15 scale if you will on thermal networks. So, that  
16 could either be geothermal or potentially using water  
17 source as well. So, that would be all of our key  
18 sites are looking at that and that will be both  
19 relevant for this sort of discussion would be  
20 Brooklyn Marine Terminal as well as the Manhattan  
21 Cruise Terminal, as well as potentially the Hunts  
22 Point Marine facility in terms of the overall Hunts  
23 Point campus. That would be another area to evaluate  
24 the use of thermal networks.

1  
2 CHAIRPERSON FARIAS: Has EDC assessed how much  
3 air and climate pollution is produced at our major  
4 terminals in recent years? And if not, do you have  
5 plans to do so?

6 GIACOMO LANDI: I'm not sure if we have  
7 statistics on that. We could probably back into it  
8 in a way because we release the data for the savings  
9 associated with a cruise vessel being on shore power  
10 instead of on main engine use. So, that could be a  
11 way to back into how much is being done but we don't  
12 have the statistic of actually how much pollution is  
13 created by the vessels at those docks.

14 MICHELE LAMBERTI: Yeah and to clarify on that  
15 one and my understanding might be in our previous  
16 conversations with maybe Department of Health and  
17 Hospitals. Like we had had discussions about air  
18 monitoring and I believe that from their perspective  
19 and we may have been wrong, that it just - they  
20 didn't think it was - because air is fungible and is  
21 everywhere, it was really difficult to locate where  
22 the source was coming from and so, uhm they did not  
23 necessarily recommend that I think is the preferred  
24 course of doing so but we can get back to you on that  
25 too.



1  
2 CHAIRPERSON FARIAS: Thank you. Uhm, major ports  
3 across the country routinely conduct these emission  
4 of inventories to monitor their air pollution impact  
5 and track progress on emissions reductions, usually  
6 as recommended by EPA guidelines. Does the EDC have  
7 any plans to do so or to work with relevant  
8 departments or agencies to do so? And I understand  
9 this is related to the previous question, so if we  
10 can also follow up with Council Member Avilés on  
11 these responses, it would be helpful.

12 MICHELE LAMBERTI: Sure.

13 CHAIRPERSON FARIAS: So, no other active-

14 MICHELE LAMBERTI: Not that we're aware of but  
15 we're happy to follow up with Council Member Avilés.

16 CHAIRPERSON FARIAS: Okay.

17 GIACOMO LANDI: Yeah, I think the key issue  
18 really on that is driving toward the electrified  
19 sites because that's what gets you the reduction.

20 CHAIRPERSON FARIAS: Hmm, hmm. And my last  
21 question I believe, yes. What are EDC's plans to  
22 transition our ports - I think I kind of asked this  
23 already, to zero emission to ensure we meet the  
24 city's goal of becoming net zero by 2025?

25

1  
2 GIACOMO LANDI: On the key sites, it's the  
3 rollout of the South Brooklyn Marine Terminal.  
4 That's the first one to essentially come online. The  
5 second one up would be Brooklyn Marine Terminal for  
6 the all-electric facility. We're very close on a  
7 master plan for Manhattan Cruise Terminal, which  
8 would be a logical third site. And then the fourth  
9 site, uhm, which is not really a port today but  
10 hopefully will be a port in the future, which is the  
11 Bronx, the Marine terminal up there, which is the  
12 former prison barge site and that prison barge is  
13 scheduled to leave this weekend. So, that's our goal  
14 for how that site can convert as well.

15 CHAIRPERSON FARIAS: Okay, great. I don't have  
16 any other questions. Council Member Gutiérrez?  
17 Okay, seeing none, this panel is now excused. Thank  
18 you so much for joining us here today and I look  
19 forward to the ongoing conversation and the follow  
20 up.

21 PANEL: Thank you.

22 CHAIRPERSON FARIAS: I now open the hearing for  
23 public testimony. I remind members of the public  
24 that this is a government proceeding and that decorum  
25 shall be observed at all times. As such, members of

1 the public shall remain silent at all times. The  
2 witness table is reserved for people who wish to  
3 testify. No video recording or photography is  
4 allowed from the witness table. Further, members of  
5 the public may not present audio or video recordings  
6 as testimony but may submit transcripts of such  
7 recordings at the Sergeant at Arms for inclusion in  
8 the hearing record.  
9

10 If you wish to speak at today's hearing and have  
11 not done so, please fill out an appearance card with  
12 the Sergeant at Arms and wait to be recognized. When  
13 recognized, you will have two minutes to speak on  
14 today's hearing topic, Oversight of the New York City  
15 Ferry Operations and Waterfront Sustainability. If  
16 you have written - if you have a written statement or  
17 additional written testimony you wish to submit for  
18 the record, please provide a copy of that testimony  
19 to the Sergeant at Arms. You may also email written  
20 testimony to [testimony@council.nyc.gov](mailto:testimony@council.nyc.gov) within 72  
21 hours of the close of this hearing. Audio and video  
22 recordings will not be accepted.

23 For in person panelists, please come up to the  
24 table once your name has been called. I will now  
25 call on our first in person panel, Christopher Leon

2 Johnson. You are our only panelist, so take your  
3 time.

4 CHRISTOPHER LEON JOHNSON: Alright, hello Chair  
5 Farias, Chair Gutiérrez. My name is Christopher Leon  
6 Johnson. I'm here to show support for Intro. 1121.  
7 That's your bill. Make you aware that there is a  
8 provided contract that ferry serves and reduce costs  
9 to middle school students. I want to put this on the  
10 record that the MTA should be have been here today  
11 for this. I know that the MTA works with the New  
12 York City Ferry when it comes to emergency trips,  
13 just in case DS services messes up, especially on  
14 23<sup>rd</sup> Street but the MTA should have been here today.  
15 Where was the MTA on this? I know that the MTA has a  
16 little bit of control of the New York City Ferry.

17 I'm calling on the City Council to make it aware  
18 that all - they should - I think students should be  
19 able to ride for free on the ferry. This city has  
20 enough money. Oh, you guys have enough money to make  
21 it aware that these kids could ride for free.

22 I'm calling on the City Council to work with the  
23 MTA and EDC. They should have another hearing like  
24 separately when it comes to supplementing service,  
25 ferry service for people that live in transit deserts

1  
2 that make less than \$20,000 a year when it comes to  
3 poverty wages.

4 I believe that people that make poverty wages  
5 should be able to either they ride for free on  
6 certain days and certain times or they're able to pay  
7 a reduced price. Uhm, I say that these fares are  
8 really expensive for New York City Ferry. They are  
9 way more convenient and quicker than the bus and the  
10 trains but they're really expensive. The Staten  
11 Island Ferry is not reliable at all. I know that for  
12 sure. It's not reliable and it's like a mad house.  
13 The Staten Island Ferry, I call it the travel  
14 institution these days.

15 So, what I'm saying like now, like I say, I  
16 support this bill. I hope this bill gets passed. I  
17 hope the bill gets passed next session. If you have  
18 a hearing you can get in tomorrow's Stated Meeting.  
19 I hope it gets to the Stated Hearing tomorrow.

20 So, I'm saying that uhm, the MTA should have been  
21 here today. Somebody from the MTA should be down  
22 here. Even if they couldn't testify, they should  
23 have been down here observing this. I mean because  
24 this is not right. I hope that you as the Chair  
25 asked them on the 13<sup>th</sup>; I know we have a big MTA

1 COMMITTEE ON ECONOMIC DEVELOPMENT 70  
2 hearing on the 13<sup>th</sup> next month about this. Uhm, so I  
3 support this bill 100 percent and thank you. Enjoy  
4 your day. Thank you.

5 CHAIRPERSON FARIAS: Thank you so much. Very  
6 ambitious goals for us with free transit. Seeing no  
7 one else in person to testify, I will now turn to  
8 virtual panelists. For virtual panelists, once your  
9 name is called, a member of our staff will unmute you  
10 and the Sergeant at Arms will set the timer and give  
11 you the go ahead to begin. Please wait for the  
12 Sergeant to announce that you may begin before  
13 delivering your testimony.

14 Now, I will call our first virtual panel Linda  
15 Baron(SP?).

16 SERGEANT AT ARMS: You may begin.

17 CHAIRPERSON FARIAS: Sergeants, can you unmute  
18 the panelist? Sorry Linda, just bear with us for a  
19 moment.

20 LINDA BARON: It's working.

21 CHAIRPERSON FARIAS: Great.

22 LINDA BARON: Can you hear me?

23 CHAIRPERSON FARIAS: Yes, you can begin when  
24 ready.

25

1  
2 LINDA BARON: Very good. Chair Farias and  
3 members of the Committee, thank you for the  
4 opportunity to testify on today's oversight topic  
5 about ferry operations. As an Island Borough, Staten  
6 Island needs ferry service that is better connected  
7 to the rest of the network, expanding and better  
8 connecting ferries isn't just a traffic, a transit -  
9 it's a catalyst for local business growth, tourism  
10 and waterfront activation. Staten Island is rely on  
11 limited and time consuming commuting options to reach  
12 jobs, schools, and services across the city. To rec  
13 reliable routes to Wall Street and Midtown 34<sup>th</sup>  
14 street would significantly cut travel times and  
15 expand access to the city's largest employment  
16 centers.

17 Expanded ferry service would also reduce  
18 congestion and open new pathways to business hubs and  
19 cultural destinations. As we've noted in prior  
20 testimony on EDC's ferry work, the system must  
21 connect sound to more of the network, not just lower  
22 Manhattan. We encourage that EDC's plan restores the  
23 Staten Island's Brooklyn route, reviving historic  
24 link between Bay Ridge and St. George. In order to  
25 do this, it is paramount that not only resident

1 feedback is considered but the commuting data is  
2 analyzed. This will ensure new landings and service  
3 paths reflect real travel behavior and create  
4 meaningful improvements and access and economic  
5 opportunity for Staten Island residents and  
6 businesses. We're asking the Council to prioritize  
7 the rec routes from Staten Island to Wall Street and  
8 Midtown and to work with EDC to embed those  
9 connections into the plan.  
10

11 At the same time, the city should identify and  
12 fund new ferry landings so our neighborhoods have  
13 more than a single gateway. Service planning should  
14 be data driven, reflecting actual commuter demand and  
15 ridership patterns to ensure reliable predictable  
16 schedules and a true network, rather than isolated  
17 routes.

18 These improvements would give workers faster,  
19 more dependable commutes, and give families and  
20 visitors easy access to our waterfront assets,  
21 cutting real door to door travel time for Staten  
22 Islanders and strengthening the waterfront economy on  
23 both sides of the harbor.

24 Thank you Chair Farias for the opportunity to  
25 testify today. The Chamber looks forward to continue



1  
2 his work with the Council and EDC to deliver  
3 meaningful transit options for Staten Island  
4 residents.

5 CHAIRPERSON FARIAS: Thank you so much for your  
6 testimony.

7 LINDA BARON: Thank you.

8 CHAIRPERSON FARIAS: I now would like to  
9 recognize Fern Uennatornwarangoon.

10 SERGEANT AT ARMS: You may begin.

11 FERN UENNATORNWARANGGOON: Thank you Chair  
12 Farias. Uhm, can you hear me okay? Okay. Uhm, I  
13 work at Pacific Environment and we're an  
14 environmental nonprofit organization with a mission  
15 to protect the climate and the marine environment and  
16 PE works in partnership with portside communities  
17 across the US and elsewhere, and other enviro  
18 advocates as well to transform ports from pollution  
19 hot spots to thriving hubs of sustainable economic  
20 development and environmental protection. And I'm  
21 speaking today to express strong support for Bills  
22 937 as well as 1143. As I mentioned, Pacific  
23 Environment works with local groups and local rest  
24 ins in New York. We have been working in partnership  
25 with Red Hook and Waterfront Alliance as well as

1  
2 other environmental NGO's, such as Earth Justice,  
3 Green Latino's, Environmental Defense Fund and I will  
4 be submitting a joint letter of support for these  
5 bills from our partners as well.

6 I should also mention that I'm not based in New  
7 York but Pacific Environment has presence in New York  
8 with staff actually living and working in New York  
9 City and specifically Brooklyn but unfortunately they  
10 are not able to attend the hearing today.

11 So, the as the EDC staff already mentioned, ports  
12 is an important economic engine but they are also a  
13 huge hub of pollution as well. Poor pollution comes  
14 from multiple sources but the biggest source is  
15 invariably from ships.

16 A medium size cruise ship can omit greenhouse  
17 gasses equivalent to those of 12,000 passenger cars  
18 and a huge amount of other handful air pollutants as  
19 well that effect human health.

20 And environmental and public health impacts of  
21 ports and the shipping sector are vastly important to  
22 highlight but this is an Economic Development  
23 Committee hearing, so let me switch gear and focus on  
24 those other issues. As many of you may already know,  
25 the shipping industry imports around the globe a

1 rapidly shifting towards zero emission technologies  
2 and New York City must not be left behind. Major  
3 ports across the US have already committed to  
4 becoming net zero by 2050 or sooner.  
5

6 Part of Seattle has adopted an executive order  
7 requiring cruise ships, all cruise ships, not just  
8 those that are actual power capable but all cruise  
9 ships to plug into shore power by 2027. And many of  
10 those cruise lines are at the port of Seattle at the  
11 same ones that operate at Brooklyn and Manhattan.

12 Also, regulatory pressure, like the regulation  
13 will be requiring ports in European Union to provide  
14 shore power and for ships to plug in by 2030. And  
15 also, as the Cruise Line International, according to  
16 Cruise Line International Association, nearly all of  
17 new built cruise ships have committed to integrating  
18 shore power technology and they project that by 2028,  
19 75 percent of cruise globally will be shore power  
20 capable.

21 So, really transitioning port operations in New  
22 York to zero emission is not just about ensuring  
23 clean for local residents and port workers, but it's  
24 really vital for New York ports to remain competitive  
25

1  
2 as a leading global destination, which then also  
3 support a vibrant economy.

4 So, the last thing I want to say is the Zero  
5 Emission Port Feasibility Study is in one sense a  
6 misnomer because we already know it is feasible. The  
7 study is really an opportunity to figure out not  
8 whether it's feasible but how and what is the best  
9 and most expedient way for New York to transition its  
10 ports.

11 So, thank you so much for your time and  
12 attention.

13 CHAIRPERSON FARIAS: Thank you so much for your  
14 testimony. We appreciate and we look forward to  
15 reading your support on the bills that were heard  
16 today.

17 Seeing no one else signed up to speak either  
18 virtually or in person, we have now heard from  
19 everyone who has signed up to testify. If we have  
20 inadvertently missed anyone who would like to testify  
21 in person, please visit the Sergeant at Arms table  
22 and complete a witness slip and if we'd advertently  
23 missed anyone who would like to testify virtually,  
24 please use the raise hand function on Zoom and a  
25

1  
2 member from our staff will call on you in order of  
3 hands raised.

4 Seeing none, I would like to note again that  
5 written testimony will be reviewed in full by  
6 Committee Staff. It may be submitted to the record  
7 up to 72 hours of the close of this hearing by  
8 emailing it to [testimony@council.nyc.gov](mailto:testimony@council.nyc.gov).

9 And with that, this hearing is now adjourned.

10 [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 November 15, 2025