

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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JESSICA CHAIT
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JESSE R. BODINE
District Manager

August 7, 2024

Andrew Kimball
President and CEO
NYC Economic Development Corporation
One Liberty Plaza
New York, NY 10006

Re: Manhattan Cruise Terminal - Shore Power Update

Dear President Kimball,

At our July 11, 2024 meeting, Manhattan Community Board 4 (MCB4) Waterfront, Parks & Environment Committee (WPE) hosted an update presentation by the NYC Economic Development Corporation (EDC) on potential shore power capabilities at the Manhattan Cruise Terminal (MCT). MCB4, by a vote of 39 in favor, 0 against, 0 abstentions and 0 present but not eligible, approved the following comments at the July 24 Full Board meeting.

MCB4 has been prioritizing the installation of shore power at the Manhattan Cruise Ship Terminal for years — an option available at Brooklyn’s Red Hook Terminal since 2016. As operations have expanded at MCT and demand increased for cruise ships to berth off Hell’s Kitchen’s shores, EDC has made numerous commitments to work towards meeting the city’s rightfully ambitious climate goals.¹ And yet, after a multi-year study that proved shore power is “definitely feasible,” along with ConEd’s load report determination concluded adequate power is available to service all three births at Piers 88 and 90, we are dismayed and indeed disappointed to learn there is no definitive plan to install shore power at all at MTC.

¹ <https://edc.nyc/industry/green-economy>

The Jacob's Study concluded the following:

1. Cruise lines are fitting their fleets to be shore power ready in both new builds and with retrofitting.
2. Power is available from ConEd.
3. Pier 90 is determined able to hold the electric substation.
4. Phased implementation is possible.

While we were pleased to learn that shore power is indeed fully possible, our delectation was quickly dampened when it was apparent the EDC has no serious, subsequent plans to act on the above findings. In fact, though MCB4 has continually listed electric shore power as a district priority, it is clear the EDC does not share our urgency.

The Jacobs study acknowledging shore power is readily available and feasible took roughly two years to complete, which is a lot of time. We are now being told the EDC is looking into yet another study of the port area, beyond the presence of shore power, to understand the waterfront and ecosystem with no set timeline or budget allocated to do so, ensuring further delay. There was even suggestion of the possibility of a future transition to another, unstated form of energy for the MCT as a reason for not implementing shore power now. While sources of power may indeed change, the need for actual electricity will not. Given the proposed new study, with no clear scope or timeline defined, it is again clear EDC does not take climate change nor the effects of the Terminal's pollution on the local community seriously.

In September of 2023, the EDC touted an agreement with the major cruise ship companies that “*all* ships calling in New York City be equipped with shore power connections by 2028.”² Less than a year later, the EDC is retreating from this promise. In fact, during its presentation, EDC refused to specify any timeline for implementing shore power at these three births (two piers). The same agreement established a Community Priority Fund which MCB4 was told at our December 2023 WPE meeting would be generating hard numbers by the end of Quarter 1, 2024. Unfortunately, we have yet to see any movement on this front, either nor an agreement or understanding as to where the funds will actually go.

As determined by the Jacobs study, the following monies are assigned to bring the necessary infrastructure to the MCT for a shore power transition:

	<u>Percentage of ships docking presently fitted for shore power*</u>
Birth 1 (pier 88) - \$15.4M	27%
Birth 2 (pier 88) - \$16.6M	80%
Birth 4 (pier 90) - \$11.7M**	26%

**As the industry retrofits and builds new ships with electric power, this number is significantly and quickly increasing.*

² <https://edc.nyc/press-release/nycedc-announces-new-agreements-carnival-norwegian-msc-cruises>

***Ports America has committed to provide the necessary, electric infrastructure with their planned renovation of Pier 90.*

The EDC's presentation informed the WPE Committee the agency will be looking into grants to help finance these renovations. This modernization cannot be dependent on grant funding opportunities alone. Though responsible and politic, having an infrastructure project solely contingent on grant money is hardly a budget plan nor does it show any meaningful commitment to address climate change. MCB4 has and continues to place shore power to the MCT as one of the district's highest budget priorities.³

Given the terms of the 49-year lease on the Terminal, is EDC considering bonding to expedite shore power installation or at the very least, advocating for public funding through the budget process for this important infrastructure investment?

MCB4 further requests:

1. A timeline for a design and engineering phase installing shore power
2. A copy of the Jacobs study report
3. A copy of the ConEd load report
4. The Pier 90 renovation timeline and any associated studies

MCB4 has long been on record for the City to recognize the urgent need to eliminate the hazardous emissions spewing from the cruise ships docked at the MCT.⁴ It is disheartening to see the capabilities the Terminal has for clean shore power without a timeline for implementation. It is apparent to MCB4 the EDC has no clear or solid plans to provide electric shore power to the MCT.

Ports across the country are rapidly improving and installing shore power. And yet the nation's largest city with multiple ports of call serving some of the world's ships in the world has no plan of action. We urge the EDC to look at other major ports around the country including Seattle, Miami, San Francisco, Los Angeles and Juneau which are all already executing on their commitments to electric shore power. Every Cruise Line International Association member ship being built today through 2028 (except expedition ships) is being fitted with shore power capabilities, a major signal to the City that this transition is not only environmentally responsible but financially prudent.

MCB4 expects the EDC takes swift and serious action to administer a comprehensive plan and budget - not just another study - to decarbonize the Manhattan Cruise Terminal and fulfill a commitment to make New York City and especially our Clinton/Chelsea community a cleaner and healthier place to live.

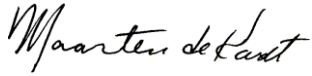
Sincerely,

³ [MCB4's Statement of District Needs FY25](#)

⁴ <https://cbmanhattan.cityofnewyork.us/cb4/wp-content/uploads/sites/10/2020/10/06-WPE-Letter-to-EDC-HRPT-Nadler-re-Manhattan-Cruise-Ship-Terminal-need-for-Flexibility-of-Space-Shore-Power-and-Financing.pdf>



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Manhattan Community Board 4



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CC: Hon. Brad Hoylman-Sigal, NYC Senate
Hon. Tony Simone, NYS Assembly Member
Hon. Erik Bottcher, NYC Council Member
Mayor's Office of Climate & Environmental Justice
Ports America