

## Brooklyn Marine Terminal Port Operations and Maritime Industrial Uses Request for Expressions of Interest (RFEI)

We are including this cover letter to our respective responses to this RFEI to emphasize our unified support for modifications to the BMT plan in its current form.

We support the stated goals of the plan, but we all agree that the proposed configuration and allocation of the unique and irreplaceable protected Atlantic Basin, and the replacement of the slips and piers on the northern portion of the site with a bulkhead are not optimal for implementation.

The renderings and graphics showing a new bulkhead parallel to busy Buttermilk Channel in place of the piers and slips, and the ones that show public access pathways and steps between the large proposed new light industrial/commercial building in place of the current pier sheds and the bulkhead cause us particular concern. The Blue Highway, a key component of the plan, with impacts for the entire region, is not well served by these two elements.

We strongly advocate for unobstructed access to the bulkhead and waters of Atlantic Basin adjacent to all industrial, and water-dependent commercial and community service uses. We also recommend that consideration be given to replacing the existing deteriorated piers and slips on the north end with a new basin, or new piers and slips, dedicated as a homeport for the Blue Highway, with protected bulkheads for transshipment of freight and room for a commercial repair facility dedicated to servicing the Blue Highway fleet. Adjacent upland warehouses for micro-freight consolidation and last mile-vehicle storage, repair and deployment should be a part of the plan.

If we are planning for the realization of the Blue highway at a scale where it will make a significant impact on truck traffic, and we need to preserve a base for essential water-dependent uses, we have to protect the BMT as a primary node in the network, and not shackle it with competing and inappropriate residential uses with conflicting traffic patterns and infrastructure needs.

# NYC/EDC BMT RFEI

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<https://www.sixthboromarine.com/>
- B. Company formed 6/26/2025 to provide freight and passenger service in NYC/NJ inland waters.
- C. Financial capacity and capability: Adequate for intended operations.
- D. Managing partners have over 100 years of successful maritime industrial experience in navigation, operation, repair, and construction of vessels and marine infrastructure in NYC, NJ, Charleston SC and Portland, OR.
- E. Quality of experience: Our team has performed high-quality maritime work under tight deadlines with demanding requirements since 1984.
1. Alignment with RFEI objectives: We are in business to serve the Blue Highway with our first vessel, the 110' ferry *Phyllis Ann*, and to serve as a homeport for the maintenance and repair of all vessels in the Blue Highway fleet with our floating drydock, crane barge, liftboat, mobile repair vessel and tug and fabrication shop currently located in Atlantic Basin.
  2. Long term viability: As long as we can continue to be conveniently located on the Brooklyn industrial waterfront in an affordable leasehold, and have a steady stream of work we are viable long-term.
  3. Our team has performed high-quality maritime work under tight deadlines with demanding requirements since 1984 in NYC, NJ, Charleston SC and Portland, OR.
  4. Please see our cover letter.