



Dear BMT Task Force Members,

As members of the Brooklyn Marine Terminal Task Force and Advisory groups with deep experience in the maritime industry and port operations, we've participated in the Vision Plan process with both excitement about the future and profound concern about inaction.

For decades, BMT has suffered from inaction and disinvestment from a landlord, the Port Authority, who had little interest or commitment to BMT's success as a port. Since EDC took over management of the site, we've seen a complete change in both operational support and financial investment. Just this week, EDC entered contracts for a new \$15M all-electric crane and millions more in fendering investments for Pier 10, both critical investments to continuing the container business at BMT in the short-term.

We also know that these investments are just scratching the surface of what is needed. EDC's consultants at Moffat & Nichol have made a compelling case for a 60-acre port with a substantial marginal pier allowing BMT to compete with other regional ports on the East Coast, particularly Wilmington and Philadelphia. The container port on Pier 10 can handle at least one more service through densification, and the flex maritime space on the new marginal pier provides opportunities for even further expansion of container operations, much-needed construction staging space, or other important maritime industrial uses. Moreover, EDC's plan to connect via barge to Hunt's Point in the Bronx will further enhance the opportunity for a port operator at BMT and lead to over 400 trucks being removed from our streets daily by kickstarting the city's Blue Highway container network. An enhanced Blue Highway network has been a long-term goal of many in the Brooklyn maritime community and will directly benefit the quality of life for residents of both Brooklyn and the Bronx. A significantly enhanced cruise terminal with a single operator for the cruise, container and Blue Highway components of the site is a smart move leading to greater efficiency, community coordination and local job growth.

The Vision Plan on the table provides a road map and the resources to finally build a state-of-the-art, all-electric port with a flourishing cruise and container business with room for BMT to become a key node on the Blue Highway that will serve residents for generations to come. We will all be proud of this facility and our role in making it fit for the next 100 years. We strongly urge the Task Force to consider the benefits of this essential investment when casting your vote.

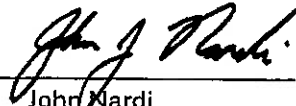
Further delay on bold action for BMT risks losing the last functional maritime components of the historic Brooklyn waterfront at piers 7 – 10, losing jobs, and hundreds of millions in public grants. This would be a huge setback for the port, dockworkers, and all New Yorkers who would benefit from fewer trucks in their neighborhoods that this rebuilt port would bring.

Many of you have supported a modern port at BMT for years and for that we are very grateful. A project of this size and ambition requires compromise on all sides. Let's not let the perfect be the enemy of the very good.

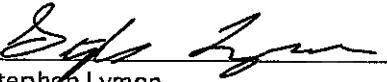
Sincerely,



Frank Agosta
President
ILA Local 1814



John Nardi
President and CEO
Shipping Association of NY&NJ



Stephen Lyman
Executive Director
Maritime Association of NY&NJ



Michael Stamatis
President and CEO
Red Hook Container Terminal, LLC



Thomas Barattini
Vice President
Shipping Association of NY&NJ