

Vision for Brooklyn Marine Terminal Public Workshop

Welcome!

¡Bienvenido!

欢迎！

Visit the BMT project
website:



Sign up for the BMT
newsletter:



Take the survey:



The **Vision for Brooklyn Marine Terminal (BMT)** is a generational opportunity to reimagine the site with a modern maritime port at its core and mixed-uses, including housing and community amenities.

Project Goals

The City will work with local, citywide, and regional stakeholders to develop a shared vision for the future of this vital facility, centered on the following goals:



Support a **clean and modern maritime port** that creates jobs and industry growth.



Reduce emissions across operations and related activity.



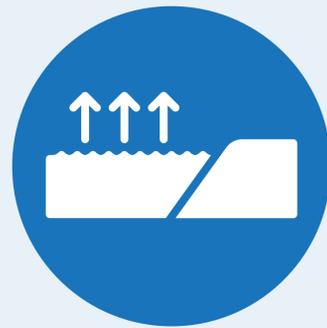
Create new mixed-use residential development for the community, invest in neighborhood opportunities, and create **open space and waterfront access**.



Integrate environmental justice by addressing current and historic environmental inequities.



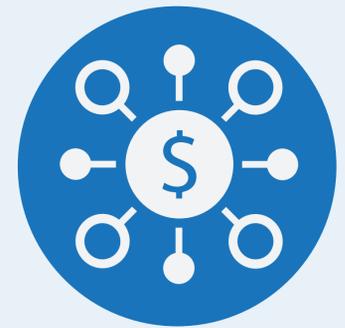
Complement and **connect with the surrounding communities** and neighborhoods.



Protect the site against increasing threats **from climate change**.



Improve mobility and **mitigate traffic disruption**.



Support the **long-term financial sustainability** of the site.

Intro

5 Bowne St and Imlay St



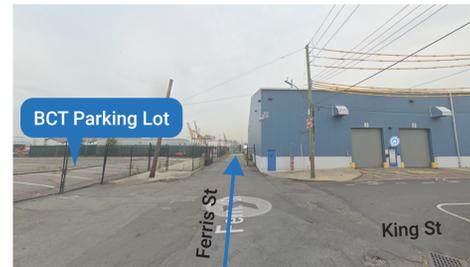
Main entrance to Brooklyn Cruise Terminal (BCT) and Piers 11 and 12

6 Pioneer St and Conover St



Walk/bike access to NYC Ferry (open 24/7) and BCT, and non-cruise day vehicular access to BCT

7 Ferris St and King St



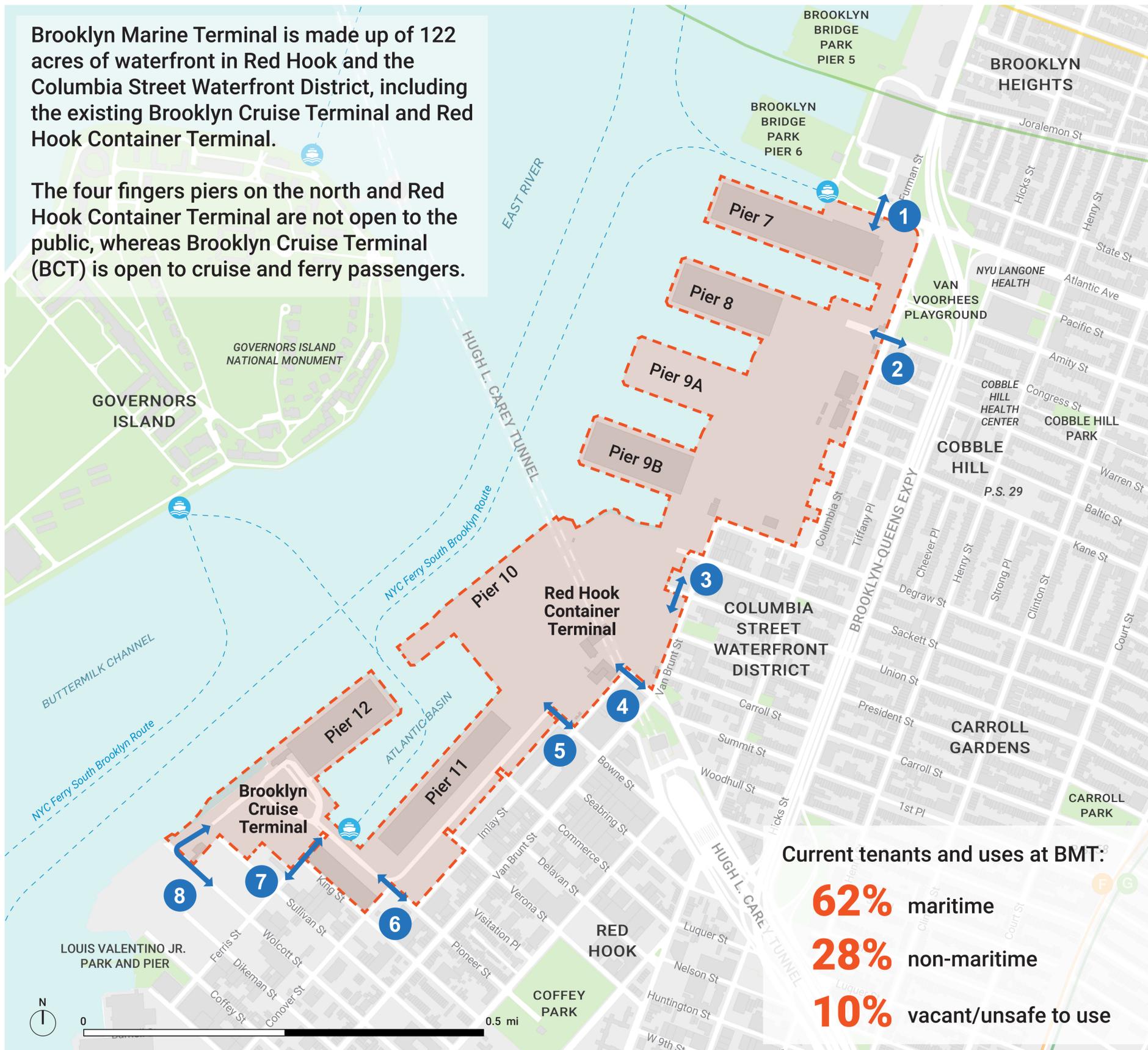
Vehicular access to BCT; closed to traffic on cruise days

8 Wolcott St



Vehicular exit from BCT on cruise days

Project Area



1 Atlantic Ave Truck Entrance



24/7 manned entrance with Maritime Security (MARSEC) Level 1 secure access

2 Congress St and Columbia St



Currently inactive gate

3 Union St and Van Brunt St



Truck entrance to Red Hook Container Terminal (RHCT)

4 Hamilton Ave and Van Brunt St Security Gate



Main truck exit to Red Hook Container Terminal (RHCT); manned entrance with Maritime Security (MARSEC) Level 1 secure access

Brooklyn Marine Terminal at a glance:



122

Acres



170

Jobs



45

NYC Ferries per day



5

Tenants
+1 port operator
+1 cruise operator



60,111

Containers per year

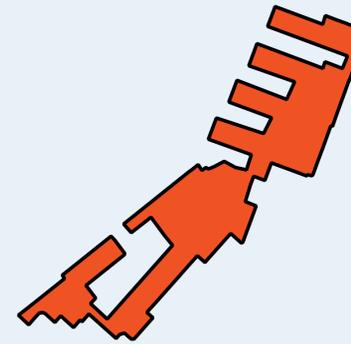


47,822

Bulk freight per year (mt)

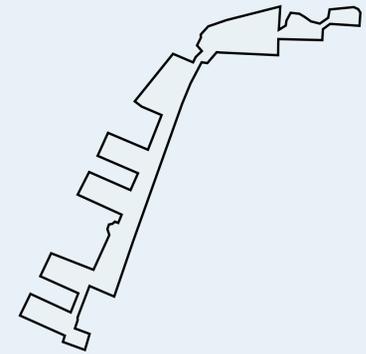
Data Sources:
Red Hook Container Terminal (RHCT)
NYC Economic Development Corporation (EDC)

Brooklyn Marine Terminal size comparison:



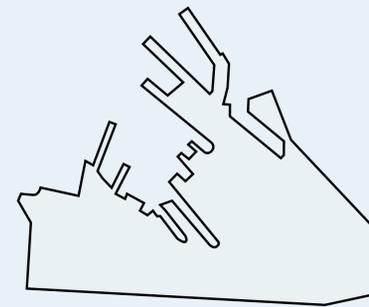
Brooklyn Marine Terminal

122 acres



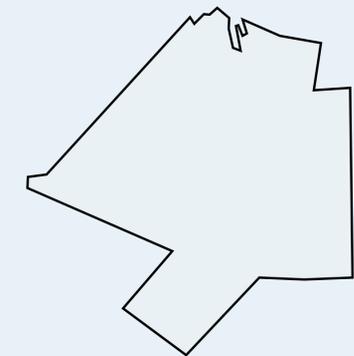
Brooklyn Bridge Park

85 acres



Brooklyn Navy Yard

225 acres



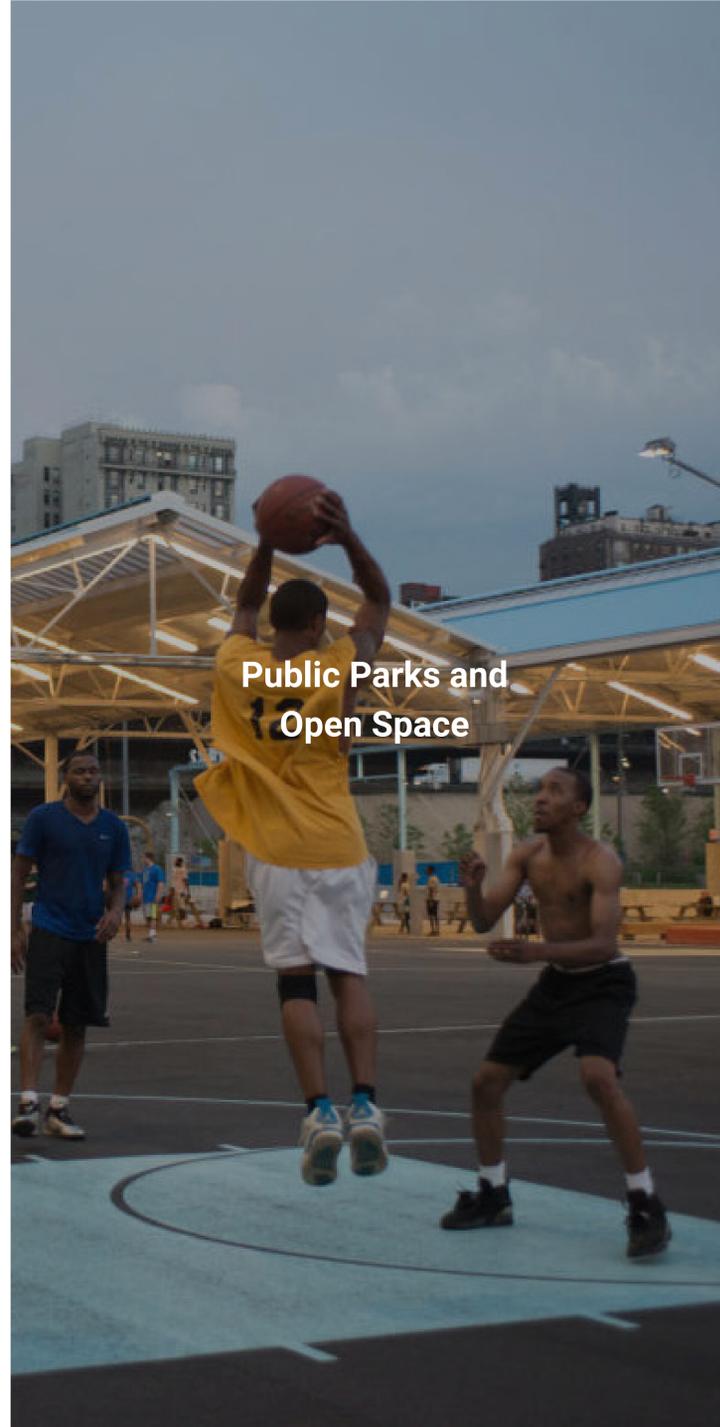
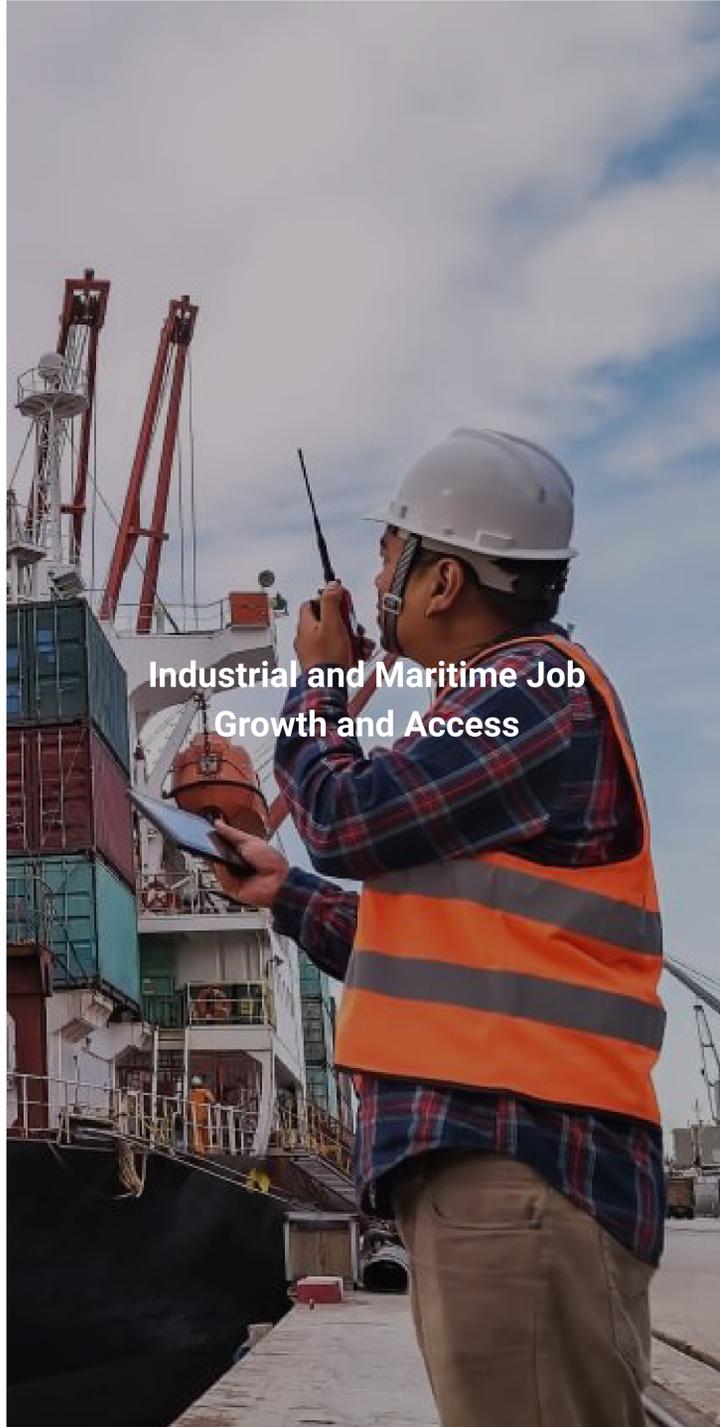
Howland Hook

225 acres

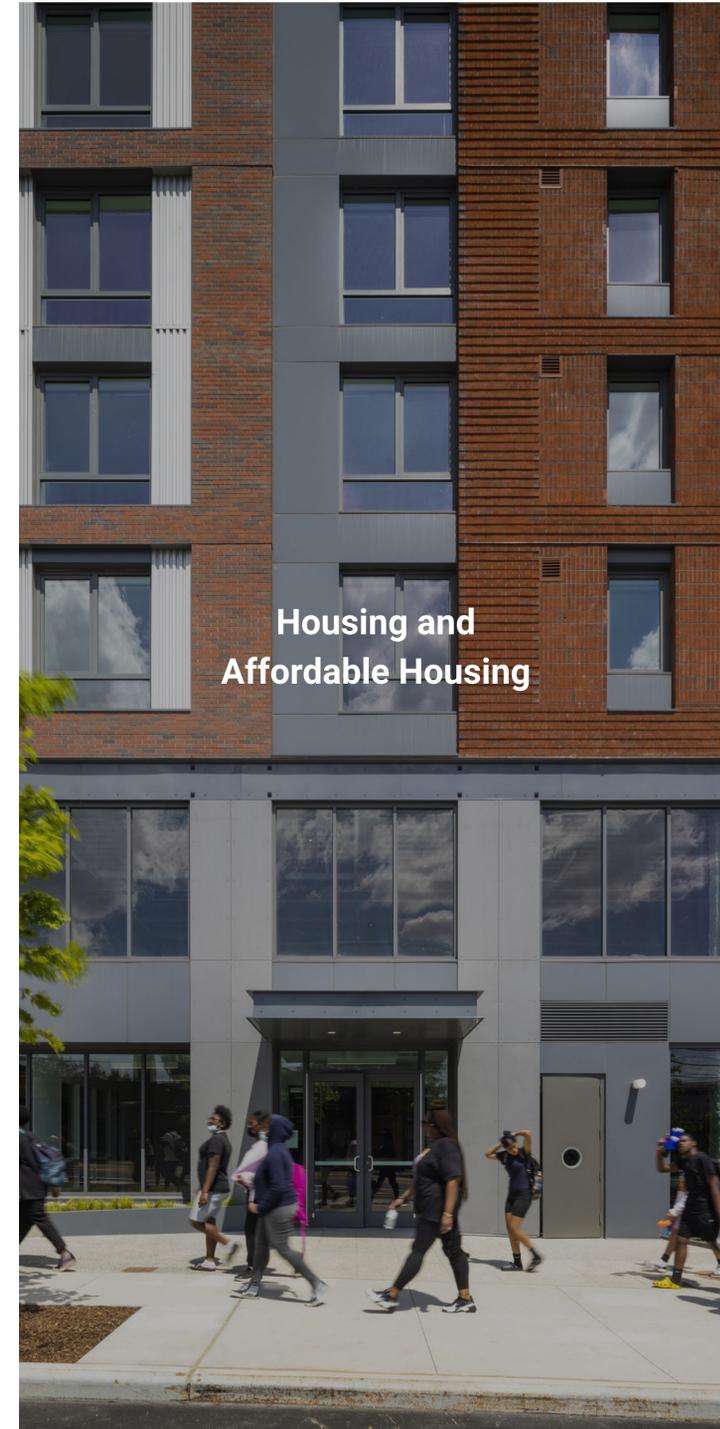
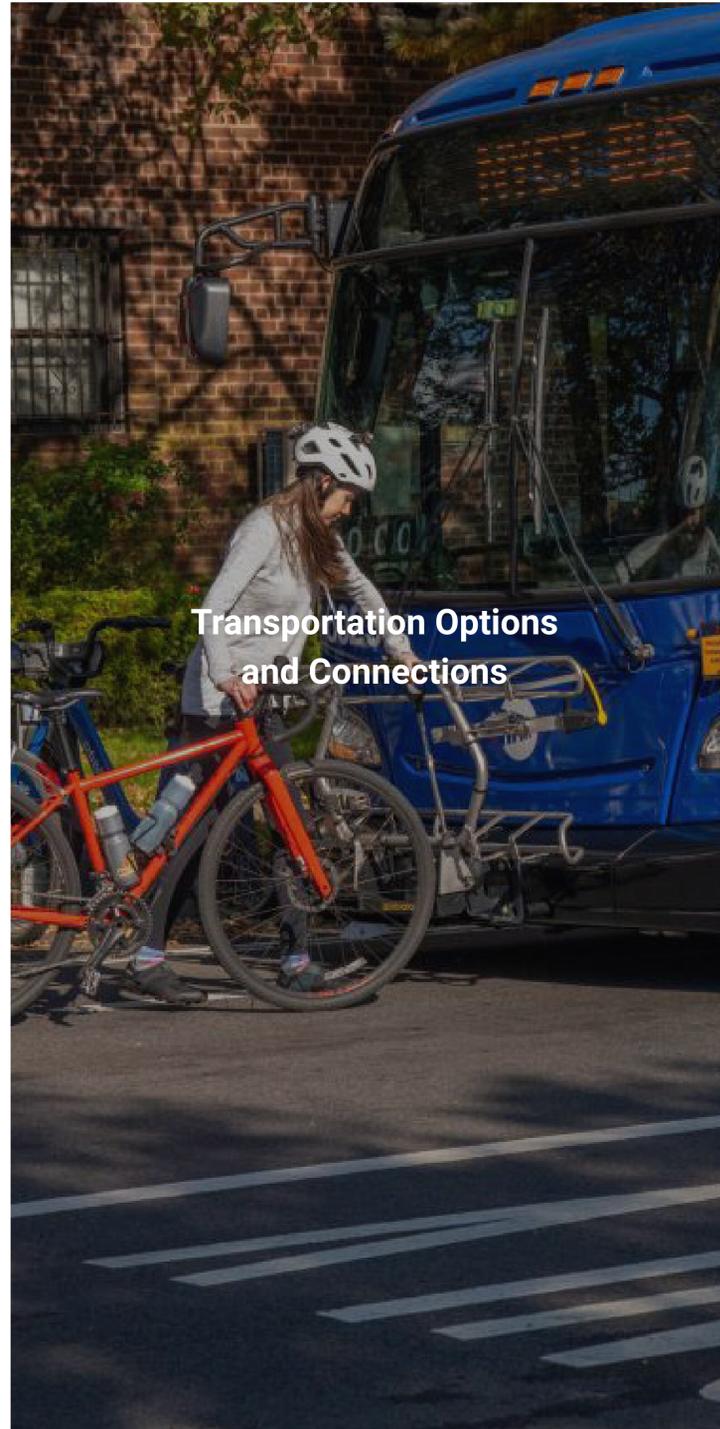
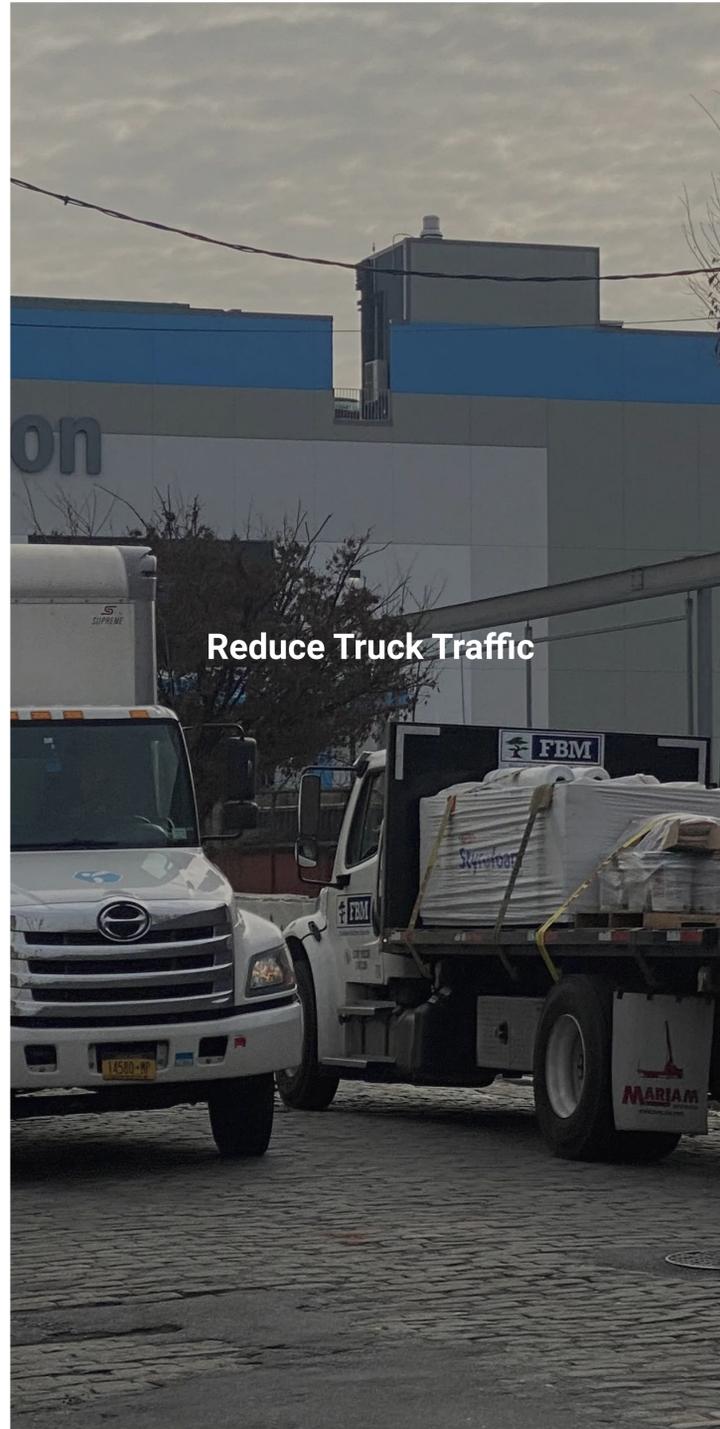
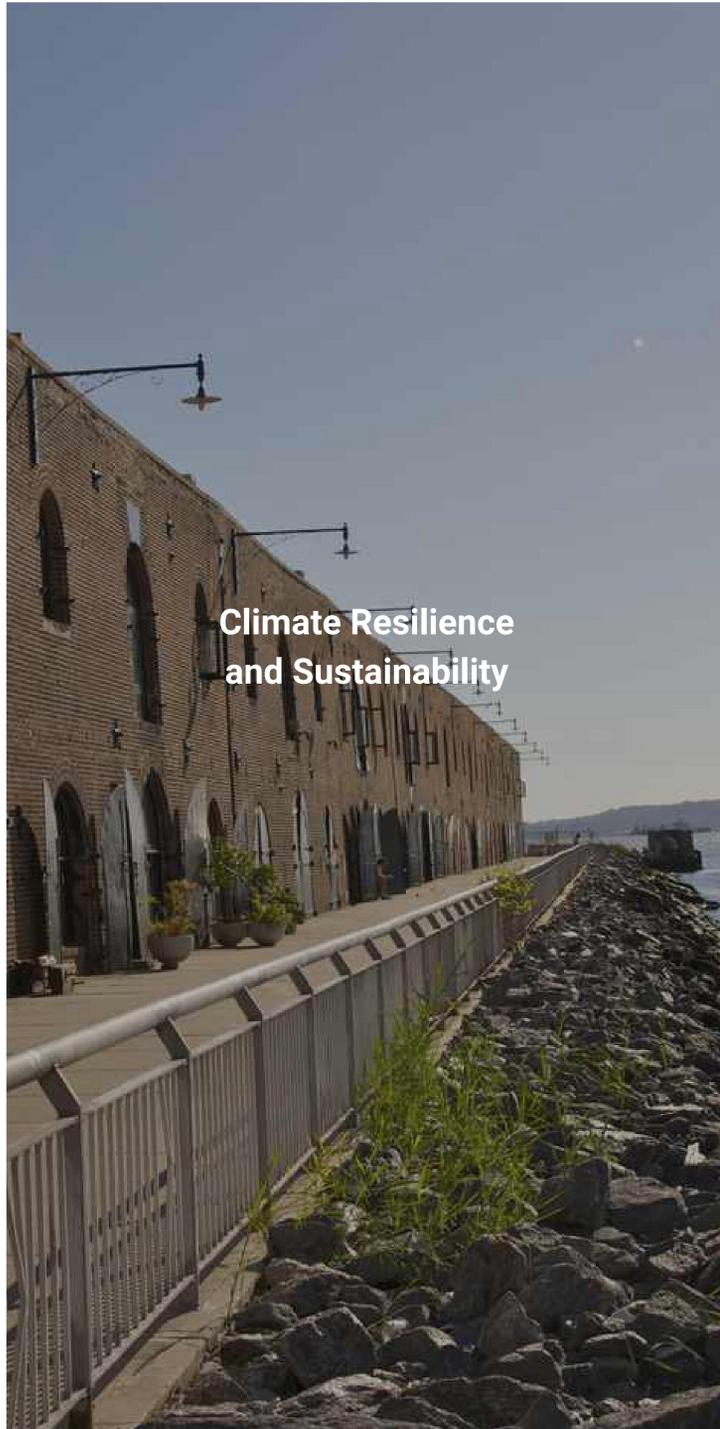
Intro

Share Your Priorities

Please **place dots on the priorities** that are the most important to you. You can place all three dots in one category or spread them across three different categories. Then, please **add your ideas on sticky-notes** for any of the categories listed below.



Please **place dots on the priorities** that are the most important to you. You can place all three dots in one category or spread them across three different categories. Then, please **add your ideas on sticky-notes** for any of the categories listed below.



Engagement Goals

The City is committed to community engagement, our goals include:



Collect and organize community and citywide challenges, opportunities, and ideas for the future of BMT.



Communicate considerations of different approaches to investments in maritime industry, micro-distribution, housing, community facilities, and other related infrastructure and programs on the site.



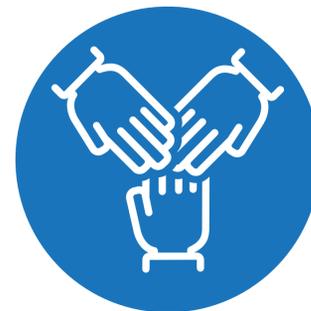
Ensure community and stakeholder feedback and priorities are integrated into the planning process and recommendations.



Build consensus and ensure clear communication across various stakeholders and strengthen ties between community members and City, State, and federal agencies.



Develop financially viable and implementable recommendations that reflect the community's hopes.



Center historically marginalized communities and those most negatively impacted by environmental hazards in the planning process.



Provide a model for other communities and neighborhood planning efforts.

Outcomes

The Vision for BMT will result in a final document that will explain and visualize the planning process, and include priorities and recommendations informed by public workshops, advisory groups, and produced by task force members with the support of facilitators. This document will inform future activations, selection of port operators, future design and construction, etc.

- Reflect the City's vision for a 21st-century maritime port and vibrant mixed-use community hub;
- Summarize the engagement process, including community participation, engagement findings, and key priorities;
- Present baseline conditions and final planning process recommendations;
- Create a road map for BMT's growth and development;
- Ensure long-term government accountability to community residents.

Land Use Approvals

To implement the Vision for BMT, the City and State will use land use approvals through a General Project Plan (GPP). A GPP falls under State jurisdiction under the Urban Development Corporation Act (UDC Act), which governs the redevelopment process according to a site plan and design guidelines, along with other development controls.

The GPP is intended for projects, like BMT, of regional importance and with strong State and City collaboration and coordination. It allows for a continuous process of engagement of all stakeholders including Federal, State, and local stakeholders, to achieve common policy goals.

The GPP for the Brooklyn Marine Terminal will also include the transfer of Howland Hook on the North Shore of Staten Island from the City to the Port Authority of NY and NJ as a component of a single regional port investment and redevelopment process. As part of the GPP, a full environmental review will be conducted.

Community engagement, planning, and site analysis will help to shape the future of the Brooklyn Marine Terminal. This board outlines how each of these elements help to inform one another, ultimately leading to the task force's development of a set of recommendations informed by community priorities.

- Virtual and in-person public information sessions—pop-ups, at community events, and more—are held to share details about the planning process.

Identifying Priorities

- The first public workshop #1 aims to understand priorities, issues, and opportunities as it relates to the future of BMT.
- A community survey is made available to collect additional input.

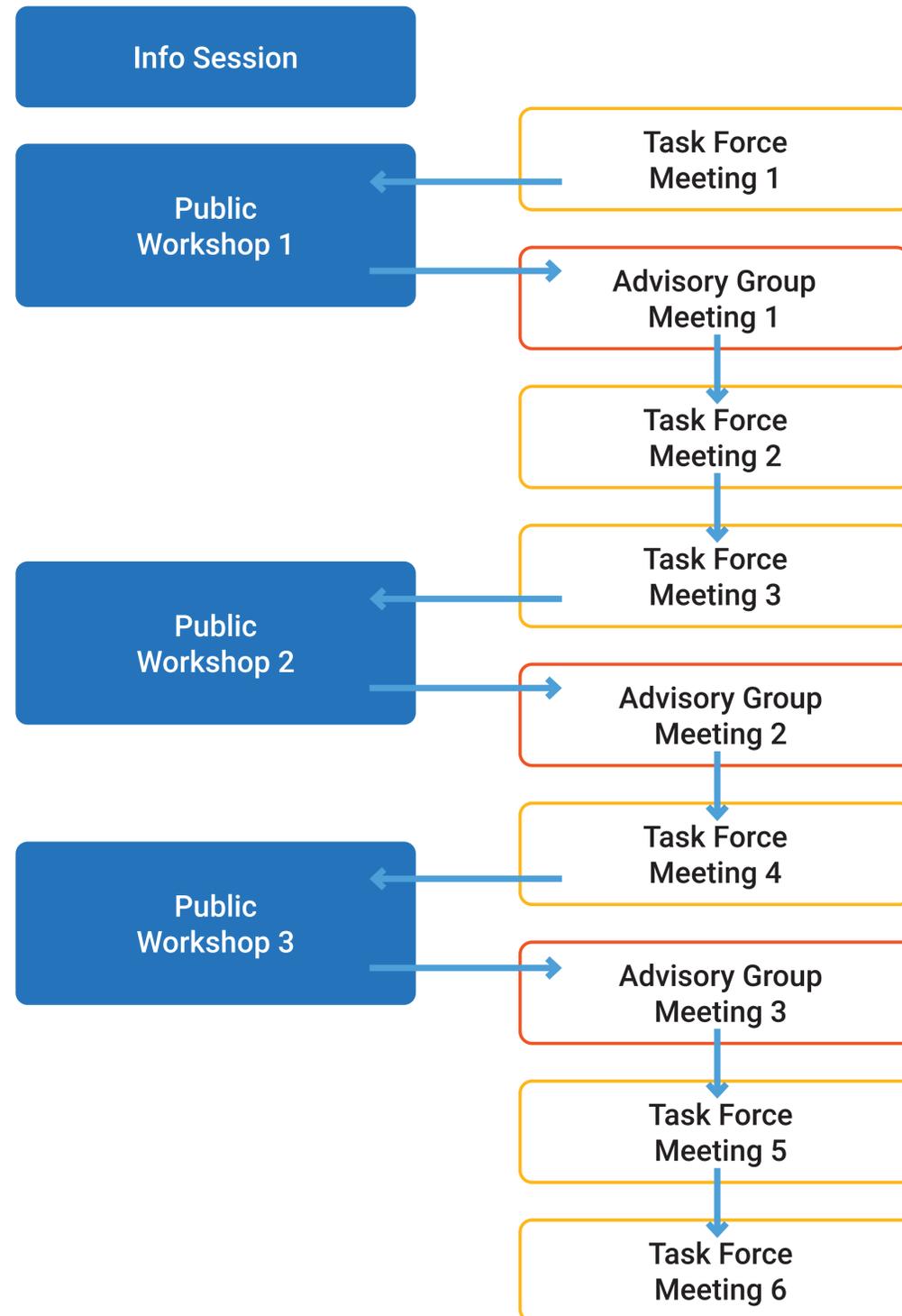
Exploring Potential Options

- The second public workshop aims to share options for the future of BMT based on community feedback and information on current conditions of the site.
- A community survey is made available to collect additional input.

Refining the Latest Option

- The final public workshop will synthesize the findings to date and collect feedback on the task force's latest option and recommendations for the future of the BMT.

Summaries of public feedback from workshops and community events will be shared at each following public workshop. These presentations, along with other materials from workshops and planning efforts, will be posted online on the project website.



- Findings across each of the public events are synthesized and shared with the task force and advisory groups for review and further comment on initial findings.
- The task force drafts initial options based on community feedback and ongoing site analysis.

- The advisory groups and task force reviews the site conditions along with the feedback from public workshop #2 to continue to identify themes and identify preferred options.
- Findings across all sources of input will then inform the task force's development of a planning framework and further refinement of options.

- The task force will then continue to meet to review all community feedback and work to synthesize and draft a final list of recommendations and planning framework.
- The task force will vote on a set of final recommendations informed by community priorities.

Input from you, your neighbors, community-based organizations, local businesses, elected officials, city agencies, and planning organizations will help to shape the Vision for BMT.

TASK FORCE

The decision-making body responsible for advising the planning and engagement processes, incorporating community feedback, and approving the final recommendations in the Vision for BMT. The task force members bring a balance of perspectives that reflect interests and expertise in maritime activity, labor and trade, environmental justice, sustainability, planning, community development, and regional and local perspective.

Task Force Members

1	Representative Dan Goldman (Chair)	15	Amanda Sue-Nichols, Cobble Hill Association
2	Council Member Alexa Avilés (Vice Chair)	16	Ben Fuller-Googins, Carroll Gardens Association
3	State Senator Andrew Gounardes (Vice Chair)	17	Hank Gutman, Former Commissioner, NYC Department of Transportation
4	Senator Kirsten Gillibrand	18	Jim Tampakis, Marine Shipping Parts
5	Senator Chuck Schumer	19	Stephen Lyman, Maritime Association of NYNJ
6	Brooklyn Borough President Antonio Reynoso	20	Eddie Bautista, NYC Environmental Justice Alliance
7	Council Member Shahana Hanif	21	John Nardi, Shipping Association of NYNJ
8	Assembly Member Charles Fall	22	Jesse Solomon, South Brooklyn Industrial Development Corporation
9	Assembly Member Marcela Mitaynes	23	Carly Baker-Rice, Red Hook Business Alliance
10	Assembly Member Jo Anne Simon	24	Frances Brown, Red Hook Houses East Tenants Association
11	Tom Conoscenti, Assistant Secretary for Economic Development to the Governor (Governor Appointee)	25	Karen Blondel, Red Hook Houses West Tenants Association
12	Nate Bliss, Chief of Staff, Deputy Mayor for Housing, Economic Development and Workforce (Mayor Appointee)	26	Tiffany-Ann Taylor, Regional Plan Association
13	Randy Peers, Brooklyn Chamber of Commerce	27	Frank Agosta, International Long Shoreman Association
14	Mike Racioppo, Brooklyn Community Board 6	28	Michelle de la Uz, Fifth Avenue Committee

ADVISORY GROUPS

The advisory groups (AG) provide thought leadership and feedback throughout the engagement process. The groups reflect different interests and areas of expertise, organized by six topics that are critical to BMT and the surrounding area. Each AG meets 3 times, and their discussions and findings will inform the task force.

Advisory Group Topics:

- Maritime, Industrial, Workforce, & Small/Local Businesses
Chair: Jesse Solomon, Southwest Brooklyn Industrial Development Corporation
- Environmental Justice, Resiliency, & Waterfronts
Chair: Courtney Worrall, Waterfront Alliance
- BMT Tenants & Port Operators
Chair: Michael Stamatis, Red Hook Container Terminals
- Transportation, Mobility, & Open Space
Chair: Tiffany-Ann Taylor, Regional Plan Association
- NYCHA & NYCHA Youth
Chair: Michael Partis, Red Hook Initiative
- Community Development & Housing
Chair: Michelle de la Uz, Fifth Avenue Committee

COMMUNITY MEMBERS

Feedback will be collected at public events, including workshops, existing community programming, and virtual surveys, to review relevant planning mechanisms and previous work and reach consensus on key themes, project goals, issues, and opportunities.

PROJECT TEAM



What questions do you have for the advisory groups?

The advisory groups' role is to provide thought leadership and feedback to the task force. Advisory group members reflect different interests and areas of expertise and consist of community-based organizations and coalitions, tenant associations, local businesses, local governance bodies, and more.

Topic: Maritime, Industrial, Workforce, & Small/Local Businesses

Example question: How can BMT support business growth opportunities?

Topic: Environmental Justice, Resiliency, & Waterfronts

Example question: How might BMT reduce environmental impacts of current and future maritime mixed-uses on adjacent communities?

Topic: BMT Tenants & Port Operators

Example question: How should the port at BMT be modernized to support business growth and efficient, sustainable operations?

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Topic: Transportation, Mobility, & Open Space

Example question: How might BMT be part of the solution for reducing congestion and emission impacts on adjacent communities?

Topic: NYCHA & NYCHA Youth

Example question: How will the Vision for BMT invest in the local community?

Topic: Community Development & Housing

Example question: What are the pathways for ensuring affordable housing is provided on this site?

For centuries, Brooklyn's waterfront has played a pivotal role in the development of the city's maritime industry.

Since time immemorial, the Lenape people have stewarded a land they call Sassian.

1810s

Small manmade inlets are constructed to facilitate vessels in loading/unloading goods on the coast of what is now Brooklyn Heights. This soon grows into a bustling storage and harbor economy along the Brooklyn waterfront.

1825

The Erie Canal opens and prompts large scale development along the waterfront due to its proximity to the docks of Manhattan.

1894

Brooklyn Wharf and Warehouse Company incorporates, merging almost all Brooklyn dock and warehouse companies. By this time, Brooklyn is the nation's coffee and sugar importing capital.

1939

The Red Hook Houses, one of the first federally funded public housing complexes in New York, open to accommodate the growing dockworker population and those struggling to recover from the Great Depression.

1941

The Gowanus Expressway finishes construction, cutting Red Hook in half and defining the now distinct neighborhood of Carroll Gardens.

1964

Construction is finished on what we now call the Brooklyn Marine Terminal, designed for breakbulk (individually packaged) cargo.

2006

The Brooklyn Cruise Terminal opens.

2014

The New York State Department of Environmental Conservation referred the Columbia Smelting & Refining Works site in Red Hook to EPA, along with almost 40 other potential historic smelter sites. The EPA's assessment showed high lead concentrations at Ball Fields 5-8. EPA determined that a removal action (cleanup) across the entire block was necessary.

2024

The City and Port Authority of NYNJ reach an agreement to transfer ownership of Howland Hook Marine Terminal in exchange for Brooklyn Marine Terminal.

1636

Dutch colonial settlers begin to arrive in what is now known as Brooklyn. Compared to Puritan New England, these colonies were surprisingly diverse and included free people of multiple ethnic and religious backgrounds, as well as both enslaved and free Black people.

1848

The Atlantic Dock (aka Atlantic Basin) is constructed in Red Hook, transforming the neighborhood into one of Brooklyn's maritime hubs. Red Hook emerges as a lively sailor town, with a transient population of seamen and a growing number of dockworkers.

1898

Brooklyn joins the City of New York. Prior to joining, Brooklyn was the fourth largest city in the country. Much of the existing farmland begins to transition to industrial and port activity.

1956

The Port Authority of NYNJ begins construction on the recently purchased Atlantic and Baltic terminals. Among other changes, this construction fills much of the Atlantic Basin and levels several historic buildings.

1980s

Most of Brooklyn Marine Terminal is rebuilt into the Red Hook Container Terminal to accommodate shipping containers.

2023

Pier 9A and 9B are decommissioned due to structural deficiencies.

Sources: Brooklyn Cruise Terminal; Brooklyn Public Library; Brooklyn Waterfront History; Brownstoner; Industrial & Terminal Railroads & Rail-Marine Operations of Brooklyn, Queens, Staten Island, Bronx and Mahattan; New York City Economic Development Corporation; Port Authority of New York & NJ; Red Hook Water Stories.

Background & Context

By containerized cargo volume, the Port of NY&NJ (PANYNJ) is the largest on the East Coast and the third largest in North America. It is comprised of many sites, including BMT, and is supported by over 3,000 acres of port land. By 2050, activity on the water is expected to double. In 2016, it was estimated that the PANYNJ supports over 400,000 full-time jobs in the region.

The Red Hook Container Terminal (RHCT) is the largest full-service container terminal east of the Hudson River, serving the entire region up to Boston.

As a key economic hub, RHCT is vital in importing international goods into the US and connecting them to national freight networks. RHCT is also an essential part of the supply chain for the City's food and construction industries. It handles refrigerated containers of food and break-bulk cargo like lumber and aggregate.

Despite its strategic position, RHCT in Brooklyn Marine Terminal (BMT) handles a very small share of the Port's container traffic and of that, over half (52%) is barged across NY Harbor to New Jersey. Currently, BMT supports over 500 jobs.

Regional Ports & Context



Port Elizabeth

Area: 1,200 acres

Location: Elizabeth, New Jersey

Ownership: Owned and constructed by PANYNJ in 1958 as the world's first dedicated container port

Services: Containers, Bulk, Warehousing, and Intermodal Transport



Port Newark

Area: 930 acres

Location: Newark, New Jersey

Ownership and Lease: Constructed by City of Newark in 1915, leased by PANYNJ since 1948, expanded in 1963

Note: Served as major shipyard during WWI and WWII



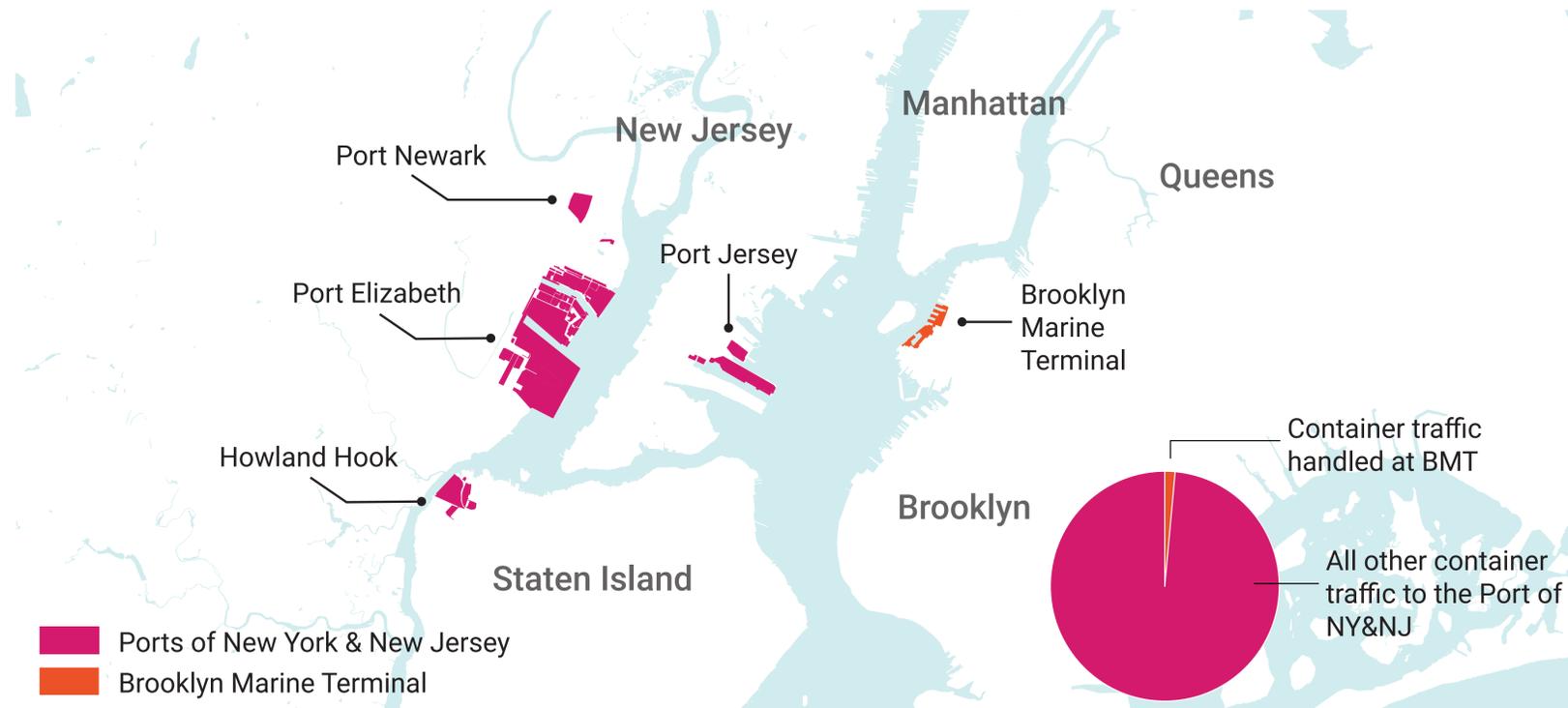
Port Jersey

Area: 388 acres

Location: Bayonne and Jersey City, New Jersey

Construction: Port Jersey peninsula constructed from 1968-1976

Ownership: PANYNJ



Howland Hook

Area: 311 acres

Location: Staten Island, New York

Services: Containers, Warehousing, and Intermodal Transport

Ownership and Lease: Partially leased from the City of New York, other portions PANYNJ owned since 1990; ownership will fully transfer to PANYNJ through the GPP process with BMT



Brooklyn Marine Terminal

Area: 122 acres

Location: Brooklyn, New York

Construction: Constructed between 1956-1964

Services: Containers, Warehousing, and Cruise

Ownership: NYCEDC/PANYNJ; ownership will transfer to NYCEDC following the GPP process

Background & Context

Blue Highway Initiative

The Blue Highways Initiative is a joint effort between NYC Department of Transportation and the Economic Development Corporation to create a robust and interconnected freight network that supports zero-emission transportation for middle-to-last mile deliveries.

Goals of the Blue Highways Initiative include:

- Build waterfront and upland infrastructure to facilitate freight transloading
- Grow micro-mobility: cargo bikes, e-quads, electric vans
- Enable micro-hubs: upland area for EV storage, charging, and transloading to micro-mobility options
- Incentivize use of the waterways
- Build relationships with and between industry partners
- Support pilots
- Facilitate electrification pathways

Harbor of the Future

The City's Harbor of the Future initiative reimagines the East River as a connected network of innovation and growth. The Harbor of the Future seeks to transform waterfronts and shorelines into vital social and economic infrastructure by:

- Reactivating the waterways for freight transportation, using zero-emission vehicles to decarbonize the supply chain
- Accelerating job creation connected to the waterfront, including the offshore wind industry
- Spurring innovation in the Green Economy, technology, life sciences, and other high-growth sectors using the city's waterfront and waterfront assets
- Ensuring resiliency against the effects of climate change
- Responding to community needs for parks, housing, and transportation through mixed-use development

Ongoing Neighborhood Studies

- **Brooklyn-Queens Expressway (BQE) Corridor Vision**
Led by NYC Department of Transportation (NYCDOT)
- **Red Hook Traffic and Truck Study**
Led by NYC Department of Transportation (NYCDOT)
- **Red Hook Coastal Resiliency Project**
Led by NYC Department of Design and Construction (NYCDDC)

Blue Highway & Micromobility



Roll-on/roll-off cargo ships that can be deployed for zero-emission freight transloading.



Micro-mobility vehicles such as cargo bikes and electric vans can be deployed for last mile deliveries.

Background & Context

The City is spending \$80 million to stabilize and repair Piers 7, 8, and 10, fund a new modern, electrified container crane for operations at BMT, and to fund planning for BMT's future.

This funding comes after years of little investment; Piers 9A and 9B have been out of service since Fall 2023 and require significant safety repairs.

Pier Conditions & Investment

Prior to EDC assuming management of BMT, the City invested over \$160 million on capital upgrades and operations in Piers 11 and 12 and has a vested interest in resiliency, sustainability, job creation, and modern maritime/mixed-use districts.

Conditions (Surveys Commissioned by PANYNJ)



Pier 7:
Fair/Good



Pier 8:
Fair*



Pier 9A:
Poor**



Pier 9B:
Poor***

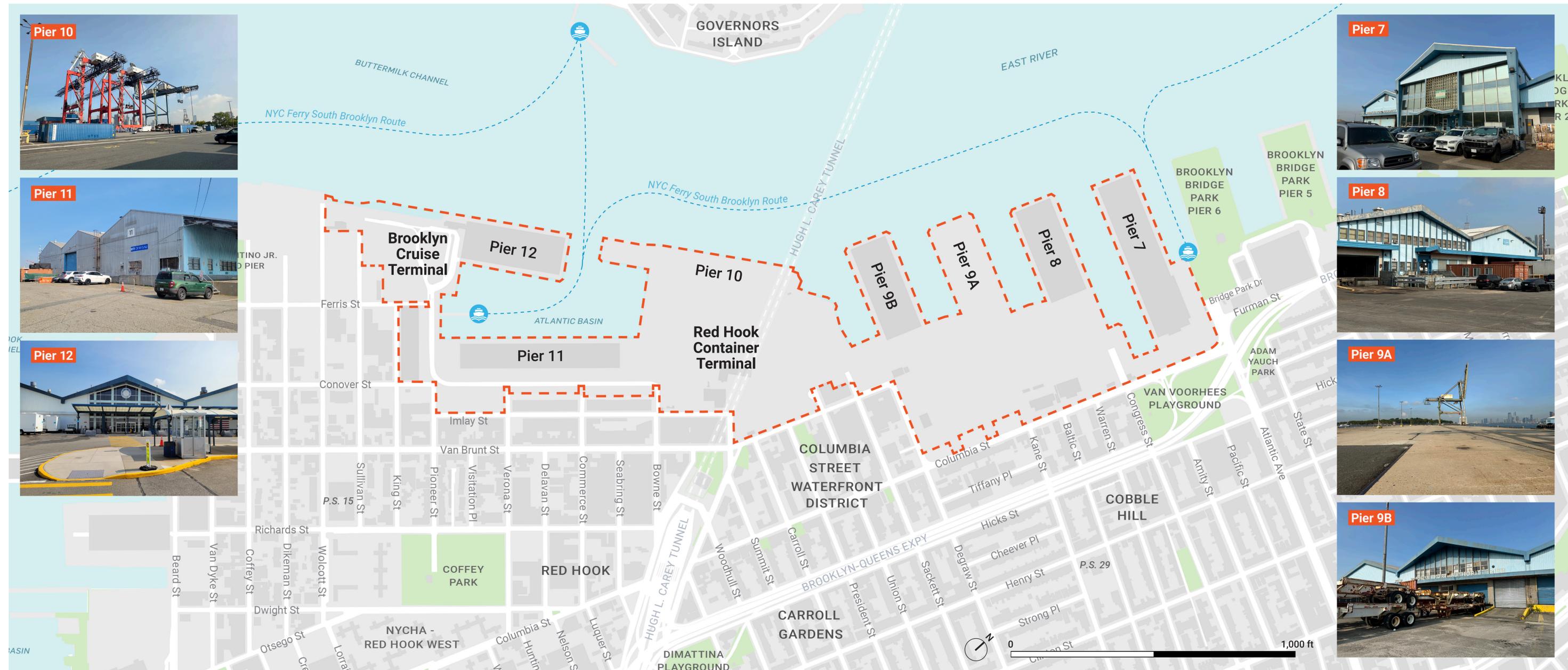


Pier 10:
Fair/Good

* Pier 8 has limited deterioration despite deferred maintenance, but cannot support truck traffic on the western edge.

** Pier 9A is out of use and has 3 recommended safety repairs. 2017 letter stated live loads not advisable—certain subsequent repairs restored load capacity near cranes.

*** Pier 9B is out of use and has 2 recommended safety repairs.



Meet the Piers

Brooklyn Marine Terminal has four 'finger piers' — Pier 7, 8, 9A, and 9B. Pier 7 is leased to a commercial tenant, Pier 8 is part of RHCT operations, and Piers 9A and 9B are currently out of commission and need investment for long-term use.

Manhattan Beer Distributors is the current tenant at Pier 7. Formerly known as Phoenix Beverages, Manhattan Beer has been at BMT since the early 2000s. Originally, Manhattan Beer was interested in moving freight via barge, but due to the type of freight operators used, they currently have their products delivered to Newark and then trucked to Pier 7.

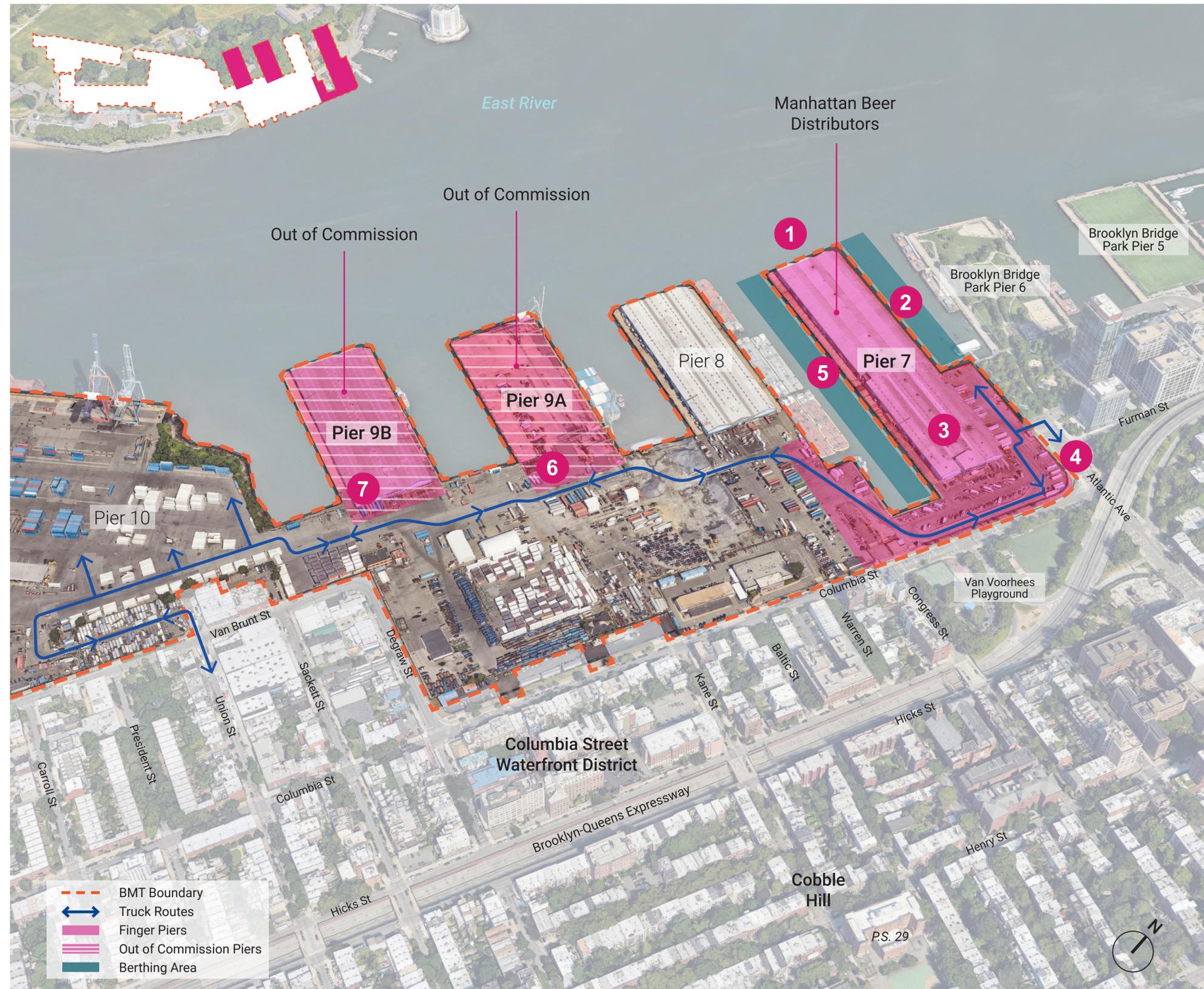
Pier 9A and 9B were built on timber piles in the 1950s, at a time when the East River was heavily contaminated. Since the introduction of the Clean Water Act of 1972, the East River's condition has improved, bringing back striped bass as well as marine borers. Marine borers are microscopic termites that land

on the timber piers and eat at the piers. **These two piers were put out of commission in 2023 due to deferred maintenance, the age of the timber, and the impacts of the marine borers.**

Without 9A and 9B in commission, container-handling costs have increased.

1 All finger piers are typically 300 feet by 600 feet with Pier 7 being the longest at 1,100 feet long. The pier decks are about 5 acres, which is about 3.5 football fields.

Pier 7, 9A, 9B



Meet the Piers

Pier Condition



* Pier 9A is out of commission and has three recommended safety repairs. 2017 letter stated live loads not advisable—certain subsequent repairs restored load capacity near cranes.

** Pier 9B is out of commission and has two recommended safety repairs.

Stats

The City/ NYCEDC is committing an initial

\$80 million

investment in BMT to stabilize and repair Piers 7, 8, and 10 and to fund planning for the 122-acre waterfront site, including an up to

\$15 million

investment to fund a new modern, electrified container crane for operations at the terminal.

The City has applied to

almost \$700 million

in federal grants to upgrade and improve the Brooklyn Marine Terminal, and recently secured

\$164 million

for pier infrastructure and BMT traffic improvements.

The State is also committing

\$15 million

for a future cold storage facility.

Pier 7, 9A, 9B

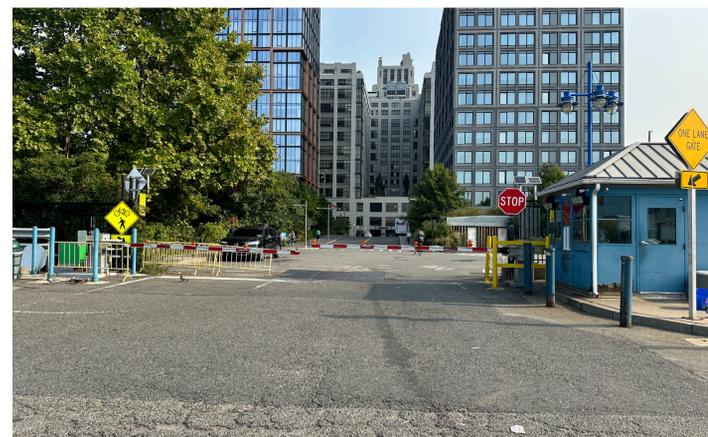
- 2 Public berthing, or when boats dock along the piers, happens along the north side of Pier 7.



- 3 Pier 7 is currently leased to Manhattan Beer Distributors.



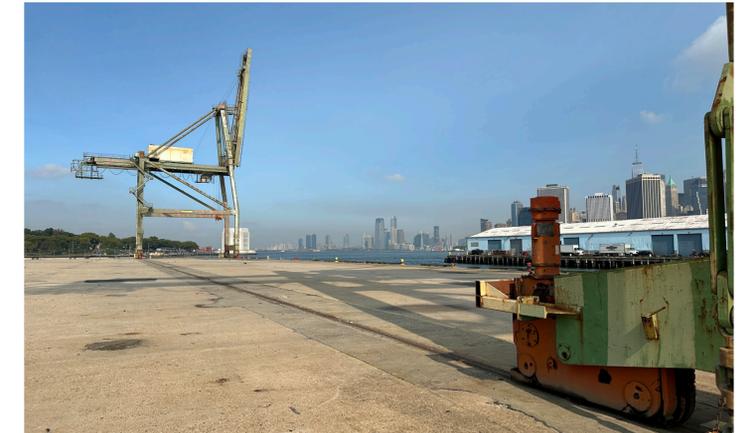
- 4 Atlantic Avenue is a truck access point. Any trucks entering into BMT tend to align along Atlantic Avenue and queue outside the area. Additionally, there is significant traffic backup at Furman Street.



- 5 Public berthing, or when boats dock along the piers, happens along the south side of Pier 7.



- 6 Pier 9A is currently out of commission.



- 7 Pier 9B is currently out of commission.



Meet the Piers

Red Hook Container Terminal (RHCT) is an intermodal freight transport facility that was built at the Brooklyn Marine Terminal in the 1980s. RHCT operates on Piers 8 and 10, with U.S. Customs at Pier 8, and sub-leases to non-maritime tenants including the NYC Department of Transportation, Divine Management, Tilcon Aggregate, and Waste Connections. Pier 10 also houses storage for shows and events under an agreement with Barclays Center, among other tenants.

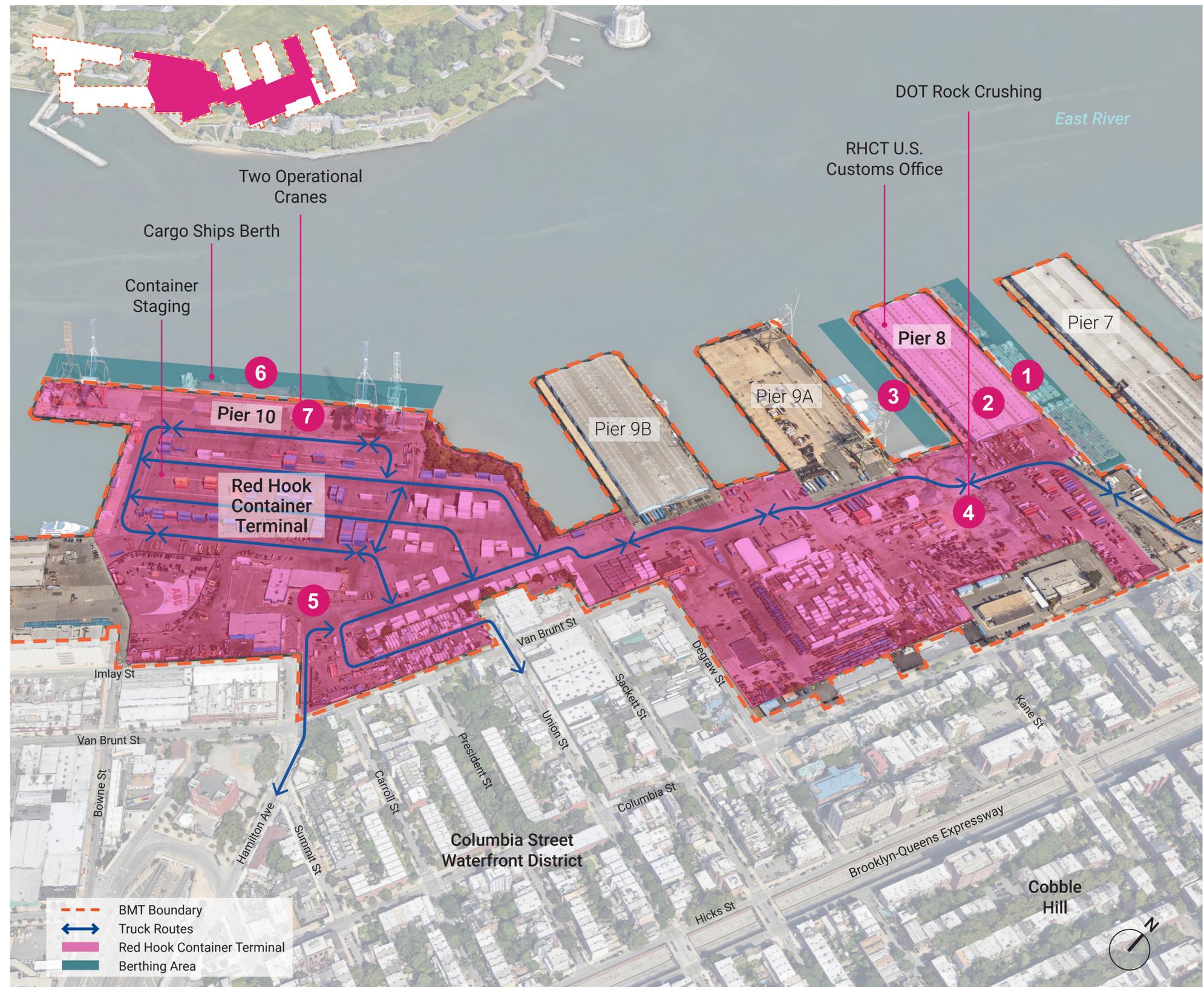
RHCT routinely receives refrigerated containers of produce and food that are important for the City's food supply chain. RHCT also routinely receives lumber and aggregate as break-bulk cargo, which is important for the City's construction industry. With weekly services from the West Coast, South America, Central America, and the Caribbean basin, millions of pounds of fresh and frozen perishable products arrive at RHCT for distribution throughout the city and region.

Cargo ships berth on Pier 10 and container staging occurs throughout the pier. There are three cranes at the port historically, with two cranes

unloading off container ships while the third is used for a barge. These cranes are set on tracks on the ground that allow containers to be moved across the ships to trucks. Currently, RHCT only has two operational cranes, requiring the terminal to barge off hours to meet demand.

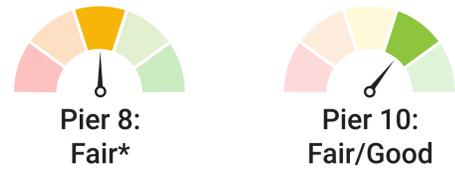
From BMT, there are direct port connections to Newark. **About half of the containers that come through RHCT are barged to Newark either for delivery west of the Hudson or temporarily warehoused in NJ before being trucked back for final delivery in the five boroughs.**

Pier 8 & 10



Meet the Piers

Pier Condition



* Pier 8 has limited deterioration despite deferred maintenance, but cannot support truck traffic on the western edge.

Stats

Red Hook Container Terminal (RHCT) is a **65-acre** full-service container port.

RHCT handles **1.4%** of PANYNJ container traffic;

RHCT's volume has remained flat in the past decade and fallen as a share of the total **52%** of traffic barged back across New York Harbor to New Jersey.

- **60,111** containers a year
- **47,822** bulk freight per year (mt)

1 On the north side of Pier 8, Van Lane Bunkering has a lease with NYCEDC to berth their empty fuel barges.



Pier 8 & 10

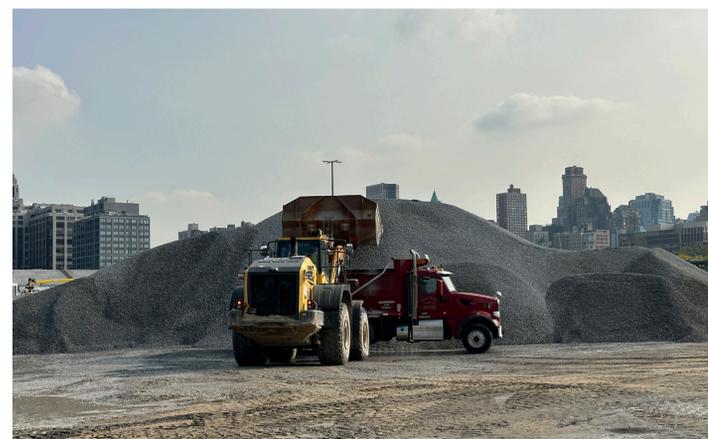
2 The warehouse on Pier 8 currently contains U.S. Customs.



3 Public berthing, or when boats dock along the piers, happens on the south side of Pier 8.



4 To the east and in the upland area of the RHCT, space is leased out to DOT for rock crushing for future sidewalk repairs across the city.



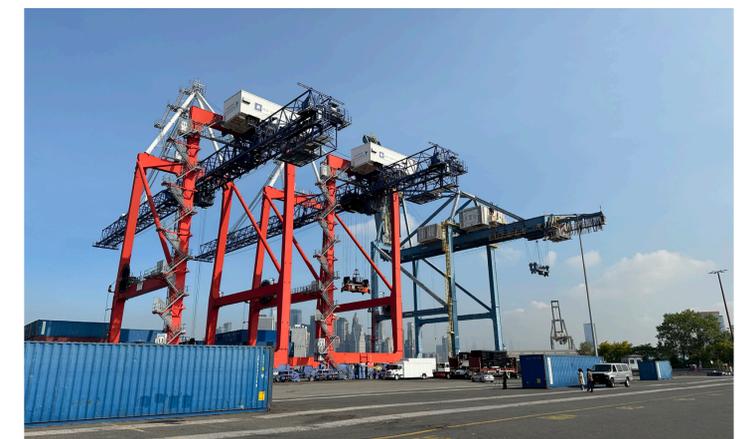
5 The main truck entrance to the RHCT is at Hamilton Ave and Van Brunt St. The security gates are set back from the streets.



6 Cargo ships berth on the west side of Pier 10.



7 There are two operational cranes in RHCT (on Pier 10). RHCT is in need of additional cranes.



Meet the Piers

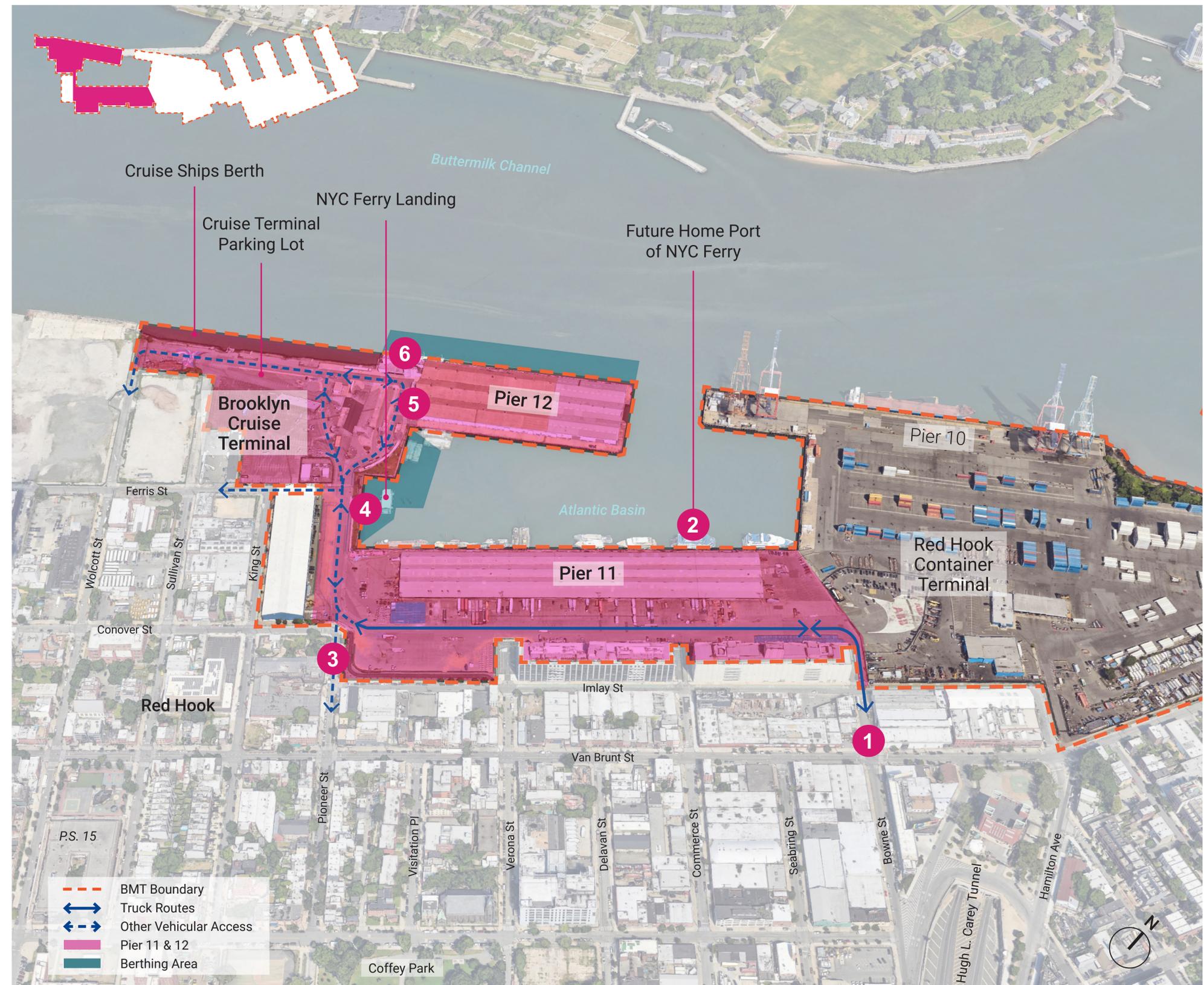
Pier 11 currently hosts the wholesale lumber distributor D&M Lumber and parking space for Brooklyn Cruise Terminal staff. The waterside and northern end of the Pier 11 shed is being reconfigured to support the buildout of a second Homeport facility for NYC Ferry. This facility will provide overnight berthing space, operations, and maintenance in Red Hook to supplement the Homeport at the Brooklyn Navy Yard. Homeport II is expected to break ground in early 2025 and open in 2026.

Pier 12 hosts the Brooklyn Cruise Terminal (BCT) and the current NYC Ferry Stop. The Brooklyn Cruise Terminal (BCT) opened in April 2006 and includes 200,000 square feet of flexible terminal space, bus stalls, and parking. As of April 2023, the cruise terminal has a ship dock every Sunday year-round, with additional vessels using the terminal as needed.

The Brooklyn Cruise Terminal (BCT) was the first shore power system—where a ship receives shoreside electrical power while docked, allowing its diesel engine to be turned off—on the East Coast and remains the only shore power capable terminal on the East Coast. Shore power is an effective way of reducing air emissions, especially to nearby communities.

Atlantic Basin is also part of DockNYC, a program that operates and manages publicly owned waterfront sites in the city. Atlantic Basin currently accommodates community events, tug and barge, historic and educational uses, recreational uses (including overnight docking), and transient docking.

Pier 11 & 12



Meet the Piers

Pier Condition

Condition not shared for Pier 11 or 12 in the PANYNJ briefing document.

Stats

The total area of Brooklyn Cruise Terminal (BCT), highlighted on map, is **37 acres**.

Over the past one decade, the City has invested over **\$160 million** in Piers 11 and 12.

In its first year of operation in 2006, the 182,000-square-foot Brooklyn Cruise Terminal facility welcomed 40 ships and **added 330 new permanent jobs** to the Brooklyn waterfront.

In 2023, there were **65 cruise calls*** in Brooklyn Cruise Terminal.

**A cruise call is a stop a cruise ship makes at a port during its itinerary.*

In a cruise passenger survey conducted in July 2024, **over 70%** of passengers traveled to the cruise terminal from one of three regions: Brooklyn, New Jersey, or 'Other' including upstate NY, CT, and PA.

There are ongoing efforts to reduce traffic congestion and increase cruise passenger use of ferry and shuttles instead of private vehicles.

Pier 11 & 12

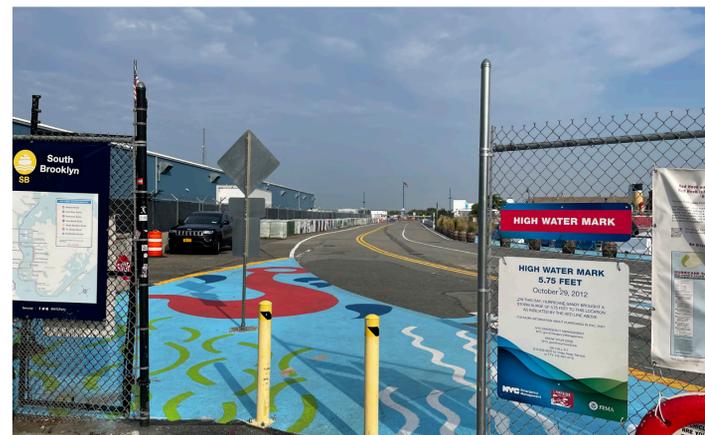
- 1 The Main entrance to the Brooklyn Cruise Terminal is off Bowne Street.



- 2 NYC Ferry is building a new home port in Atlantic Basin.



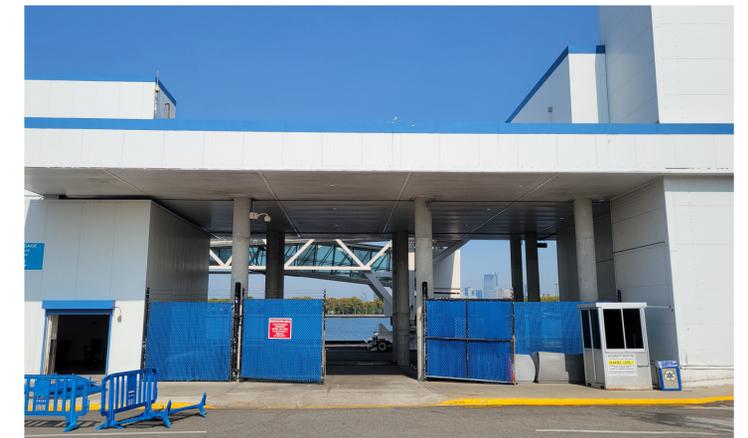
- 3 Pedestrian access to the NYC Ferry is along Pioneer Street.



- 4 NYC Ferry has an existing landing in Red Hook.



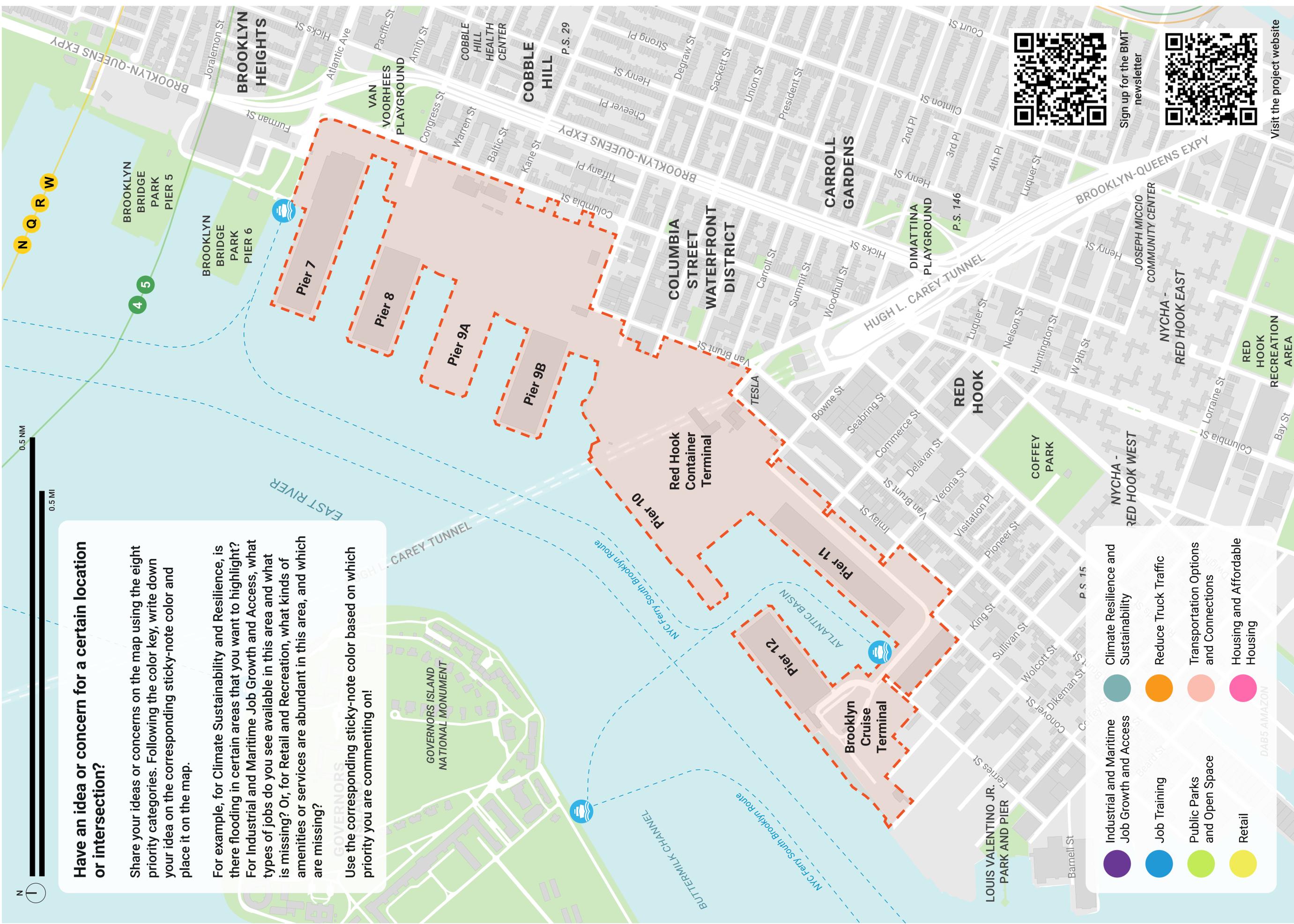
- 5 Cruise ship berthing happens on the west side of Pier 12.



- 6 The Brooklyn Cruise Terminal facility is located at Pier 12.



What opportunities do you see? And, what is missing?



Have an idea or concern for a certain location or intersection?

Share your ideas or concerns on the map using the eight priority categories. Following the color key, write down your idea on the corresponding sticky-note color and place it on the map.

For example, for Climate Sustainability and Resilience, is there flooding in certain areas that you want to highlight? For Industrial and Maritime Job Growth and Access, what types of jobs do you see available in this area and what is missing? Or, for Retail and Recreation, what kinds of amenities or services are abundant in this area, and which are missing?

Use the corresponding sticky-note color based on which priority you are commenting on!



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What maritime terms do you know?

<u>Term</u>	<u>Definition</u>
Breakbulk	A shipping method for transporting goods that are too large, heavy, irregularly-shaped, or fragile to fit into standard shipping containers
Berth	Sufficient distance for maneuvering a ship; the place where a ship lies when at anchor or at a port
Finger Pier	A dock landing that branches from an access walkway or terminal platform to form a slip and provide direct access to boats
Marginal pier (also known as a marginal dock)	A pier placed immediately adjacent and parallel to the shoreline or seawall, bulkhead, or revetment and provides direct access to boats and more space for unloading cargo
LOLO (lift-on/lift-off)	Cargo ships with on-board cranes to load and unload cargo, also known as geared vessels
RORO (roll-on/roll-off)	Cargo ships designed to carry wheeled cargo, such as cars or trucks, that are driven on and off the ship on their own wheels or using a platform vehicle
Shore Power (also known as shore supply)	The provision of shoreside electrical power to a ship at berth while its main and auxiliary engines are shut down

<u>Term</u>	<u>Definition</u>
Longshoremen	Person who loads and unloads cargo onto ships at a dock or port
Short sea shipping	The movement of cargo and passengers mainly by sea along a coast, without crossing an ocean; also known as marine highways, motorways of the sea, or coastal trade/coastal shipping
Stevedore	Someone who works at or is responsible for loading and unloading ships in port
Last-mile	The last leg of a journey comprising the movement of passengers and goods from a transportation hub to a final destination
Reefer	A refrigerated container used to carry perishable goods at a cooler, controlled temperature to avoid spoiling or damage to the product
Reach stacker	A vehicle used for handling intermodal cargo containers in small terminals or medium-sized ports