



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**  
P.O. Box 2622, New York, NY 10108  
[www.mcb4.nyc](http://www.mcb4.nyc)

**Lowell D. Kern**  
Chair

**Jesse R. Bodine**  
District Manager

October 19, 2020

James Patchett  
President & CEO  
Economic Development Corporation  
110 William Street  
New York, NY 10038

Hon. Jerrold Nadler  
U.S. Congressman  
201 Varick St. #669  
New York, NY 10014

Madelyn Wils  
President  
Hudson River Park Trust  
353 West Street  
Pier 40, 2<sup>nd</sup> Floor  
New York, NY 10014

**Re: Manhattan Cruise Ship Terminal (Pier 94) and the need for Flexibility of Space, Shore Power, and Financing**

Dear Congressman Nadler, President Patchett, and President Wils,

On September 10, at its regularly scheduled monthly meeting, the Waterfront, Parks and Environment Committee heard a presentation from the Economic Development Corporation (EDC). The discussion encompassed three topics:

1. the possibility of installing shore power for Cruise Vessels and of a requirement for them to shut off their polluting onboard generators while in port,
2. the possibility of using the protected and restricted shore space more flexibly so the bike way on the shore side of Piers 88, 90 and 92 would be more useable and safer by expanding it when cruise ships are not in port, and
3. a request for information about the finances of the Cruise Ship Terminal with a focus on discovering innovative programs to fund and regulate both projects.

The committee voted unanimously in favor of writing this letter and at its October 7<sup>th</sup> meeting, Manhattan Community Board 4 (MCB4) voted by 42 in favor, 0 against, 0 abstaining, and 0 present but not eligible to vote on the following recommendations:

### **Install on shore power**

Manhattan Community Board 4 continues to be very concerned with air quality in our district. Major sources of pollution are buildings and vehicles as well as the enormous amount of diesel exhaust released from docked cruise liners. When they are in port, Cruise vessels are seen spewing black smoke polluting our community's air. While MCB4 is aware that the cruise ship industry has taken a heavy hit due to the Pandemic, that cannot justify continued pollution of our air. MCB4 requests the immediate installation of on shore power equipment for cruise ships so they can be required to turn their polluting generators off while in port.

We understand that Con Edison has available power capacity in place. We also understand that Con Edison would only need to install east-west cables as the infrastructure bringing power down to the area of the terminals is already in place. We understand ConEd is requesting the EDC submit a load letter to determine the amount of power needed so they can plan accordingly. We ask EDC to do so. We request all possible methods of bringing power to the terminals, including, but certainly not limited to, underwater cables, be reviewed. We request the EDC, the lease holder (Ports America), and the involved cruise lines commence the necessary funding, review and engineering to facilitate the installation of shore power at the earliest possible moment. We understand that EDC's Assistant Vice President Radhy Miranda, will help facilitate an early site survey to begin this complex process. Clean air in our community must have the highest priority.

### **Install movable barriers to expand the bikeway when cruise ships are not in port**

The fencing along the eastern edge of the cruise ship Piers (88, 90, 92), while a necessary element of the cruise ship terminal's security, creates a narrowing of the bikeway running next to it thus creating crowding and hazardous movement of the two way bike and jogger traffic.

While we appreciate the need for security when cruise ships are in port, we believe it possible and not too expensive to move the fencing westward when the loading areas are not being used. We believe this can be accomplished without compromising security. Needed is a careful look at the use of the area, innovative design of the movable fence locations, careful structuring of the space involved, and the willingness for the multiple agencies involved with the management of this space to cooperate with each other.

### **Cruise Ship Terminal Finances and Funding Sources**

While moving fences may not be that expensive, we realize that shore power will be expensive, though in the longer term it may pay for itself through the reduced use of fuel by the ships themselves.

We understand that Cruise Ships pay fees in large part based on per passenger charges. We have long advocated an increased per passenger charge to pay for cruise ship terminal improvements, such as the ones we are asking for. However, we do not claim to be financial experts. We request that the overall finances be reviewed with an eye toward finding funding for these projects. We understand this is a complex request because of the multiple agencies involved and the multiple agreements (including lease agreements) in place.

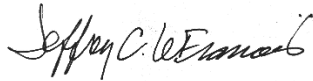
The review we request may identify funding sources for these projects. Alternatively, it may identify necessary new regulation for air emission controls on cruise ships. The study may identify the need for emitted carbon charges, the possibility of waterborne delivery of supplies to cruise vessels, and potential requirements of additional taxation on the cruise industry. The focus of this review should focus on our community's quality of life along with the lowest possible environmental impact from the cruise industry on our community.

We are eager to receive responses on each of the three items enumerated above.

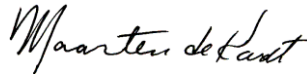
Sincerely,



Lowell D. Kern  
Chair  
Manhattan Community Board 4



Jeffrey LeFrancois  
Co-chair  
Waterfront, Parks & Environment Committee



Maarten de Kadt  
Co-chair  
Waterfront, Parks & Environment Committee