



CURRENT

The background of the document features a stylized, semi-transparent image of a multi-lane highway. A white semi-truck is driving on the right side of the road. In the distance, there are jagged, mountainous peaks under a hazy sky. The overall color palette is muted, with greens, greys, and blues.

RESPONSE TO A REQUEST FOR EXPRESSIONS OF INTEREST FOR

Port Operations & Maritime Industrial Uses to Support



**Pulling Green
Forward.**

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Cover Letter

Current Trucking LLC (“Current”), a national developer, owner, and operator of zero-emission vehicle (“ZEV”) and charging systems serving ports and logistics centers, formally submits this statement in response to the Request for Expressions of Interest (“RFEI”) for the Brooklyn Marine Terminal (“BMT”). Current fully supports New York City’s vision for a modern, all-electric, 21st-century port.

Current is interested in a public-private partnership (“P3”) with the New York City Economic Development Corporation (“NYCEDC”) and the Brooklyn Marine Terminal Development Corporation (“BMTDC”) to achieve the full electrification and modernization of BMT operations.

Our operational scope supports the complete transition of electric yard trucks, cargo-handling equipment (“CHE”), and supporting charging infrastructure. Since 2021, our mission has been to accelerate the sustainable energy transition by delivering reliable EV and charging technology—from yard tractors to Class 8 semis—backed by smart energy management and long-term operations services.

Current’s scalable service models, such as Charging-as-a-Service (“CaaS”) and Trucks-as-a-Service (“TaaS”), minimize capital outlay for operators while maximizing uptime. Our deployments meet Build America, Buy America standards. Additional benefits include infrastructure flexibility that allows for charging any electric vehicle (upgradeable from Level 2 AC to Level 3 DC fast charging), the option for “Bundled Green” renewables to power charging sessions at a competitive rate, on-demand live customer and security support, and a commitment to local job development through localized hiring.

Our participation provides NYCEDC with a fully supported, financeable electrification pathway, reducing upfront capital needs while advancing BMT’s goal of becoming a fully electric port. We commit to continuous coordination with NYCEDC and BMTDC leadership to ensure all equipment is delivered, commissioned, and maintained strictly to the City’s innovative requirements.

Sincerely,



Pip Decker, CEO & Co-Founder

Decker@

A. Company Snapshot

Contact Information

NYCEDC may contact the following personnel for additional information regarding the RFEI:

Information	Detail
Legal Business Name	Current Trucking LLC
Business Address	50 Headquarters Plaza, North Tower, 9th Floor Morristown, NJ 07960
Authorized Representative a. Name b. Title c. Email d. Phone	a. Pip Decker b. CEO & Co-Founder c. Decker@[REDACTED] d. ([REDACTED]) [REDACTED]
Secondary Point of Contact a. Name b. Title c. Email d. Phone	a. Jessica Shih b. Regulatory Policy Analyst c. Shih@[REDACTED] d. ([REDACTED]) [REDACTED]

Firm Description

An overview of Current's operations is below (and further referenced in the **Cover Letter Section** and **Appendix A**):

Information	Detail
Company Description	<p>As an Ares Management (NYSE: ARES) company, Current is driving the shift to a sustainable energy future by delivering advanced EV and charging technologies for diverse fleet needs.</p> <p>With a multi-state charging network and collaborations with the top 15 EV manufacturers, we have enabled significant zero-emission mileage for both public and private fleets. Our integrated solutions include electric buses, trucks, off-road vehicles, and comprehensive charging infrastructure, all backed by dedicated end-to-end support that empowers fleet operators to focus on their operations, confident that Current is managing their energy transition.</p>
Lines of Business	<ul style="list-style-type: none"> • Core transportation services. • Specialized freight and equipment. • Operational and logistics models.
Organization Type	Limited Liability Corporation (LLC)
Mission Statement	<p>At Current, our mission is clear: to lead the way toward a sustainable future by enabling the widespread adoption of EVs. With over 60 years of combined experience in renewable energy projects, fleet management, and business development, our team works with operators, deployment partners, and carriers to deliver the most innovative and cost-effective solutions. From Class 8 semis to Class 2 passenger vehicles, we provide an end-to-end solution that includes trucks, charging</p>

Information	Detail
	<p>infrastructure, and support services, keeping drivers focused on the road ahead.</p> <p>We offer businesses a comprehensive assessment of their full-scope emissions, as well as solutions to reduce them. Together, we can achieve significant reductions in Scope 1, 2, and 3 emissions.</p> <p>Join us in Pulling Green Forward™</p>
Affiliates	Ares Management (<i>parent company</i>)
Location	Morristown, New Jersey
Years in Business	4 years
Previous Business Names	N/A

Financial Capacity & Capability

Backed by a \$250 million investment from Ares Management (a leading alternative investment firm), Current maintains a strong financial capability to perform the proposed scope of services.

Current can provide additional financial details upon request from NYCEDC.

Relevant Experience

General Maritime Industry Experience

Current maintains direct, documented experience supporting large maritime operators through the deployment, operation, and ongoing management of high-speed electric vehicle charging systems used for port drayage, yard truck fleets, and other heavy-duty terminal equipment. Our work in this sector centers on delivering turnkey charging infrastructure at major U.S. ports, enabling operators to meet emerging emissions goals while maintaining daily throughput and operational reliability.

Current designed, engineered, procured, and commissioned a skid-mounted Level 3 DC fast charging station for APM Terminals at Port Newark/Elizabeth to support the electrification of seven electric yard tractors on a compressed grant-driven timeline. The system, valued at over \$1.25 million, was fully compliant with Build America Buy America requirements and was transferred to the operator upon completion.

Current also delivered a phased charging and vehicle deployment program for the Port of Virginia, which included installing and maintaining four DC fast chargers for the port's initial electric yard truck fleet, followed by a second phase adding five additional high-speed chargers. This multi-stage project supports current yard tractor operations and is designed to scale for future drayage and semi-truck charging. Total project value exceeds \$4 million.

These port-focused deployments operate within active maritime freight environments and involve direct coordination with terminal operators, utility providers, OEMs, and port engineering teams. Current's responsibilities across these sites have included meeting strict construction windows, integrating with existing yard layouts, ensuring resilience for high-duty-cycle equipment, and maintaining uptime across all installed charging systems.

Across these maritime facilities, Current serves diverse customers including port authorities, terminal operators, and logistics tenants moving Class 1–8 equipment within and around marine terminals. Annual usage at these locations reflects continuous heavy-duty charging to support daily yard tractor shifts, drayage support operations, and expanded electrification goals identified by port sustainability programs.

This body of work demonstrates Current's capability to develop, operate, and expand electrification assets within high-throughput maritime environments while aligning with port-specific operational, environmental, and compliance requirements.

Key Personnel

Current's project development team has significant experience in leading other successful projects across varying sectors in renewable energy, technology, and business:

Personnel	Role	Responsibility
Pip Decker	CEO	Maintains full fiduciary and executive control.
Daniel Boyd	CIO	Leads corporate and project-level investment strategy, business development, and the structuring and execution of company investment initiatives.

Personnel	Role	Responsibility
Giuseppe Perniciaro	COO	Oversees the safe development and deployment of a project in its entirety, from inception through operations.
Michael Ivey	Director of Engineering/Project Manager	Oversees project execution and oversight.



Pip Decker

Pip is the CEO and Co-Founder of Current. Prior to Current, Pip co-founded and launched BMR Energy, a Caribbean- and Latin-America-based IPP. In 2017, Sir Richard Branson acquired a majority stake in BMR, enabling the company to expand across the Caribbean Basin with renewable energy assets in Jamaica, St. Croix, St. Thomas, Grand Cayman, Costa Rica, and Guatemala. Before BMR, Pip founded and owned SunEast, a solar developer based in the U.S. Other past roles include renewable energy efforts with Brookfield Power and Noble Environmental Power. [Pip holds a Bachelor of Arts in public policy from the College of William & Mary](#), as well as a Class A Commercial Driver's License to operate electric semis. His family runs Blue Star Farm, an organic-

based vegetable farm located in Stuyvesant, New York.

For more information, please view Pip's LinkedIn profile URL: <https://www.linkedin.com/in/pip-decker-77a862244/>.

Daniel Boyd

Dan is the CIO and Co-Founder of Current. Prior to Current, Dan founded Ozone Renewables, a renewable energy development company which has commercialized 5GW of development projects for its partners. Dan began his career as a civil engineering officer in the U.S. Air Force; upon the conclusion of his service, he delved into the renewable energy sector through developing, constructing, and operating wind, solar, fuel cell, hydrogen, and microgrid projects with companies including AES Energy Storage, RES, Noble Environmental Power, and FuelCell Energy. Dan holds a Bachelor of Science in civil engineering from the U.S. Air Force Academy, a master's in business administration from the University of Connecticut School of Business, and a Certificate of Advanced Leadership from the University of Sydney.

For more information, please view Dan's LinkedIn profile URL:

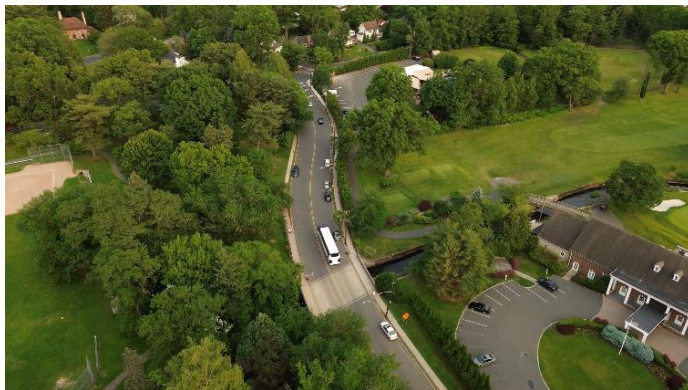
<https://www.linkedin.com/in/danielboyd/>.

Giuseppe Perniciaro

Giuseppe oversees deployment and operations for Current. Over the last 20 years, Giuseppe has held various leadership roles in the construction, renewable energy, and electrical distribution utility industries, inclusive of holding an officer position within the U.S. Navy. Giuseppe has electrical transmission and distribution experience through his work at Eversource (New England's largest utility company), during which he oversaw engineering and operational personnel and was most recently a program manager who successfully completed \$200 million of grid modernization upgrades across 20 project domains. Prior to utility work, Giuseppe held several senior operational and development positions in the PV solar and high-capacity wind renewable energy space. After obtaining a Bachelor of Science in mechanical engineering, Giuseppe started his career as a U.S. Naval Officer for the Civil Engineer Corps, where he served much of his time as the Naval Facilities Engineering Command overseeing naval station public works operations, major construction and service contracts, and contingency operations in Afghanistan.

For more information, please view Giuseppe's LinkedIn profile URL:

<https://www.linkedin.com/in/perniciaro/>.



Michael Ivey

Mike leads all solution engineering, design, and construction activities for Current. Prior to Current, Mike served 13 years as a civilian engineer for the U.S. Army at Picatinny Arsenal, New Jersey, where much of his tenure was spent as the Sustainment Lead, Program Manager, and Solution Architect for an army-wide enterprise logistics system. Before his time in the U.S. Army, Mike served as an

electrical engineer for Jaros, Baum & Bolles, designing electrical distribution systems for multiple new construction buildings in NYC. Mike holds a Bachelor of Engineering in electrical engineering and a Master of Engineering in systems engineering from Stevens Institute of Technology.

For more information, please view Mike's LinkedIn profile at the following URL:
<https://www.linkedin.com/in/michaeljivey/>.

Project Portfolio

Please refer to **Appendix B** for Current's relevant projects.

Additional Information

Current can provide supplementary material and information upon request from NYCEDC.

B. Use, Size, & Layout of Facility

Nature of Proposed Maritime Operation & Dependencies (Question 1)

Current proposes to partner with NYCEDC and BMTDC to develop and operate a Zero-Emission Freight & Energy Management Hub on the BMT campus. The project will be highly dependent on waterborne shipping, as its primary goal is to shift cargo from trucks to maritime transport via the Blue Highways initiative.



Primary clientele will comprise:

- Freight and logistics operators using the waterborne network (e.g., barge services).
- Industrial/commercial tenants within BMT campus.
- Maritime industry requiring shore power and zero-emission services.

Primary commodities to be addressed include:

- Container and general cargo.
- Food and perishables (supporting routes to Hunts Point Food Distribution Center ("FDC")).
- Construction materials.
- Zero-emission energy (the hub itself will provide clean power/charging infrastructure).



Role: Operator/Developer vs. Tenant (Question 2)

Current intends to serve as an operator/developer for the entire port facility.

Business Operational History & Location (Question 3)

Current has been operational since 2021, with headquarters in Morristown, New Jersey.

A location sited at BMT will represent an expansion of our existing line of business at ports, supporting our mission to achieve zero-emission maritime operations for tenants.



Optimal BMT Location & Rationale (Question 4)

Hub Location & Modular Design

Current envisions the Zero-Emission Freight Hub to be located within the inland logistics zone of BMT, adjacent to truck gates and container yards. The hub will be designed with modular architecture focused on providing scalable, high-speed electric charging and resilient power, which is critical to supporting the fleets of light-industrial and commercial space tenants at BMT.

Core Electrical Infrastructure & Charging

The core electrical infrastructure will be built around the centralized power block and switchgear room. This system manages the reliable flow of electricity, safely distributing utility power to all components and handling the massive electrical load required by heavy-duty vehicles. The actual recharging is provided by multiple dual-port 400kW–50kW chargers, which are high-capacity DC fast chargers essential for the rapid turnaround of Class 7–8 electric trucks and yard tractors. The operation is made efficient and safe through dedicated queuing Lanes that manage the movement of these large vehicles.

Resilience & Cost Management

Resilience and cost management will be handled by the Battery Energy Storage System (“BESS”) enclosure. This system employs peak shaving by storing cheap off-peak energy and discharging it during costly peak times, which significantly lowers operational expenses while also providing a crucial power buffer against utility constraints.



Scalability & Future Expansion

Furthermore, to ensure the facility can grow with the region's electrification needs, future conduit for expansion will be pre-installed. This allows the facility to scale its charging capacity or connect to potential future electrified rail spurs without disruptive construction. This integrated and robust energy system is perfectly positioned in the inland logistics zone to enable tenants to meet their sustainability goals and fully utilize BMT's zero-emission freight capabilities.



Acreage Requirements & Growth Projections (Question 5)

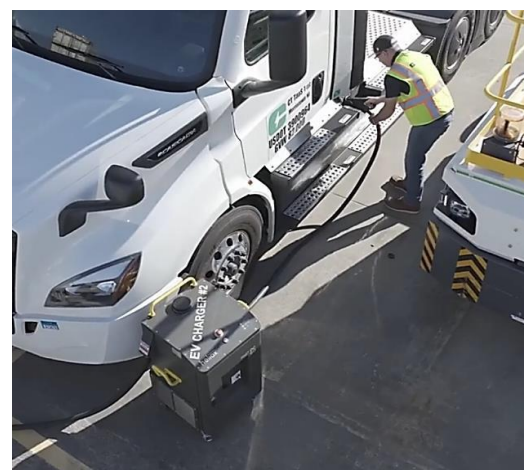
The proposed Zero-Emission Freight Hub is planned to occupy a dedicated 4–6-acre parcel within the BMT site.

We anticipate BMT to experience significant growth over time, specifically in both intermodal freight volume and the required energy/throughput capacity of the hub itself, necessitating a scalable solution. Therefore, Current is amenable to a phased approach for both initial construction and future expansion, utilizing modular architecture and pre-installed conduit to efficiently scale its charging and BESS capacity without disrupting operations as demand increases.

Interior Building Space Needs & Placement (Question 6)

The Zero-Emission Freight Hub requires specialized interior building space primarily to house its essential electrical and energy storage components. Specifically, a dedicated, enclosed structure is needed for the centralized power block and switchgear room. This room is vital for safely managing the reliable flow of high-voltage utility power and distributing the massive electrical load to the high-capacity DC fast chargers.

Additionally, the BESS requires a protective enclosure, often a containerized unit (e.g., 20 feet or 40 feet), designed to store energy for peak shaving and provide power resilience. The size of both structures will directly depend on the overall capacity (in MWh) and electrical load required to support the heavy-duty EV fleets.



Strategically, the entire hub—including these critical structures—must be located within the inland logistics zone of the BMT site. This placement is non-negotiable, as it needs to be adjacent to the truck gates and container yards. This proximity ensures maximum operational efficiency and rapid turnaround for the Class 7–8 electric trucks and yard tractors by integrating the high-speed charging capabilities directly into the flow of freight movement.

Impact of Proposed Public Investments (BMT Vision Plan) (Question 7)

Yes, the proposed future public investments and their alignment with the BMT Vision Plan dramatically increase the attractiveness of BMT for Current’s business.



Specifically, by focusing on the modernization and electrification of operations with zero-emission technology, these plans directly support our core goals of sustainable logistics. The commitment to the Blue Highways Initiative for cross-harbor freight will enhance our operational efficiency by providing a vital, less congested transport alternative, while the elimination of diesel emissions directly advances our climate and air-quality goals in

overburdened neighborhoods. And critically, the investment model—which relies on private investment to deliver long-term operations capacity without City capital expenditure—ensures a financially stable and future-proof site.

These strategic upgrades create a superior, compliant, and highly efficient “all-electric port” environment that aligns with Current’s long-term business strategy.

Suggestions for Alternative Public Infrastructure Investments (Question 8)

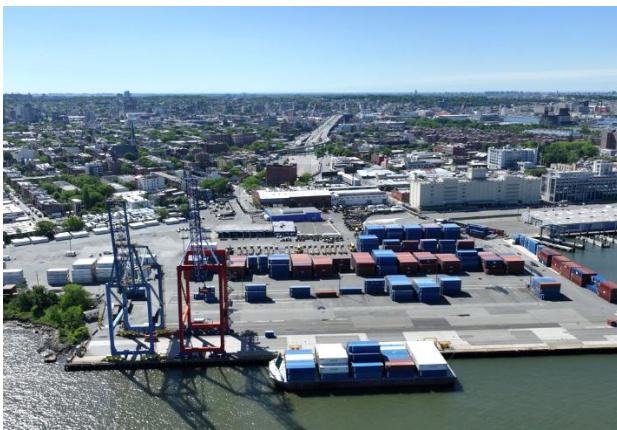
Yes, our team considers EV corridor development to be another critical public infrastructure investment. Specifically, funding dedicated through the National Zero-Emission Freight Corridor Strategy to deploy high-power charging and refueling infrastructure outside the port is vital. This infrastructure must be strategically located along the last-mile and middle-mile corridors leading to and from BMT. This expansive network ensures that Current’s zero-emission trucks can operate reliably across the metropolitan region without range anxiety, thereby amplifying



the hub's value and directly enhancing the viability of our multi-million-dollar investment at the BMT site.

Importance of Marginal Pier vs. Finger Piers (*Question 9*)

The availability of a marginal pier with a 1,700-foot berth is highly important and highly preferable to Current's business model, as it is foundational to the efficiency and scalability of the entire Zero-Emission Freight Hub concept. The importance of the single, long marginal pier relates directly to the hub's core function as a high-throughput, water-to-land transfer point for the Blue Highways initiative.



Barge/Vessel Accommodation & Efficiency

A long marginal pier allows for the simultaneous mooring and working of multiple barges or even mid-sized vessels without complex maneuvering. This is crucial for maintaining the fast, reliable schedule necessary for the cross-harbor freight relay to Hunts Point. The continuous berthing space maximizes the amount of cargo that can be offloaded efficiently.

Unimpeded Equipment Access

A marginal pier provides clear, straight-line access for all modern zero-emission container handling equipment (like electric rubber-tired gantry cranes or reach stackers). This linear operation minimizes complex lateral movements and maximizes the speed of the water-to-land cargo transfer process, which is essential for the truck turnaround times supported by Current's charging hub.

Resilience & Modernity

Modern marginal piers typically feature heavy-duty, resilient construction, allowing them to support the high load-bearing capacity needed for stacking containers and supporting heavy, modern handling equipment. This is necessary to create a "future-proof" all-electric port environment.

Strategy for a Modern, All-Electric Port (*Question 10*)



Current proposes a P3 structure for the Zero-Emission Freight Hub, which shifts the financial burden away from public capital. The financing model is primarily private, backed by Ares Management, and strategically leverages various federal and state incentives to fund the deployment of EV charging and shore-power infrastructure. Current retains ownership and will operate this infrastructure under long-term service agreements, ensuring high operational standards with a guaranteed 98% charger uptime through 24/7 monitoring and maintenance. The revenue model is user-based, utilizing CaaS or TaaS contracts that generate fees from port tenants and logistics operators.

The core concept is to create a fully electric, intermodal freight environment connecting waterborne cargo to over-the-road distribution, with key infrastructure elements including a high-power DC fast charging depot (up to 2MW of scalable capacity), a 1MWh–2MWh BESS for peak shaving and demand response, and dedicated vessel shore-power substations, all managed by a smart energy management platform. This integrated design ensures minimal conflict with existing cargo handling while providing scalable power for future expansion. Critical to the partnership is a commitment to workforce development, providing union-aligned training and certification for local trades, longshoremen, technicians, and drivers in ZEV operations and energy management systems.

Synergistic Maritime Industrial Businesses (*Question 11*)

Yes, the presence of specific maritime industrial businesses at BMT will create a powerful symbiotic relationship that makes the location significantly more attractive for Current's Zero-Emission Freight Hub. These businesses will help solidify BMT as a "Green Corridor" ecosystem, guaranteeing demand for the hub's services and enhancing overall resilience.

The most valuable businesses are those that either depend on zero-emission infrastructure or produce clean energy/fuels needed for port decarbonization, including:

Dedicated Drayage & Last-Mile EV Trucking Companies

Trucking companies that are actively transitioning their fleets to EVs will be primary, guaranteed customers. Their presence drives high utilization of the 400kW–500kW DC fast chargers and BESS.

Zero-Emission Heavy Equipment Maintenance & Repair

A dedicated facility for maintenance, battery servicing, and repairs of electric yard tractors, container handlers, and heavy-duty trucks will benefit from the hub's ready access to high-power diagnostics and charging. Their co-location enhances the overall reliability and uptime for all electric vehicle users at BMT, including Current's own partners.



Synergy Perspective: BMT & Hunts Point Marine Terminal (*Question 12*)

We are highly supportive of the synergies between the BMT and Hunts Point Marine Terminal ("HPMT"), viewing this connection as critical to establishing the City's Blue Highway's waterborne freight initiative. The BMT-HPMT link creates a dedicated, efficient, and less-congested pathway



to move freight. BMT, housing Current's Zero-Emission Freight Hub, will serve as the primary transshipment point for container and break-bulk cargo, providing high-speed electric charging for inbound fleets. HPMT will act as the vital last-mile distribution hub in the Bronx, quickly offloading cargo brought by barges from BMT.

This synergistic relationship offers Current significant business advantages: It dramatically reduces truck congestion and transit delays by moving high-volume cargo off city streets, leading to faster and more predictable logistics operations. Crucially, the system advances Current's environmental goals by eliminating diesel emissions from thousands of truck trips, particularly in environmentally stressed neighborhoods, while guaranteeing sustained, high-volume utilization for the zero-emission charging infrastructure at BMT.

Desired Infrastructure at Hunts Point Marine Terminal (*Question 13*)



Purpose & Role of HPMT

The desired infrastructure and acreage at HPMT must focus entirely on its primary role as an efficient last-mile/middle-mile distribution node for the Blue Highways barge service, defining the success of cargo transfer onto electric trucks for local distribution, particularly for the Hunts Point FDC.

Acreage & Circulation Requirements

The key acreage requirement is sufficient waterfront space to accommodate modular pier/berthing for multiple inland barges simultaneously, especially those carrying refrigerated containers from BMT. Crucially, ample space is needed for staging and truck circulation with dedicated queuing lanes to ensure the rapid, bottleneck-free transfer of cargo to electric delivery fleets.

Essential Site Infrastructure

The essential site infrastructure must be modern, resilient, and non-polluting to maintain the “all-electric port” vision. This includes rebuilding or modernizing the marginal pier and bulkhead with high load-bearing capacity to support heavy CHE and provide resilience against coastal flooding. Furthermore, a robust on-site power infrastructure is required to support both electric hookups for refrigerated containers (reefers) to maintain the cold chain and Level 2/3 EV charging stations for the last-mile electric delivery fleets.

Desired Terminal Equipment

The desired terminal equipment should be focused on quick, clean, and efficient cargo movement. The most critical requirement is zero-emission container handling equipment, which must be all-electric, including electric rubber-tired gantry cranes or straddle carriers, reach stackers, and electric yard tractors to shuttle containers from the barge work area to the staging and truck loading areas. The use of modular pier design is also preferred for flexibility and scalability.



Throughput & Synergistic Value

The successful deployment of these resources will enable HPMT to reliably offload up to 400 container-equivalent truck trips per day via the Blue Highways barge service, solidifying its synergistic value to Current's BMT operations.

C. Financial Proposal

Core Revenue-Generating Functions & Services (Question 14)

The core functions and services that Current utilizes to generate revenue under its "as-a-Service" models, including TaaS and bundled Vehicles-as-a-Service ("VaaS"), are centered on acting as the integrated owner, financier, and operator of zero-emission transportation assets.



These revenue-generating services can be qualitatively described as follows:

Turnkey Asset Ownership & Operation

Current serves as the developer, owner, and operator of the entire solution, which includes providing the critical charging infrastructure (e.g., Level 3 DC fast charging stations) and/or bundling it with the support for the electric vehicles themselves. This shifts the operational

burden and maintenance (asset management) of complex EV assets from the client to the firm.

Integrated Financing & Underwriting

Revenue is generated by providing comprehensive financial solutions, allowing clients like fleet operators and owner-operators to deploy EV solutions without significant upfront capital investment. Current self-funds these projects and equipment, which are provided under the "as-a-Service" contracts, such as the TaaS model for medium- and heavy-duty EVs in logistics fleet hubs.

Provision of Essential Equipment

Our service includes the design, engineering, procurement, and deployment of specialized charging assets (e.g., skid-mounted DC fast chargers), often as part of a bundled VaaS package

for operations like an airport shuttle service. The revenue is secured through long-term contracts for the use and support of this essential equipment.

Company Structure: Independence vs. Subsidiary (Question 15)

Current's parent company is Ares Management.

Please refer to **"Financial Capacity & Capability" in Section A** for further details regarding the Current-Ares relationship.

Examples of Existing Operations & Financial Models (Question 16)

Our port electrification infrastructure projects, which align with the RFEI's goal of building a modern, all-electric port, provide a clear model for revenue generation. Two examples demonstrate this: the Port of Virginia ("PoV") Yard Trucks project and the Port Authority of New York & New Jersey ("PANYNJ") Terminal Operator Yard project, providing Level 3 DC fast charging stations and vehicle deployment to meet port decarbonization and sustainability goals.

The financial model for both was structured as a Build-Transfer, in which the contract value represented the revenue generated for the services and equipment delivered. Specifically, the PoV project had a contract value of \$3,312,417, and the PANYNJ project had a contract value of \$1,072,500. Crucially, the public subsidies received for both operations are through EPA grants.

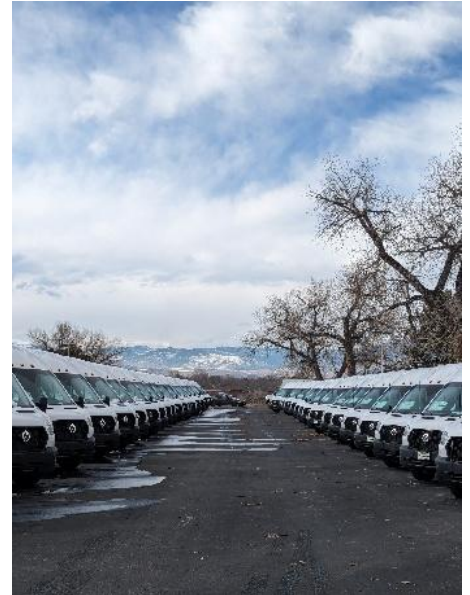
Please refer to **Appendix B, Projects 1-2** for more information regarding Current's port-based projects.

History of Investment in Business Development (Question 17)



Operational Experience

Yes, our team has a history of investing in the development of its businesses through a combination of direct capital injection (self-funding) and the provision of equipment under an "as-a-Service" financial model. Current's core business is built on underwriting, financing, and asset management in the EV charging infrastructure sector.





This model inherently involves capital deployment to procure and manage high-cost assets, as exemplified through the projects below:

Direct Capital Injection & Equipment Provision (Last-Mile Logistics)

We self-funded over \$[REDACTED] for the Last-Mile Logistics Fleet Hub project in Harrisburg, Pennsylvania. This investment was dedicated to designing, installing, and procuring 10 Level 3 DC

fast charging stations (totaling 735kW) to support medium- and heavy-duty EV charging operations for fleet clients.

Provision of Equipment (Transportation Services)

For the Denver International Airport Shuttle Service project, we committed \$[REDACTED] in self-funded capital under a bundled VaaS model. This involved designing, engineering, procuring, and transferring one (1) skid-mounted DC fast charging station (120kW) to support the airport's electric shuttle bus pilot.



Please refer to **Appendix B, Projects 7-8** for more information regarding Current's self-funded projects.

BMT Project Relevance

This investment strategy is highly relevant and can be directly brought to the BMT project to support its goals for modernization and electrification.

- **Zero-Emission Equipment Finance:** We will apply our expertise in underwriting and financing to accelerate the procurement of zero-emission CHE, terminal tractors, and electric drayage trucks, aligning with the BMT Vision Plan's mandate for an all-electric port.
- **Infrastructure Capital Deployment:** Our demonstrated capability for direct capital injection through self-funding is critical for building the complex EV charging infrastructure required for the 60-acre port area.
- **"As-a-Service" Financial Model:** By utilizing our CaaS and TaaS models, we can offer BMT operators and users the access to critical infrastructure and equipment without massive

upfront capital costs, ensuring maximum efficiency and operational readiness from the outset.

General Conditions & Lease Term Requirement (*Question 18*)

To support the significant capital investment required for the specialized, high-capacity electrical infrastructure, including the multi-megawatt switchgear, BESS, and DC fast chargers, Current requires a long-term lease commitment for the Zero-Emission Freight Hub.



The target lease duration is generally 20–30 years, often paired with renewal options that can extend the total tenure to 40 years or more.

This extended term is vital for securing necessary private financing, allowing sufficient time to amortize the substantial upfront costs, and ensuring stability for the multi-decade utility infrastructure investments. Furthermore, the conditions sought must guarantee operational stability, including exclusive rights to manage the charging and BESS infrastructure, and provisions for pre-negotiated expansion options to allow the facility to scale capacity as regional electrification needs grow.

D. Employment

Description of Associated Employment Opportunities (*Question 19*)

Terminal Operations Employment (Direct Jobs)

The direct jobs created by the hub are focused on the specialized, advanced technology required for its operation and maintenance. These are permanent, high-quality, and generally union-eligible positions, categorized as follows:

- **Skilled Technical Roles:** These positions manage the core electrical infrastructure, such as EV charging technicians (skilled in high-power DC charging), electrical engineers (for switchgear and grid integration), and BESS Specialists (for optimizing and maintaining the MWh-scale batteries).
- **Operational & Administrative Roles:** These are essential for 24/7 facility management, including facility managers, logistics and network administrators (to manage charging protocols and energy software), and security personnel.

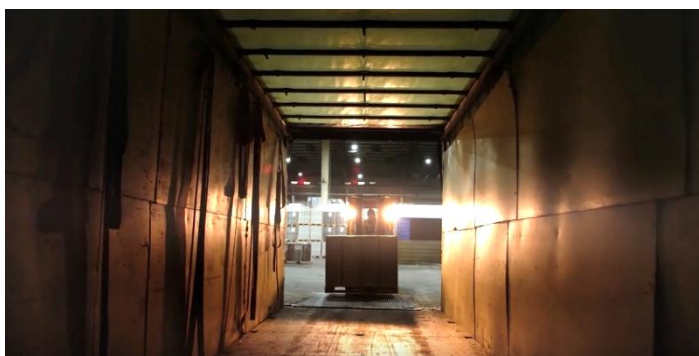
- **Zero-Emission Equipment Operators:** With the transition, existing long-shore workers and terminal operators will be retained and upskilled to operate and maintain the new fleet of electric yard tractors, reach stackers, and other zero-emission CHE.

Broader Community Employment (Indirect & Induced Jobs)

The greatest volume of employment is expected to be generated indirectly, driven by the site's new function as a green logistics hub:

- **Construction & Infrastructure Jobs:** The initial project requires a large, short-term workforce of skilled labor, primarily electricians, pipefitters, and construction managers, to build the multi-megawatt power and BESS infrastructure (these jobs typically comply with local hiring goals and labor standards).
- **Zero-Emission Trucking/Drayage:** The Blue Highways Initiative and zero-emission goals attract fleets that need electric truck rivers and logistics planners; the stable flow of freight through BMT and the access to high-speed charging guarantee sustained demand for these green logistics jobs.
- **Supply Chain & Training Jobs:** The Hub will stimulate employment in the regional supply chain (e.g., component manufacturing for BESS or chargers) and require investment in local workforce development programs and technical education to train the next generation of green economy workers in zero-emission logistics and high-voltage power systems.

Estimate of Full-Time Equivalent (FTE) Positions (*Question 20*)



Based on industry averages for port electrification and charging infrastructure projects, Current estimates a total of 90–175+ FTEs during the construction phase, and 12–22+ FTEs during the operational phase.

FTE Engagement During Construction Phase

The construction phase—which involves building the Centralized Power Block, Switchgear Room, BESS enclosure, and installing the physical charging infrastructure—will generate the largest number of FTEs over a shorter duration (e.g., 1–3 years).

Project Activity	Estimated Number of FTEs (Per Year)	Type of Position
Direct Construction	40–75	<p>These job titles are needed for site grading and utility trenching.</p> <ul style="list-style-type: none"> • Electricians (high-demand, specialized in high-voltage DC equipment). • Engineers. • Welders. • General contractors. • Heavy Equipment operators. <p>This is tied to the approximately 10MW-30MW power capacity.</p>
Indirect & Induced	50–100	Jobs created in the supply chain (e.g., manufacturing and assembly of chargers, BESS components) and local services due to worker spending.

FTE Engagement During Operational Phase

The long-term operational phase focuses on ongoing management, maintenance, and security of the facility, creating permanent, high-skill jobs critical to the hub’s daily function:

Project Activity	Estimated Number of FTEs (Per Year)	Type of Position
Maintenance & Technical	8–15	<ul style="list-style-type: none"> • EV charging technicians (highly skilled in 400kW–500kW DC systems). • Electrical engineers. • Software/IT specialists for managing the charging network, BESS operation, and energy trading software.
Operations & Management	4–7	<ul style="list-style-type: none"> • Facility managers. • Security personnel (24/7 coverage). • Administrative staff to manage user accounts, billing, and regulatory compliance.



Impact on Job Creation

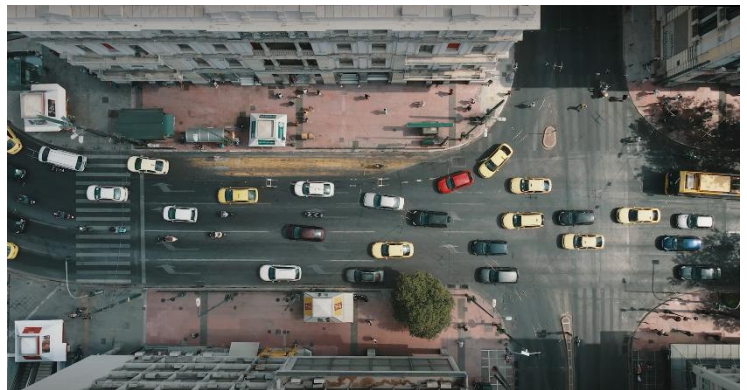
The greatest long-term employment benefit comes from the indirect jobs created by the fleet transition—the thousands of electric truck drivers and logistics planners working for the tenants attracted to BMT due to the hub's presence. The permanent FTEs at the hub itself represent the highly skilled workforce needed to manage the advanced power infrastructure.

Experience with Unionized Labor (ILA) (Question 21)

Yes, Current has prior experience working with unionized labor forces to construct and operate projects across its portfolio. Current ensures community buy-in through localized hiring practices.

Workforce Development Strategy & Planning (Question 22)

During development and implementation, we will establish a workforce strategy focused on local hiring and training. We intend to partner with community-based organizations, workforce boards, and Empire Clean Cities to recruit residents from disadvantaged neighborhoods and connect them to paid training opportunities tied to project construction, operations, and EV infrastructure maintenance. If appropriate, we are open to exploring a Project Labor Agreement to ensure high-quality jobs and standardized training. Our approach will also include targeted outreach through community centers and schools to promote maritime career readiness and create a pipeline for long-term employment opportunities associated with port electrification.



E. Traffic/Utilities

Projected Daily Car & Truck Traffic (Question 23)

Based on industry averages for port electrification projects and Current's alignment with the BMT Vision Plan, the daily volume of vehicular traffic generated by the Zero-Emission Freight

Hub is designed to be a localized, controlled volume of ZEVs, which translates into a net traffic reduction for the broader region:

Traffic Type	Vehicle Description	Daily Volume Assessment	Impact on Local Streets
Heavy-Duty Trucks	Fleets of Class 7–8 electric trucks and electric yard tractors	Generates a managed volume; the number is dictated by the containers moved via the new marine/barge operations (Blue Highways).	Traffic-mitigating; vehicles are managed by dedicated queuing lanes and remain within the inland logistics zone (the primary goal is to replace a much larger volume of regional diesel truck traffic).
Car Traffic	Employee vehicles (technicians, management, security) and visitors	Expected to be low; the BMT Vision Plan prioritizes public transit, ferry services, and electric shuttles over single-occupancy vehicle use for employees.	Minimal; low volumes are anticipated due to site planning that encourages alternative transportation and potentially limits employee parking.



Maximizing “Blue Highways” Potential (Question 24)

Current strives to maximize the potential for Blue Highways at BMT by developing and operating a cutting-edge zero-emission marine logistics and charging campus focused on land-side electrification and intermodal efficiency. This project is a crucial, high-impact node within the broader Blue Highways framework, fundamentally designed to move cargo off congested city streets and onto the water while primarily focusing on zero-emission transport at the terminal itself.

The strategy is executed through a formal P3 partnership with the NYCEDC and BMTDC, ensuring alignment with the City’s broader economic and sustainability goals. Our concept is holistically designed to maximize the site’s utility and environmental performance by

establishing a large-scale heavy-duty charging depot with 1MW–2MW–scale DC fast chargers. This is a vital investment to future-proof the terminal by supporting the full electrification of the land-side freight operation, including yard tractors, drayage trucks, and Class 8 semis involved in regional and cross-harbor operations.

The entire operation is backed by smart energy management, utilizing on-site battery storage and renewable energy to ensure a “bundled green”, resilient, and grid-balancing power supply for the high-demand charging infrastructure. We will prioritize intermodal connectivity by linking BMT operations to key landings like Hunts Point via electric trucking. This direct transfer strategy significantly reduces reliance on congested highways, leading to a palpable reduction in diesel emissions and urban traffic.



Vessel Ownership, Size, Docking, & Berthing Space (Question 25)

N/A – Current does not intend to focus its project efforts on shore power.

Required Electrical Capacity (Question 26)

The required electrical capacity for the Zero-Emission Freight Hub at BMT is substantial, necessitating a robust utility connection in the multi-megawatt range. This capacity is precisely managed by dividing the electrical load between the instantaneous demand of the high-power fast chargers and the resilience provided by the BESS, as detailed below:

Component	Function	Required Capacity Estimate	Key Input
Peak Power Capacity	Powers the high-speed DC fast chargers (400kW–500kW each).	10MW–30MW (Initial to Full-Scale Buildout)	Total number of charging ports and simultaneous usage factor.
Charger Power	Individual high-capacity chargers for Class 7–8 trucks.	400kW–500kW per port (Dual-port chargers share this load).	Required rapid turnaround time for heavy-duty vehicles.

Component	Function	Required Capacity Estimate	Key Input
BESS	Stores power for peak shaving and provides resilience.	2MWh–6MWh (Energy capacity)	Duration of peak-demand period and size of the load peak to be shaved.

Basis of Peak Power Capacity Estimate

This estimate aligns with industry projections for large, consolidated heavy-duty electric vehicle charging depots. If the hub were to operate 20 dual-port chargers (40 charging cables) at a peak output of 500kW each, the maximum instantaneous load on the grid without the BESS will be 20MW. Given the planned modular architecture and expansion capacity, the total nameplate capacity is expected to start around 10MW and scale toward 30MW or more.



Basis of BESS Capacity Estimate

The BESS must be sized to reduce the highest demand charges (peak shaving) and provide a power buffer. For a facility with a 20MW peak demand, a 2MWh–6MWh system provides sufficient energy to discharge power over the typical 2–4-hour peak window, significantly lowering the maximum demand drawn from the utility.

Additional Feedback on the BMT Vision Plan (Question 27)

As the P3 operator for this redevelopment providing zero-emission freight and energy infrastructure, Current projects that the deployment will yield significant benefits across several key areas:

- **Emission Reduction and Public Health:** Eliminating diesel emissions from local drayage and yard operations, thereby improving air quality in surrounding overburdened communities.
- **Operational Efficiency:** Utilizing smart charging and BESS integration to reduce electricity demand peaks, optimize fleet charging schedules, and improve asset utilization.

- **Economic and Workforce Development:** Creating skilled electrical and maintenance jobs while training long-shore and logistics workers in EV operation and safety.
- **Resilience and Grid Support:** Enhancing grid stability and demonstrating a cost-effective non-wires alternative for Con Edison through demand-response and energy storage functions.

We are ready to initiate immediate engagement with NYCEDC, BMTFC, and prospective port tenants. This collaboration will swiftly advance site design refinement, interconnect studies, and the creation of investment structures that directly support BMT's and the City's goals for sustainability, job creation, and equitable economic growth.



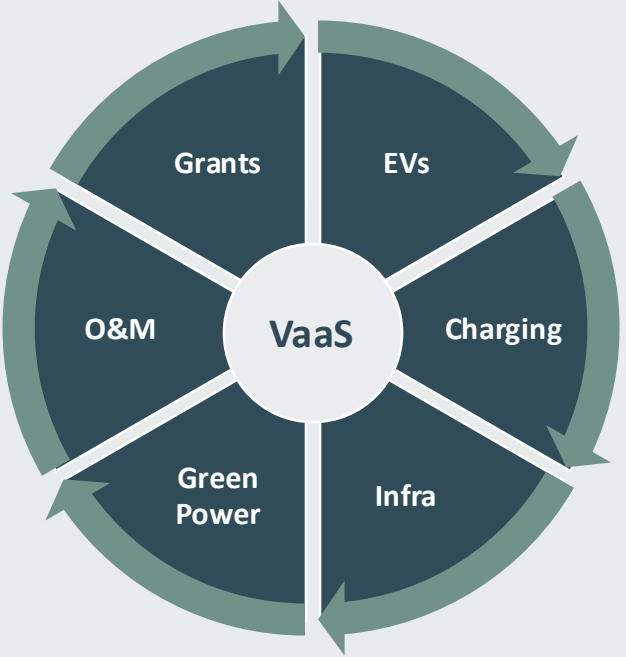


CURRENT[®]

**Pulling Green
Forward.[™]**

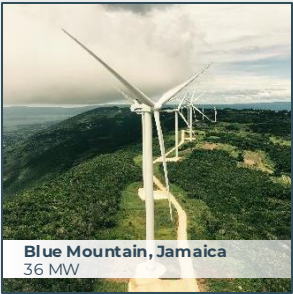
WHAT WE DO

Enable Commercial EV Adoption



SUBJECT EXPERTISE

Highly Diversified



CAPABILITIES

Seasoned Team – Over 60 Years of Power Generation Experience



UNIQUE VALUE PROPOSITION



=

Capital Partner
Capex to Opex

+

White Label
This is your story to tell

+

Leadership
60 years across industry verticals



Strategic Partners		
Dealers	OEM	Fleet

Sales Channels			
Ports	Buses	P&D	LTL

PORTS & DRAYAGE



TRANSPORTATION



PICKUP & DELIVERY



LTL & DEPOT



VOCATIONAL



Electric Vehicles ranging from Passenger vehicles to Class 8 Semis



Pulling Green Forward.™

Offering		Detail
Monthly All Inclusive Model	Electric Vehicle	<ul style="list-style-type: none">Supply of electric vehicle for specified number of hours/miles per month.Vehicles will meet or exceed the specifications of existing fleet/vehiclesLease term of 5-10 years with shorter term rental agreements possible
	Electric Charging Option for Green Fuel	
	O&M	



EVs



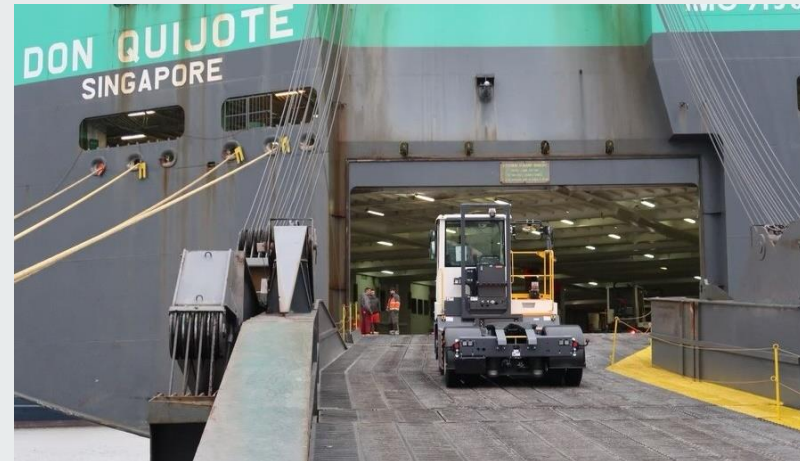
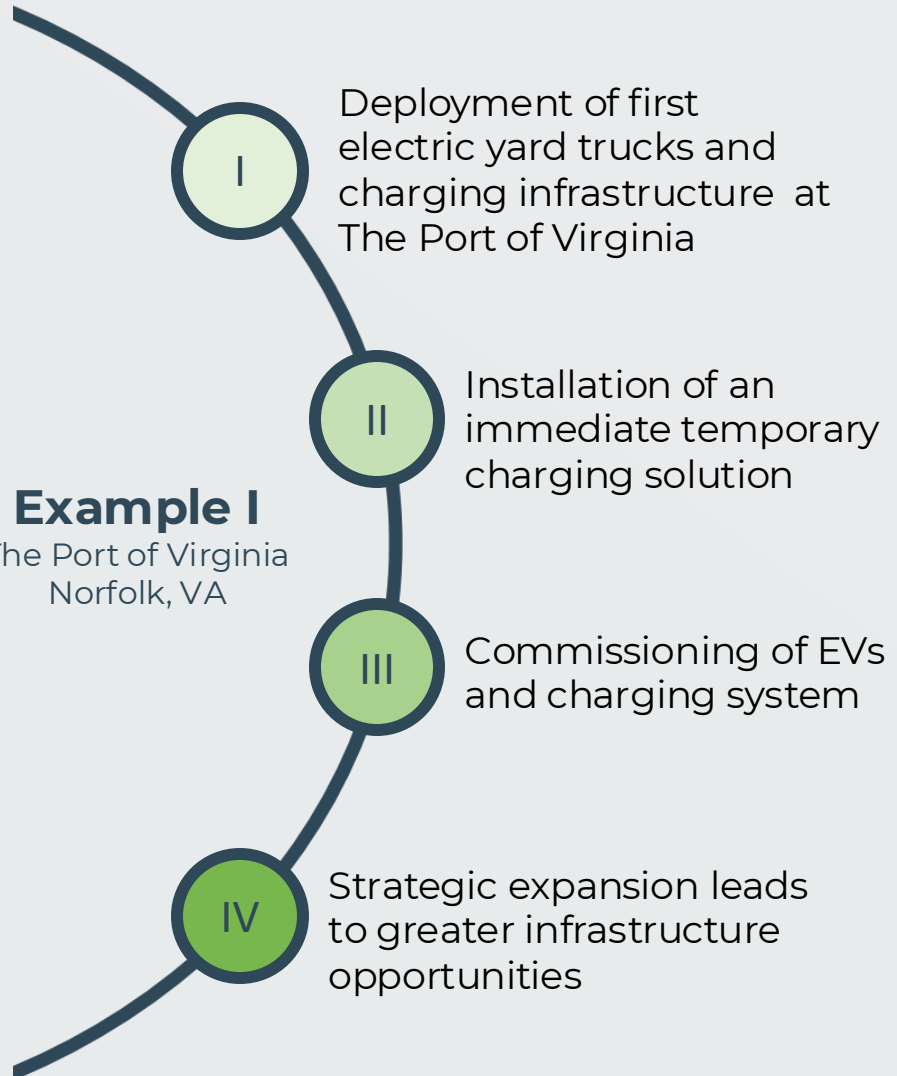
Charging

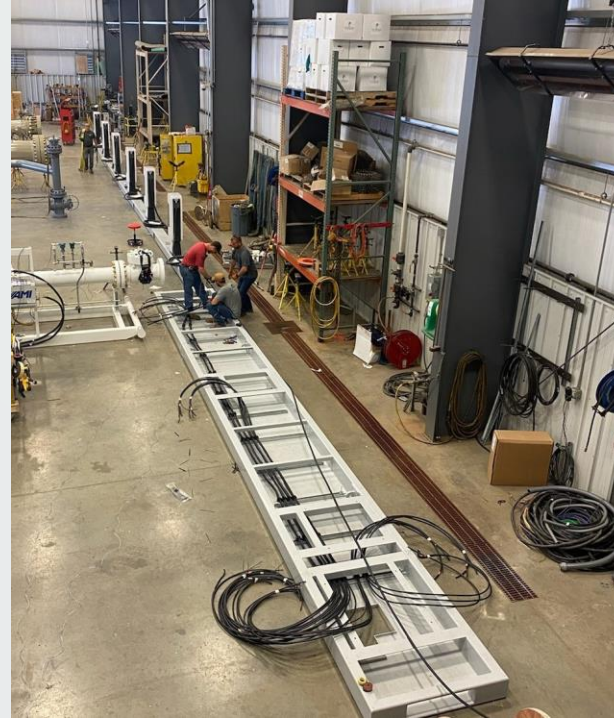
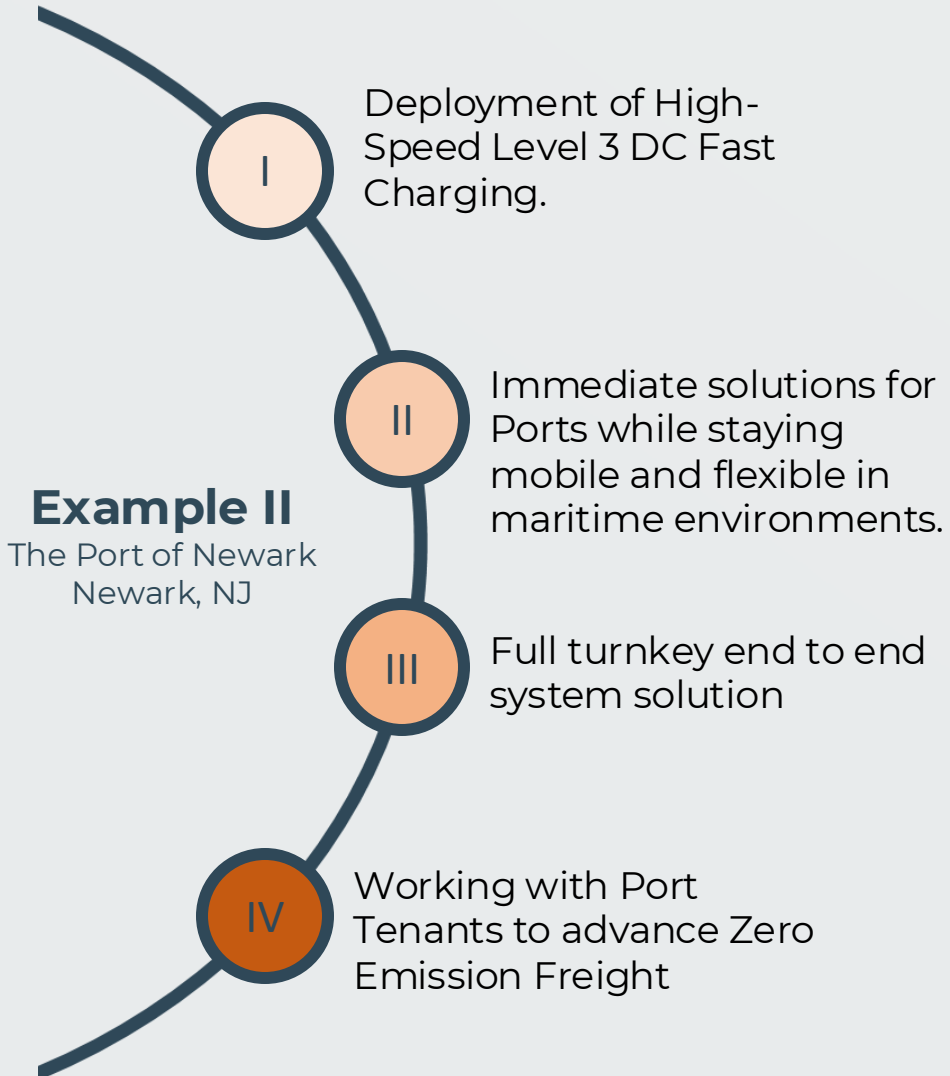


Green Fuel



Maintenance





Example III Logistics Facility

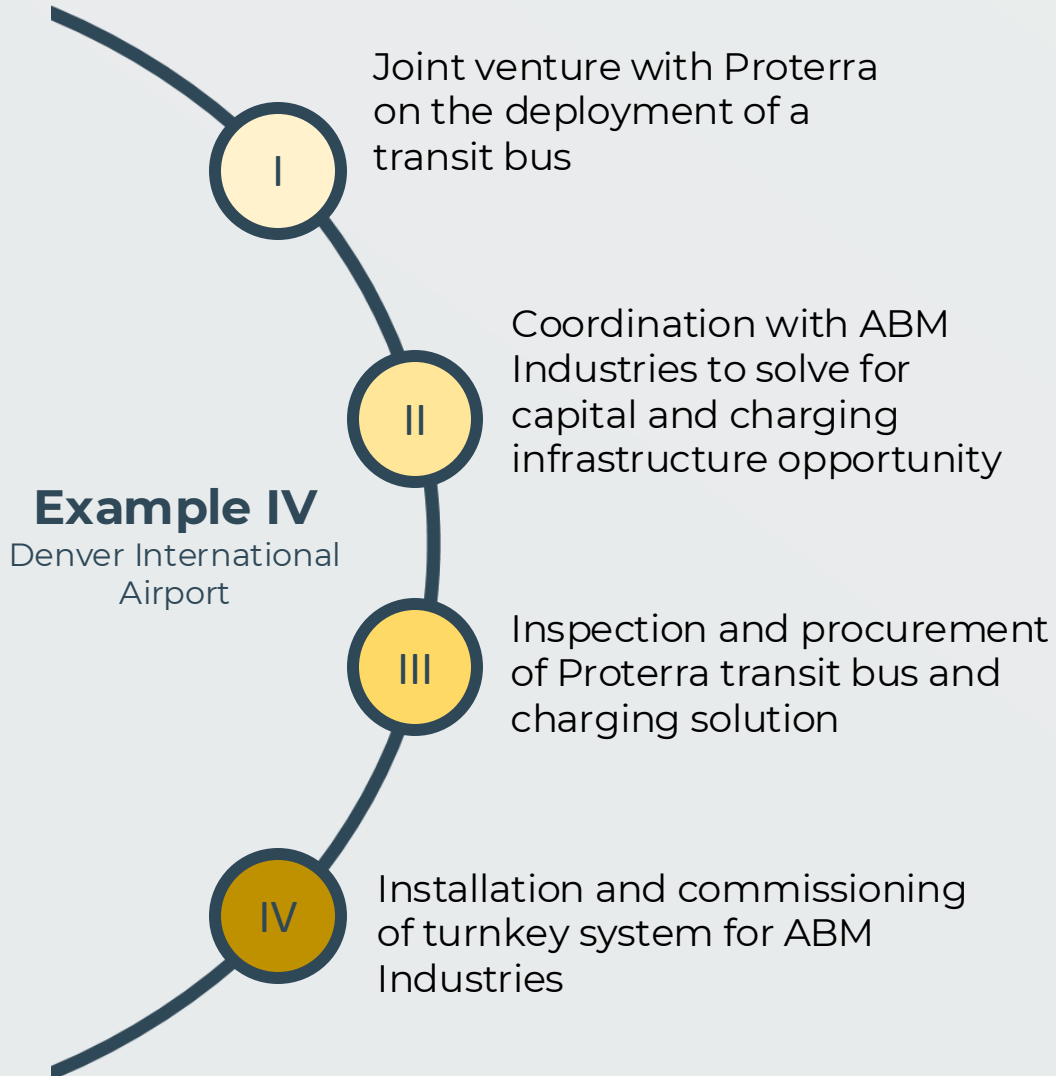
I
Presently operating
charging station at
Logistics Hub

II
Put Class 8 OEMs EV
vehicles on the road with
major operator in real
world applications

III
End to End Development,
Construction and Operation
of high-speed EV charging
system

IV
Continued expansion while
being technology forward
across all EV vehicle classes





Example V

Logistics Facilities

I

Deployments of multiple light and medium duty vehicles per location.

II

End to End Development, Construction and Operation of high-speed EV charging system

III

Charging developed to best fit with duty cycles of light and medium duty operations.

IV

Continued expansion while being technology forward across all EV vehicle classes



- Current is backed by Ares Management's Infrastructure Opportunities strategy ("Ares"), a leading infrastructure investor with approximately \$5.3 billion in assets
- Founded in 2021, Current has charging operations in multiple states and Ports across the United States
- Current successfully enabled the delivery of zero emission freight for key operating partners with a strong safety record.

Current Trucking Receives Investment for up to \$250 Million from Ares Management

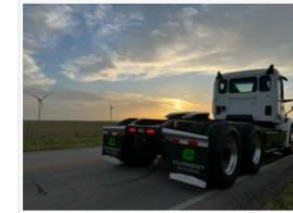
NEWS PROVIDED BY
Current Trucking LLC
February 27, 2023, 15:24 GMT

Ares' Investment Expected to Help Accelerate Turnkey Fleet Electrification Solutions and Enable Electric Trucks-as-a-Service

NEW YORK, UNITED STATES, February 27, 2023

[/EINPresswire.com/](#) -- Current Trucking LLC (the "Company" or "Current Trucking"), a fleet electrification solutions company providing a trucks-as-a-service model, announced today that a fund managed by Ares Management's Infrastructure

Opportunities strategy ("Ares"), a leading infrastructure investor with approximately \$5.3 billion in assets under management as of December 31, 2022, has acquired a controlling interest in the Company. As part of the transaction, Ares may invest up to \$250 million. Ares' investment is intended to support Current Trucking in expanding into new markets and broadening its turnkey fleet electrification solution capabilities for Class 3-8 electric vehicles ("EV").



Contact

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david@currenttrucking.com

More From This Source

Current Trucking Receives Investment for up to \$250 Million from Ares Management

Advancing Port Electrification: Current Trucking to Provide Electric Yard Tractors to The Port of Virginia

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The Ares Difference



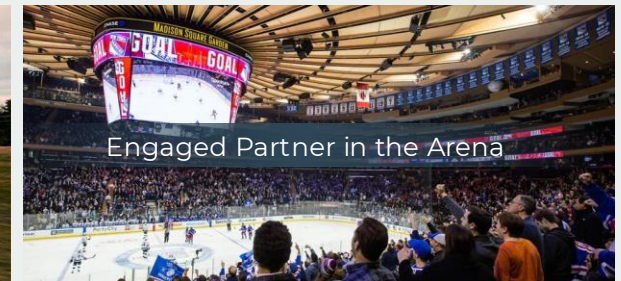
Field of Vision



Seasoned Infrastructure Team



Power of the Platform



Engaged Partner in the Arena



CURRENT



PROJECT PORTFOLIO FOR

*Port Operations & Maritime Industrial
Uses to Support*

NYC / EDC

**Pulling Green
Forward.**

Project Portfolio

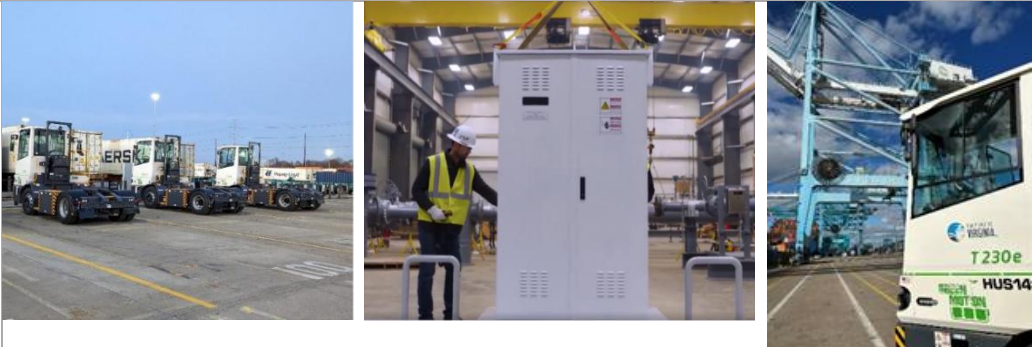
Current has an extensive track record in the electric vehicle (“EV”) charging infrastructure sector, covering underwriting, financing, and asset management. Our expertise includes successfully deploying and managing numerous fast charging stations across multiple states, utilizing sophisticated asset management to maximize uptime and ROI.

We deliver comprehensive, innovative EV infrastructure solutions, as shown below, proven by successful capital deployments with transit agencies and private companies:


Project No. 1	
Title	Port Authority of New York & New Jersey (“PANYNJ”) Terminal Operator Yard
Location	PANYNJ in Elizabeth, New Jersey
Start Date	2023 – Ongoing
Contract Value	\$1,072,500 under BT and sourced via EPA grant funding.
Work Performed	<p>Current provided skid-mounted 10 Level 3 DCFC stations (totaling 690kW) to electrify electric yard tractors along an abbreviated grant timeline while complying with the Buy America Act.</p> <p>The site is a secure facility (operator-only).</p> <p>Pip Decker leads this effort as the Project Executive, with Giuseppe Perniciaro supporting as the Project Manager.</p>

Photo(s)	  
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Project No. 2	
Title	Port of Virginia Yard Trucks
Location	Port of Virginia in Norfolk, Virginia
Start & End Date	2022 – Ongoing
Contract Value	\$3,312,417 under a Build-Transfer (“BT”) model, sourced via EPA grant funding.
Services Performed	<p>Current provided phased charging and vehicle deployment to meet Port of Virginia’s decarbonization and sustainability goals:</p> <ul style="list-style-type: none"> Phase 1 – Four (4) Level 3 DC fast chargers (totaling 360kW) to support the operations of an initial deployment of four (4) electric yard trucks.

	<ul style="list-style-type: none"> Phase 2 – Five (5) additional Level 3 DC fast chargers. <p>The project is active under Phase 1 and will expand to charge future yard equipment (as well as a broadened vehicle scope to include drayage trucks and semis) under Phase 2.</p> <p>Amenities include 24/7 access within a secure yard.</p> <p>Pip Decker leads this effort as the Project Executive, with Giuseppe Perniciaro supporting as the Project Manager.</p>
Photo(s)	


Project No. 3	
Title	School District Bus Operations
Location	Southern California School District
Start & End Date	February 28, 2025 – Ongoing
Contract Value	\$310,000 under an Infrastructure-as-a-Service (“IaaS”) model to provide dedicated electric school bus transport to students, sourced via self-funding.

Services Performed	<p>The deployment supports eight (8) Level 3 DC fast chargers (totaling 300 kW), dedicated to a fleet of over 15 school buses that have been recently converted from diesel to zero-emission electric engines. This project can support future expansion efforts.</p> <p>Amenities include a dedicated depot with secure entry.</p> <p>Daniel Boyd leads this effort as the Project Executive, with Michael Ivey supporting as the Project Manager.</p>
Photo(s)	


Project No. 4	
Title	Autonomous Vehicle (“AV”) Rideshare Depot
Location	San Francisco, California
Start & End Date	Current acquired operating assets in 2025; this project is an ongoing effort.
Contract Value	\$1,000,000 under an IaaS model with expansion capabilities, sourced via self-funding.
Work Performed	Current is the owner, developer, and operator of 22 Level 3 DCFC stations (totaling 1,980 kW) to support charging for continuous AV rideshare operations.

	<p>Amenities include retail proximity and reserved bays.</p> <p>Daniel Boyd leads this effort as the Project Executive, with Michael Ivey supporting as the Project Manager.</p>
Photo(s)	

Project No. 5	
Title	Mall of America Patronage
Location	Bloomington, Minnesota
Start & End Date	2024 – Ongoing
Contract Value	\$400,000 under a CaaS model plus expansion capabilities as utilization increases, sourced via self-funding
Work Performed	<p>Current conducted engineering, procurement, and construction services to develop, own, and operate eight (8) Level 2 AC charging stations (totaling 83.2 kW) at key locations across mall property to support patrons.</p> <p>Amenities include retail access, lighting, and signage.</p>


	Daniel Boyd leads this effort as the Project Executive, with Michael Ivey supporting as the Project Manager.
Photo(s)	

Project No. 6	
Title	Last-Mile Logistics Fleet Hub
Location	Syracuse, New York
Start Date	2021 – Ongoing
Contract Value	\$2,000,000 under both Charging-as-a-Service (“CaaS”) and a Trucks-as-a-Service (“TaaS”) models for owner-operators seeking to deploy EV solutions, sourced via self-funding through a utility make-ready grant.
Services Performed	<p>Current served as the developer, owner, and operator of 12 Level 3 DCFC stations (totaling 790kW) to support medium- and heavy-duty EVs, providing charging support for the following OEMs:</p> <ul style="list-style-type: none"> • Freightliner • Volvo

	<ul style="list-style-type: none"> • Peterbilt • LoneStar (Kalmar) • Ford Lightning <p>The site is a fleet-only yard with security lighting.</p> <p>Giuseppe Perniciaro leads this effort as the Project Executive, with Michael Ivey supporting as the Project Manager.</p>
Photo(s)	

Project No. 7

Title	Last-Mile Logistics Fleet Hub
Location	Harrisburg, Pennsylvania
Start & End Date	June 2023 – Ongoing
Contract Value	\$2,000,000+ under both the CaaS and TaaS models for owner-operators seeking to deploy EV solutions, sourced via self-funding.

Work Performed	<p>Current designed, installed, and procured ten (10) Level 3 DCFC stations (totaling 735 kW) to provide Medium/Heavy-Duty EV charging support for package and delivery operations in the Greater Harrisburg Area, utilizing the following OEMs:</p> <ul style="list-style-type: none"> • Freightliner • Volvo • Peterbilt • Lonestar (Kalmar) • Ford Lightning <p>The site is a fleet-only yard with security lighting.</p> <p>Pip Decker leads this effort as the Project Executive, with Giuseppe Perniciaro supporting as the Project Manager.</p>
Photo(s)	

Project No. 8	
Title	Denver International Airport Shuttle Service

Location	Denver International Airport in Denver, Colorado
Start & End Date	2023-2023
Contract Value	\$216,290 in charging infrastructure under a bundled Vehicles-as-a-Service model, sourced via self-funding.
Services Performed	<p>Current provided EV charging support for the airport's electric shuttle bus pilot through designing, engineering, procuring, and transferring skid-mounted one (1) DC fast charging station (totaling 120kW).</p> <p>Amenities included rest area access and a fenced-in enclosure.</p> <p>Pip Decker led this effort as the Project Executive, with Michael Ivey supporting as the Project Manager.</p>
Photo(s)	