

The background of the slide is a blue-tinted photograph of a port terminal. Several large gantry cranes are visible, extending over a pier. In the distance, a city skyline with various buildings is visible under a clear sky. The overall scene is industrial and maritime.

# Vision for Brooklyn Marine Terminal

Task Force Meeting #5

January 30, 2025

**BMT** Managed by  
NYC/EDC

# Agenda

<b>Engagement Progress</b>	<b>15 mins</b>
<b>Cover Memo Overview</b>	<b>5 mins</b>
<b>Port Memo Overview</b>	<b>15 mins</b>
<b>Task Force Open Discussion &amp; QA</b>	<b>85 mins</b>

15 mins

# Engagement Progress

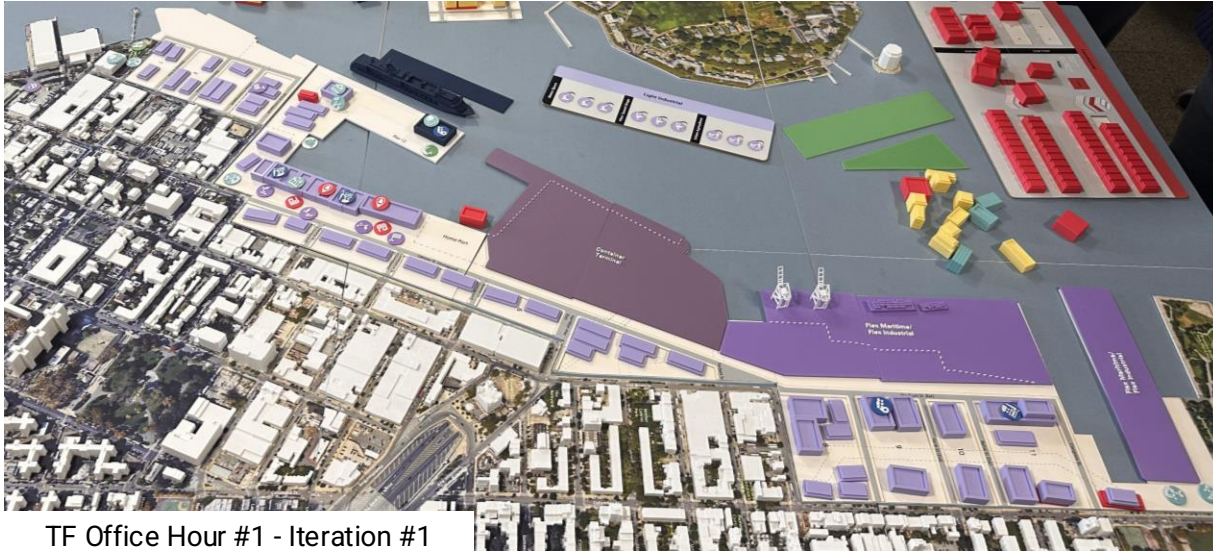
# Additional engagement since our last TF meeting (12/18)

- Initial public engagement summary published online (12/5)
- 2 Task Force Site Planning Office Hours
- 5 Advisory Group Meetings (pending NYCHA schedule confirmation)
- Public Workshop #3 Sessions
  - **177 total participants**
    - BMT Site Planning Exercise
    - 19 sessions from January 11 to January 21

# Overall feedback since our last TF meeting (12/18)

- Strong support for modern and sustainable port and container operations.
- Desire to retain/enhance light industrial flex spaces.
- General support for redeveloping the Brooklyn Cruise Terminal into a multi-purpose hospitality and entertainment hub, complemented by other cultural and civic land uses.
- Interest in transforming Atlantic Basin into a commercial/cultural/creative hub while expanding waterfront open spaces.
- Recognition that we are in a housing crisis and that it is appropriate to study housing at BMT. Strong preference for contextual development, and some deep concerns around tall towers and high-density luxury condos.
- Desire for additional options and/or increased services for public transit, including bus rapid transit and ferry.
- Desire to create additional open spaces at the north and south ends of the site, connected by a strong north-south greenway and integrated public transit.
- Support for resiliency and protection against threats from climate change. Questions around resiliency measures and standards that the project should design to.
- Emphasis on multi-modal delivery and micro-mobility for last-mile delivery. Excitement about the potential transportation spine to reduce truck traffic on Columbia St and Van Brunt St.
- Strong interest in workforce training and career pipelines.

# Task Force Site Planning Session #1 – What We Heard



## TF Session #1 Key insights and takeaways:

- **Iteration 1:** Built a full port scenario without open space. No housing development.
- **Iteration 2:** Built a full low-rise MIH housing scenario with open space on Pier 7 and Pier 12, ~3.6k housing units.
- Did not reach a consensus on the Cruise Terminal's location.
- Discussion on keeping cruise on Pier 12.
  - The cost of moving the cruise to the north is not justified with Atlantic Ave and Columbia St congestion and lack of direct subway access.
  - Pier 11 should have a waterfront character, with retail and F&B, like Lisbon Portugal Timeout Market or Industry City.
  - Location of the ferry at Pier 11 is convenient for cruise passengers to get them to Dumbo, Manhattan, etc.
  - Height was not preferred for the housing regardless of transit benefits.
  - Interest in including flex at Pier 12 and hotel at the UPS site.
- Discussion on moving cruise to Pier 8/9.
  - Bigger economic impact for Brooklyn by capturing cruise passengers/tourists.
  - Indirect economic impact should be considered within the financial model.

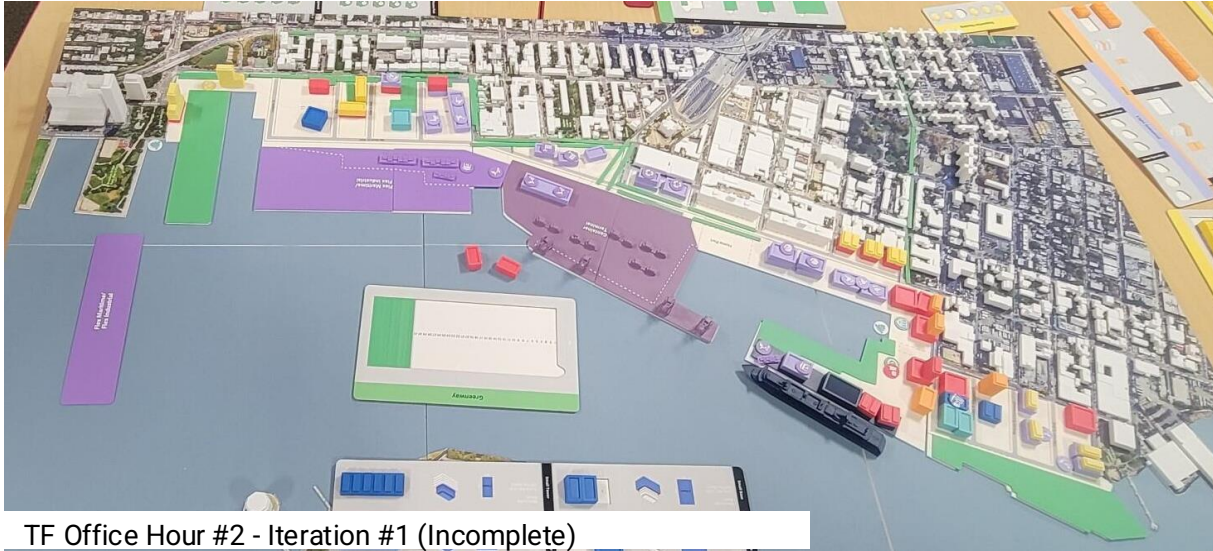
# Task Force Site Planning Session #1 – What We Heard



## TF Session #1 Key insights and takeaways:

- Re-emphasized the need for the port and container terminal for economic port redundancy.
- Interest in any cruise revenue being brought back into the Red Hook community.
- Interest in seeing flex on Pier 7.
- Interest in building an income-producing flex space and container operation at Pier 8/9 with smaller cranes.
- Articulated a vision for more multi-modal delivery instead of sole reliance on trucks.
- Acknowledgment of the positive step of the city acquiring BMT and being a more active steward than Port Authority.
- Recognition that housing (and affordable housing) development are drivers of economic development.
- Without the lack of transportation concern on how residential development to the south would be accessed.
- Should be deliberate in height and density to be contextual, including in Red Hook.
- Concerns about the gridded street and alignment.
  - Discussed the possibility of a car- and truck-free zone in the non-maritime zone.

# Task Force Site Planning Session #2 – What We Heard



TF Office Hour #2 - Iteration #1 (Incomplete)

## TF Session #2 Key insights and takeaways:

- **Iteration 1:** TF discussed several issues related to the site and did not complete a site plan. Built ~600 housing units.
  - Key components of the work in progress site plan included light industrial throughout, commercial, and limited hotel near the cruise terminal and on the UPS site.
  - Located a limited amount of residential, commercial, light industrial, and civic land uses on the northern portion of the site.
  - Designated Pier 7 as an open space and located some adjacent taller residential buildings.
  - Focused on uses that increase jobs and resources, including for the Red Hook community.
- **No Iteration 2**
- Discussion on the pros and cons of moving the Cruise Terminal.
  - By moving it north it would be closer to transit than the existing location.
  - Decided to leave it in the south, given a missed opportunity for the Red Hook community to enjoy any future improvements on BCT
  - Challenge raised on the financial assumptions related to open space, light industrial, manufacturing, and commercial. Noted that these assumptions are based on market analysis
- Discussion on the current port opportunities and challenges surrounding subsidy, jobs, and throughput.

# Task Force Site Planning Session #2 – What We Heard



## TF Session #2 Key insights and takeaways:

- Appreciation for the site planning tool for the public as a visual learning opportunity who may learn better this way.
- Concern around the framing of the UPS site as being part of the BMT acreage.
- Discussion on what the UPS site could be if included in the site plan.
  - Hotel located between the site and cruise terminal.
  - Using topography and open space for resiliency measures, like the Fort Defiance Park proposal
  - Desire for increased ferry options and a free ferry to Governor’s Island.
- Turning the existing parking lot at BCT into commercial spaces and a workforce training center.
- Questions on when the site need to compensate for those initial costs needed.
  - The planning team’s port analysis looked at a 40-year span that includes the initial investment into the port.



# Task Force Comments Incorporated in the Site Planning Activity

**Based on TF feedback, the following have been added to the materials ahead of the public sessions:**

- Disaggregated job data for Red Hook and other study area neighborhoods
  - Census data showing employed in area, live in area, employed and lived in area
  - Reviewed and cross-referenced CDNA's report to validate data accuracy
- Added additional housing data of permitted and not yet completed units to communicate what is in the pipeline
- Added slide on notable future and potential future developments (not comprehensive)



# AG#2 – Transportation, Mobility & Open Space

Chair: Regional Plan Association

## Initial Summary:

- Emphasis on the critical importance of public transit, including bus rapid transit and light rail, along with the need for a comprehensive mobility vision beyond vehicle-centric road infrastructure.
- Focus on improving porosity and connectivity, both north-south and with adjacent communities, with specific support for through streets over the BQE trench to enhance neighborhood access.
- Proposal for a truck-exclusive spine road to remove trucks from neighborhood streets and separate truck traffic from vehicles and pedestrians.
- Interest in developing a direct connection to Lower Manhattan via bus (ie. the Red Hook Bus Coalition) through the Hugh L. Carey Tunnel.
- Advocacy for additional green spaces, including parks at Pier 7 and support for the Fort Defiance Park proposal.
- Support for strengthening connections between Governors Island and the BMT via ferry, with consideration for adapting a landing/receiving site at Atlantic Basin.
- Exploration of green street corridors (e.g., increased tree coverage), public rooftop open spaces, and blue spaces that provide direct access to the water.

# AG#2 – Waterfronts, EJ & Resiliency

Chair: Waterfront Alliance

## Initial Summary:

- The AG did not support housing development on the site and minimally participated in the site planning exercise.
- Participants expressed frustration with EDC's focus on housing and commercial uses to cover the site's baseline costs, urging consideration of alternative opportunities (ex. bonds, private investments). Participants stressed the importance of viewing BMT within the context of the regional network of industrial and waterfront sites, asserted it was inappropriate to conduct the site planning exercise outside the context of the regional landscape.
- The assumption that ports must be profitable and operate without subsidies was questioned.
- Emphasized the need to prioritize resiliency and explore opportunities for renewable energy generation on-site.
- Proposed micro-mobility as a potential strategy to reduce truck traffic and its impacts.

# AG#2 – Maritime/Industrial & BMT Tenants/Port Op

Chair: SBDIC and Red Hook Container Terminal

## Initial Summary:

- Acknowledged that the Port Authority has historically been a poor steward of BMT, failing to invest in the site over several decades. Highlighted the need to support the EDC in developing a plan and strategy to finance the port's modernization, preventing further decline.
- Shared that this opportunity may not reopen if this process is not productive.
- Strong desire among participants to see a maritime or port-first plan or option prioritized.
- Several participants emphasized the potential for full maritime utilization at BMT, noting the high demand for maritime space due to a lack of such facilities in the city and region
- Stressed the importance of considering job density and creating opportunities for family-sustaining wages that benefit a diverse range of communities. They also discussed the potential for co-locating denser ancillary uses, ie. maritime adjacent uses.
- Some participants noted that demand at BMT could surpass initial projections due to population growth and the Port Authority's 2050 Master Plan TEU forecast.
- The environmental impacts of blue highways, particularly in Red Hook with last-mile delivery, were identified as an important consideration.
- Participants underscored the need for local workforce training programs, with a specific emphasis on adult training initiatives and for residents in the adjacent neighborhoods.



# AG#2 – Community Development & Housing

Chair: Fifth Avenue Committee

## Initial Summary:

- Discussion on the proportion of rent-burdened households in NYC, highlighting the need to target AMIs at 80% and below.
- Desire for creative residential block typologies that de-prioritize vehicular traffic, with a comprehensive approach to pedestrian safety and mitigating negative environmental impacts (e.g., emissions and particulate matter).
- Proposal to limit the new spine truck route to the southern portion of the site, aligning with the Hamilton Ave entrance/exit.
- Interest in alternative marginal pier and port configurations to increase direct waterfront access.
- Interest in exploring alternative affordable rental and cooperative housing models, with specific reference to the Mitchell-Lama program.
- Interest in opportunities to develop workforce housing and housing for vulnerable populations, including supportive housing.
- Interest to cap portions of the BQE trench for housing and open space as a benefit for adjoining neighborhoods.
- Desire for more detailed information on the spine road.
- Call for a clearer connection between community feedback and initial scenarios/site plans.

# Public Workshop #3 – Site Planning Exercise

## Overview:

- 177 total participants
- 100+ post-workshop survey responses
- 19 sessions
  - from January 11 to January 21
- 2 Locations
  - Red Room
  - Miccio Center



# Public Workshop #3 – What We Heard

## Overall Feedback – Initial summary:

- Strong desire for a broader and more creative range of revenue-generating land uses on the site, beyond just housing and commercial development.
- Recognizing the citywide and regional importance of the port, many participants called for increased City and State funding to help offset the baseline costs. Inappropriate for surrounding neighborhoods to “pay for the port”.
- Frustration regarding the City’s inability to secure a capital funding commitment from the Port Authority as part of the land swap.
- Interest in exploring ways to minimize baseline costs to reduce the required number of housing units on the site.
- Participants expressed concern and felt the proposed target for housing units was unrealistic given the site's physical constraints and its potential impact on the surrounding communities.
- Significant concerns about transportation and mobility, particularly given existing traffic challenges and the lack of robust transit options, such as a subway connection.

# Public Workshop #3 – What We Heard

## Site planning feedback – Initial summary:

- Some participants advocated to maintain the port for maritime industrial uses, while nearby residents voiced concerns on acoustic and air pollution from current and potential increased port uses.
- General support for redeveloping the Brooklyn Cruise Terminal into a multi-purpose hospitality and entertainment hub, complemented by other cultural and civic land uses.
  - Most groups decided to keep the cruise terminal at Pier 12
- Recognition that we are in a housing crisis and that it is appropriate to study housing at BMT. Deep concerns about tall towers, high-density luxury condos, and their potential impact on the existing character of surrounding communities. Emphasis on contextual development.
- Some participants suggested incorporating greater density and building height near Pier 7, referencing nearby housing developments as a precedent.
- Interest in transforming Atlantic Basin into a commercial/cultural/creative hub while expanding waterfront open spaces.
- Desire to create additional open spaces at the north and south ends of the site, connected by a strong north-south greenway and integrated public transit.
- Questions around resiliency measures and standards that the project should design to.
- Strong interest in workforce training and career pipelines.

5 mins

# Cover Memo Overview

15 mins

# Port Memo Overview



# Key Takeaways

## Container Terminal Today:

- BMT's potential to handle more containers and general cargo is not limited by space, but rather by physical constraints, obsolete infrastructure and equipment, and competition
- BMT is a niche terminal for refrigerated cargo destined to NYC market, serving smaller vessels on smaller trade routes
- 2 regular services at BMT also call to ports in Philadelphia, Wilmington that are direct competitors to BMT for the small vessel, perishable product market

## Container Market Outlook:

- With investment in piers and equipment, BMT can add a 3rd service, increasing annual volume 50% from 90k to 135k moves
- Integration of Blue Highway barge service to Hunts Point also has the potential to grow container volume at BMT
- A modern 60-acre port will provide enough space to handle upwards of 170,000 moves/yr, construction staging for (2) projects simultaneously, bulk cargo, and Blue Highway
- Densified operations are common practice at modern container terminals for increasing capacity and speed of cargo-handling
- A new marginal pier, improved infrastructure, and new equipment will enhance BMT's competitiveness and ability to operate without subsidy

# BMT – Container Terminal: A brief overview

- Overall Container Assessment:
  - Opportunity – specifically in perishables, a potential to capture cargo that comes to the region but is being handled elsewhere
  - Challenges – NY/NJ is a competitive market and the terminal has significant infrastructure limits
    - Lack of rail and interstate highway connections (works for serving the NYC market)
    - Access channel (40') with a roughly 4,000 TEU vessel limit (right size for market served)
- Today we will discuss in more detail:
  - Existing Market
  - Container Market Outlook
  - Container Port Precedents
  - Operational and Planning Implications
  - General financial structures we see in port developments

# BMT – Container Terminal: The Existing Market Conditions (a)

- BMT is not comparable to the large terminals at the Port of NYNJ due to market & physical limitations
- Scale representation of BMT vs. Maher Terminal, Port Newark



- Demand
  - 2 regular scheduled services (niche carriers)
  - Strength in refrigerated cargo (subset of overall container demand)
  - ~2% of NYNJ total throughput
- Supply
  - Channel depth = 4,000 TEU vessels
  - Berth lengths & equipment
  - Yard area
  - Highway access

# BMT – Container Terminal: The Existing Market Conditions (b)

The services which utilize smaller vessels are and will continue to be the target customers of BMT

Terminal	Service	Avg TEU
APMT Port Elizabeth Terminal		
	2M / ZIM - FE-USEC service - TP12 / Empire / ZBA	9,621
	2M / ZIM - FE-USEC service - TP16 / Emerald / ZSA	8,538
	2M / Zim - FE-USEC service - TP17 / America / Z7S	9,247
	2M agreement - Transatlantic - TA-5 / MEDUSEC	8,424
	Extra sailers (Far East-USEC)	4,680
	Hapag-Lloyd / Maersk - Cartagena-Manzanillo-USEC relay service (USW / AGAS)	4,357
	Maersk - India-ME-US service - MECL (US flag service)	6,716
	Maersk - Med-WCSA service - Ecumed	4,500
	Maersk / Hapag-Lloyd - USEC-ECSA service (Tango / SEC)	5,384
	OCEAN Alliance - FE-PSW-FE-ECNA Pendulum (PSW3+ AWE3)	13,544
ONE - West India-North America service (WIN)	6,944	
1 <b>Turkon Line / Hapag-Lloyd / Arkas - Med-America Line (USM / TNE / USX)</b>	<b>1,995</b>	
Wan Hai / Hapag-Lloyd - FE-USEC AA7 service	13,954	
Maher Newark Terminal - (Port Elizabeth)		
2 <b>Bermuda Container Line (BCL) - New York-Hamilton shuttle</b>	<b>456</b>	
COSCO / OOCL / ONE / CMA CGM - East Med-America service (EMA / Turkey US Express)	4,253	
Extra sailers (Far East-USEC)	12,003	
Hapag-Lloyd - Indian Subcontinent-USEC service (TPI Indamex)	9,210	
3 <b>Hapag-Lloyd - Turkey-USEC service (TEX)</b>	<b>2,741</b>	
Hapag-Lloyd / CMA CGM / COSCO - India-America Direct Express service (Indamex / TPI / IPE)	9,996	
OCEAN Alliance - FE-ECNA - AWE2	13,985	
OCEAN Alliance - FE-ECNA - AWE4	12,072	
OCEAN Alliance - FE-ECNA - AWE5	13,150	
OCEAN Alliance - FE-USEC - AWE1	13,328	
OCEAN Alliance - North Europe-USEC service - TAT2	7,207	
OCEAN Alliance / THE Alliance - Med-USEC joint service (Amerigo / AL6 / ATM1)	8,750	
THE Alliance - North Europe-USEC service - AL2	6,945	
ZIM - Asia-WCSA service - ZIM Albatross (ZAT)	4,253	
4 <b>ZIM - Canada Feeder Express (CFX)</b>	<b>1,113</b>	
ZIM - China-SE Asia-USEC ZIM Ecommerce Xpress Baltimore (ZXB)	7,864	
Zim - East Med-West Med-ECNA service - ZCA	4,551	
Port Liberty Bayonne		
	COSCO / OOCL / ONE / CMA CGM - East Med-America service (EMA / Turkey US Express)	4,308
	THE Alliance - FE-ECNA - EC5 / SUEZ2	14,010
	THE Alliance - FE-USEC - EC1	13,620

There are 4 independent services within NYNJ which utilize vessels <4,000 TEU

Terminal	Service	Avg TEU
Port Liberty New York		
	2M / ZIM - FE-USEC service (TP11 / Elephant / ZNF)	9,643
	CMA CGM - Indian Subcontinent-USEC service (INDAMEX)	10,629
	<b>CMA CGM - Kingston-Caribbean-Canada-USEC 'Cagema 1' service (IBX)</b>	<b>1,698</b>
	<b>CMA CGM / COSCO SHIPPING Lines / ONE - USEC-WCSA service (Americas XL / NEWS / FLX)</b>	<b>2,586</b>
	<b>CMA CGM / Marfret - Europe-US-ANZ Pendulum via Panama (PAD / NASP)</b>	<b>2,416</b>
	Extra sailers (Far East-USEC)	8,089
	Hapag-Lloyd - Indian Subcontinent-USEC service (TPI Indamex)	9,210
	OCEAN Alliance - North Europe-USEC service - TAT2	7,092
	OCEAN Alliance / THE Alliance - Med-USEC joint service (Amerigo / AL6 / ATM1)	8,465
	Port Newark Container Terminal (PNCT)	
	2M / ZIM - FE-USEC service (TP11 / Elephant / ZNF)	8,924
	2M agreement - Transatlantic - TA2 - ATL2 / NEUATL2	4,675
	2M agreement - Transatlantic - TA3 - ATL3 / NEUATL3	5,591
	2M agreement - Transatlantic - TA-5 / MEDUSEC	8,189
	<b>ACL - Transatlantic conro service (Grimaldi-owned)</b>	<b>3,809</b>
	Extra sailers (Far East-USEC)	8,089
	Extra sailers (Latin America)	15,413
	<b>Maersk / MSC - USEC-South Africa service (America Express service - AMEX)</b>	<b>3,452</b>
	<b>MSC - Canada Gulf Bridge service</b>	<b>2,695</b>
	MSC - Far East-USEC service (Liberty)	6,494
MSC - India-USEC-USG service - Indus Express (new version)	8,188	
MSC - Med-US service (EMUSA)	4,729	
MSC - North Europe-Canada service (Canada Express)	5,990	
MSC - North Europe-Mexico (NWC to Mexico Express)	4,296	
MSC - NWC-USA-Ecuador service	6,837	
<b>MSC - Philadelphia-Panama service (Philadelphia Express)</b>	<b>2,846</b>	
MSC - US-Caribbean-ECSA service	6,255	
Red Hook Container Terminal		
	<b>Extra sailers (Latin America)</b>	<b>1,127</b>
	<b>Grimaldi - USEC-West Africa-ECSA conro service (Loop 2)</b>	<b>1,758</b>
	<b>Seaboard Marine - Balboa-Paita-Ecuador service</b>	<b>1,341</b>
	<b>Seaboard Marine - USEC-Caribbean-Central America service 1</b>	<b>2,559</b>

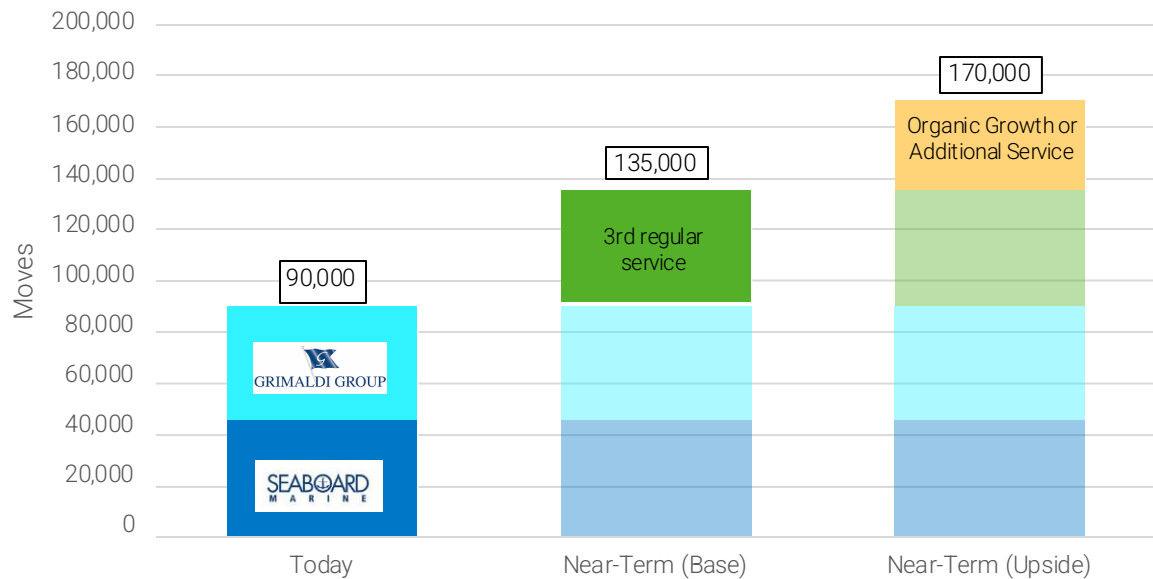
2 regularly scheduled services at BMT

Services with small vessels at affiliated terminals

# BMT – Container Terminal: Future Market Outlook

The container outlook envisions 1 additional regular service which brings annual throughput to 135k moves

## Improvements lead to the capture of a new service



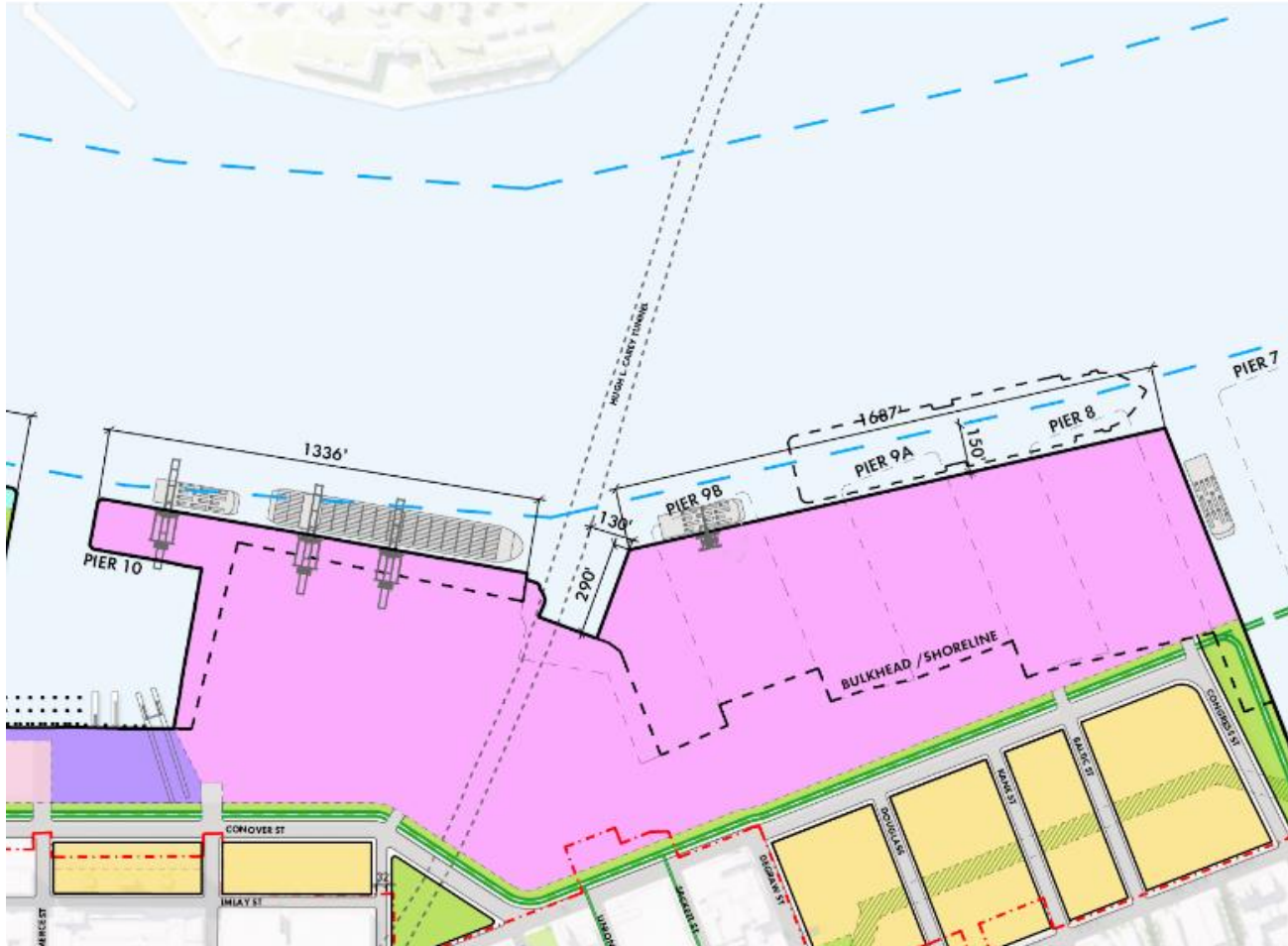
- Today: RHCT has two regular services (90k moves/yr)
- Future Demand
  - With investment in piers and equipment, BMT should be able to capture 1 additional service.
  - 1 additional service can grow to 135,000 moves/yr
  - Scalable to 170,000 moves should activity exceed expectations
  - Reefer cargo market grows at 1-2% annually while the container market grows at 3-4% annually

# Industry Feedback

As part of this analysis, M&N completed a series of industry interviews.

- Interviews completed with Terminal Operators and Port Investors to present the conceptual BMT redevelopment project and solicit feedback on opportunities and risks.
- Key Feedback:
  - Recognition that BMT would continue to serve a niche role inside the larger port NYNJ basin (smaller vessels, smaller trade routes).
  - Replace finger piers with marginal pier to provide operational flexibility
  - Future market strength could be in a specialized market like perishables.
  - Maybe challenging for shift to barge movement to compete with trucks.
  - Potential integration with Hunts Point with BMT serving as a Blue Highways through a single operator could be an opportunity for food distribution and could grow cargo volumes at BMT.
  - A long-term lease (30-year minimum) is needed to attract an operator.

# BMT – Future Site Plan



- New marginal pier, improved infrastructure (load-bearing capacity), and new equipment responds to market demands and industry trends, positioning the port for success
- Future 60-acre port is enough space to accommodate the following uses:
  - Container terminal plus additional capacity (scalable to 170,000 moves);
  - Flex maritime space, which could include:
    - Additional container storage;
    - Bulk cargo;
    - Construction staging; and
    - Future Blue Highway space
- Future terminal operations are expected to densify and port capacity can be increased through efficient use of land.

# BMT – Container Terminal: Port Precedents

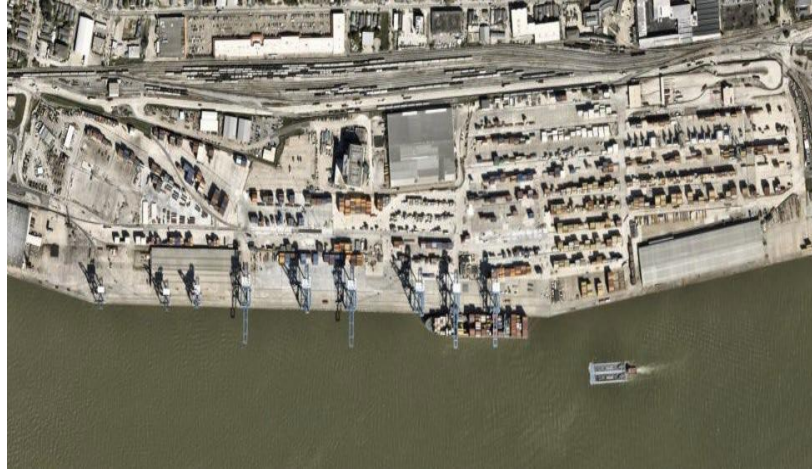
Precedent ports around North America have higher terminal capacity per acre than what is projected at BMT

PORT OF HUENEME, CA – CONTAINER TERMINAL



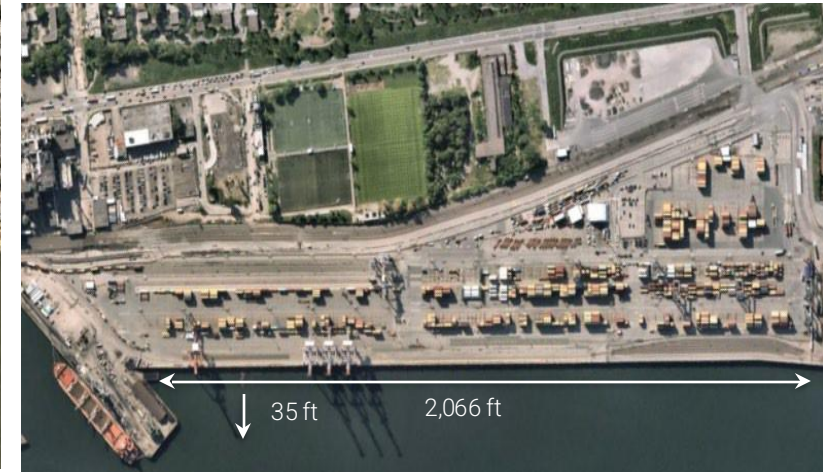
- Acreage: 20
- 2024 Throughput: 235,000 moves (50-50 I/E split)
- Throughput / acreage: 11,700 moves / acre

PORT OF NEW ORLEANS, LA – NAPOLEON AVENUE TERMINAL



- Acreage: 75
- Capacity: 600,000 moves/yr
- Capacity / acreage: 8,000 moves / acre
- 2024 Volume: 204k moves (40-60 I/E split)

PORT OF MONTREAL, CANADA – VIAU TERMINAL



- Acreage: 47
- Capacity: 350,000 moves
- Capacity / acreage: 7,500 moves / acre
- 2024 Volume: 220k moves

## Future BMT:

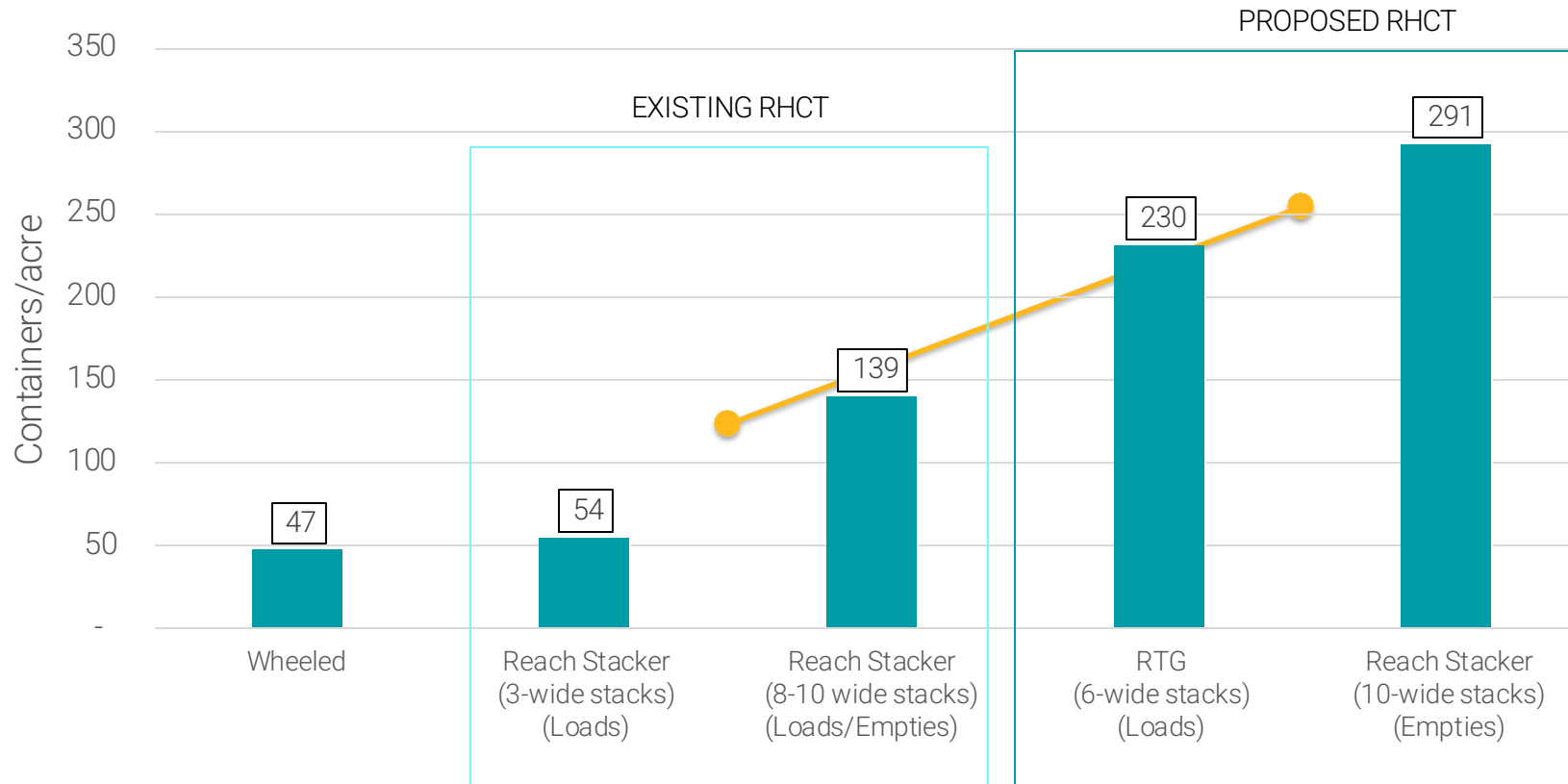
- Acreage: 26 acre container in 60-acre port
- 135k Throughput/ acreage: 5,100 moves / acre
- 170k Capacity / acreage: 6,500 moves / acre

*\* The above ports are not identical to BMT, therefore the acreage noted above is represents M&N's estimate of like-for-like infrastructure elements*

# BMT – Container Terminal: Operational and Planning Implications

The core difference between current and planned layouts is densification.

## Max Storage Capacity per Acre



- Densification by effective layout and appropriate equipment
- Proposed RTG operation can increase storage capacity by almost 90% above the existing reach stacker operation
  - Existing Avg = 130 moves / acre
  - Proposed Avg = 250 moves / acre

# BMT – Container Terminal: General financial structures

## ▪ **Who does what with respect to CAPEX?**

- It is industry standard for the landlord to invest in infrastructure and to be compensated by the terminal operator through its lease structure. The terminal operator invests in the superstructure (equipment).

### **Landlord**

- New Marginal Wharf
- Berth Improvements, Shore Power, Dredging
- Cargo Handling Equipment Site Electrification
- Container Yard Infrastructure (Pavement, Drainage, Lighting, Fencing)
- Container Yard Facilities (Buildings, Gate, Lanes)
- New fendering, Bollards
- Flex Yard Facilities (Terminal Buildings, Gate, Lanes)

### **Operator**

- Container Handling Equipment (Cranes and Yard)
- Cargo Handling Equipment Electrification Yard Substations
- Container Gate System/Technology
- Flex Cargo Handling Equipment
- Flex Cargo Handling Yard Electrification

### **Subsidies**

- It is industry practice for the terminal operator to not receive a subsidy to support their terminal operations
- It is industry practice for the operator to pay rent to the landlord

# Key Takeaways

## Container Terminal Today:

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- A modern 60-acre port will provide enough space to handle upwards of 170,000 moves/yr, construction staging for (2) projects simultaneously, bulk cargo, and Blue Highway
- Densified operations are common practice at modern container terminals for increasing capacity and speed of cargo-handling
- A new marginal pier, improved infrastructure, and new equipment will enhance BMT's competitiveness and ability to operate without subsidy

85 mins

# Task Force Open Discussion & QA

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# Vision for Brooklyn Marine Terminal

Task Force Meeting #5

January 30, 2025

**BMT** Managed by  
NYC/EDC