

**Logic RFEI Response – Brooklyn Marine Terminal
Port Operations and Maritime Industrial Uses
Submitted by: Meta Logic Corporation**

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Executive Summary

Logic is not a conventional port operator. Logic is a technology company that enables ports to operate as fully integrated, data-driven, multimodal logistics systems. For the Brooklyn Marine Terminal (BMT), Logic proposes implementing the nation's first high density automated maritime logistics hub. Under this model, containers discharged from ocean vessels at BMT are immediately unloaded by autonomous pallet-scale robots ("Logic Pallets"), placed into high density storage, inspected and transloaded onto cargo ferries, rail-on-barge, urban air, e-cargo bikes, and trucks.

The system is orchestrated by The Logic Interface Network (LINK), our digital-twin operating system that provides real-time visibility and control from vessel arrival to final urban distribution nodes. In our proposed BMT configuration, LINK coordinates robotic transload, electric lo-lo barge dispatch to Blue Highways landings, rail-on-barge moves via the Greenville-65th Street Yard carfloat connection, and UAV/eVTOL movements to the Downtown Skyport and network of e-cargo bike micro distribution hubs. This approach reduces heavy truck traffic from BMT's daily operations, protects the Columbia Street Waterfront District and the Brooklyn-Queens Expressway (BQE) corridor from additional congestion, and dramatically improves air quality, noise levels, and safety around the terminal.

The proposal aligns directly with New York City's Blue Highways vision, the planned public investments in electrification and shore power, and the reconstruction of a new marginal pier. Logic's technology stack consisting of autonomous mobile robots, passive and active cold-chain enclosures, AI dispatch, and integrated digital twins turn those public investments into a working, scalable, and globally exportable model for urban maritime freight. BMT becomes the anchor node of a multimodal metropolitan logistics network of urban micro facilities with Logic as the enabling platform.

Fully autonomous port and transloading technology is now operational and commercially viable, fundamentally reshaping how maritime terminals function. These systems alter traditional assumptions around labor, equipment, throughput, spatial requirements, and the configuration of buildings and yards. For Brooklyn Marine Terminal to remain competitive and functional over a 75-year horizon, it must be designed for the port of the future rather than replicating infrastructure patterns developed for the ports of the past.



Please scan or click the link below for
a brief introduction to the Logic Platform

<https://www.youtube.com/watch?v=fm1thInZnG4>



Illustration: Multi-Modal Automated Micro-Port Concept

A. Use, Size and Layout of Facility

1. Nature of the Proposed Maritime Industrial Operation

Logic proposes to operate BMT as a highly automated, intermodal logistics hub built around autonomous pallet-scale robotics and low-emission short-haul transport. The core elements of the operation are:

- Immediate robotic transload of containers: Containers discharged from ocean vessels are moved directly into climate-controlled (when required) cross-dock facilities where Logic Pallets autonomously extract palletized cargo from 20 and 40-foot reefer and dry containers. Full pallet loads can be inspected, stored or outbounded.
- Intermodal outbound network: Instead of relying on trucks, cargo leaves BMT via three primary modes: (1) electric or hybrid-electric LO/LO food barges and mixed-freight barges to Hunts Point and other Blue Highways landings; (2) rail-on-barge via the NYNJ Rail carfloat connection between Greenville Yard (NJ) and the 65th Street Yard in Brooklyn; and (3) limited UAV/eVTOL movements for high-value, time-sensitive cargo to the Downtown Skyport.
- Logic supports autonomous micro fulfillment centers around the city fed from BMT. This will allow for transloading to Cargo Bikes in each neighborhood.
- LINK digital-twin orchestration: LINK, Logic's software platform, maintains a continuous digital twin of the terminal and connected network. It manages berth windows, container selection for discharge, robotic work queues, ICE pod configuration, barge and rail departure schedules, and drone flight windows, enabling end-to-end planning and optimization across all modes.
- Cold-chain integrity and energy efficiency: By immediately moving cargo into a building-based cold-chain environment or ICE enclosures, Logic significantly reduces the number of plugged-in reefer containers sitting in the yard. This reduces energy consumption, avoids refrigerated container failures, and extends product shelf life.

Primary clients will include ocean carriers (e.g., Caribbean and Central American services calling BMT), fruit and food importers, freight forwarders, grocery chains and foodservice distributors using Hunts Point and other regional distribution hubs, as well as e-commerce and parcel carriers seeking low-emission access to New York City. Primary commodities are containerized fruit and vegetables, other refrigerated and frozen food products, packaged consumer goods, and selected high-value and time-sensitive freight that benefits from UAV/eVTOL delivery.

2. Operator / Developer Role

Logic does not seek to become the master landlord or traditional terminal operator for all of BMT. Instead, Logic proposes to act as a specialized port-enabling technology and operations partner under the single operator model described in the RFEI. Under this

structure, NYCEDC would select a primary port operator/developer responsible for the overall concession, and Logic would hold a sub-concession or long-term operating agreement to plan, deploy, and operate the automation, across a new logistics network centered around BMT.

In practical terms, Logic would:

- Design the port site plan, vehicular circulation, cross-dock facilities and warehouses.
- Finance, and deploy the Logic platform including the Logic Interface Network, Logic Pallet fleet, containers and supporting automation and hardware.
- Implement and operate the LINK digital-twin platform, managing vessel schedules, yard operations, barge, rail, UAV, e-cargo bike and truck planning into a single WMS-integrated control environment.
- Support the primary operator on berth management, safety, and terminal-wide compliance.
- Provide performance guarantees and service-level targets related to container dwell time, truck-trip reduction, energy and square footage use per pallet position, and cold-chain continuity.

Logic is also open to alternative structures, including a joint venture or co-operator role, provided that the core principles of a water-first operation and a unified digital automation platform are preserved.

3. Company History and Relationship to BMT

Logic was founded in 2020 and is headquartered in New York City. The company has developed a suite of automation technologies for warehouses, distribution centers, defense, space, and emerging intermodal environments. Logic's products include autonomous mobile robots (Logic Pallets), overhead multi-arm picking systems (Octopus), and smart containers all with integrated sensor systems that monitor load, weight, vibration, and position in real time reporting to the first digital twin-based warehouse, transportation and robotic management and execution software (LINK). Together they form the Logic Platform, the only end to end supply chain automation system that is backwards compatible with existing logistics infrastructure.

The proposed BMT operation would represent a significant expansion of Logic's existing business into the maritime sector. Logic does not currently operate a port terminal; instead, it works with supply-chain partners and facility owners to deploy its technology. BMT would become Logic's flagship port deployment and demonstration site, while also remaining a commercial-scale operation serving real trade flows. The BMT site would complement Logic's existing R&D plan.

4. Preferred Location within BMT and Suitability

Logic does not have a location preference; the technology can be applied anywhere on the site. Building design considerations should be made based on the functionality of the Logic system as facility building sizes will be substantially reduced.

5. Acreage, Growth Expectations, and Phasing

Logic's platform is intentionally agnostic to final site configuration and is designed to be deployed in close coordination with the selected port operator and NYCEDC. Rather than prescribing a fixed terminal layout, Logic focuses on enabling maximum throughput per acre through automation, verticalization, and multimodal integration. As a result, the acreage ultimately required for operations will depend on the operating partner's preferred configuration, berth utilization strategy, and phasing of public investments.

6. Interior Building Requirements and Location

Logic's interior building requirements are driven by the needs of autonomous, electrified, pallet-scale logistics, rather than traditional container warehousing or truck docks. The system prioritizes smooth robotic movement, high-density handling, and full digital integration over large storage volumes.

At full buildout, Logic anticipates the following illustrative interior space requirements, subject to refinement with the operating partner:

- **Automated Cross-Dock and Transload Facility:** A high-bay, temperature-controlled building located adjacent to the berth, designed for direct transfer of cargo from Logic-compatible containers into Logic Pallets and ICE units. The facility would feature smooth, robot-grade flooring; high-capacity power; robust wireless connectivity; side-dock and platform-style interfaces; and integrated USDA and customs inspection zones.
- **Cold Storage and Short-Term Hold:** Modular cold rooms and buffer space designed for short dwell times (typically hours rather than days), supporting rapid onward movement by barge or rail while preserving cold-chain integrity.
- **Robotics Maintenance, Charging, and Operations Center:** Space for Logic Pallet and automation maintenance, battery charging infrastructure, spare parts storage, and staff facilities, as well as the LINK operations and digital-twin control center. This facility would be fully IoT-enabled and designed to support continuous monitoring and optimization of terminal operations.

All interior facilities must support digital-twin and IoT compatibility, including real-time sensor data, asset tracking, and integration with LINK for orchestration and energy management. Buildings should also be designed to accommodate future technologies, such as overhead robotic systems (including Logic's Octopus), automated lifts, and vertical material handling.

From a siting perspective, these buildings are most effective when located directly behind the working apron at Pier 10 and, in later phases, behind the marginal pier. Proximity to the berth minimizes internal travel distance, reduces exposure of cargo to ambient conditions, and enables true ship-to-building cross-docking with minimal intermediate handling. Where feasible, multi-story or stacked configurations may be used to further increase capacity without expanding the terminal footprint.

7. Effect of Proposed Public Investments on Attractiveness of BMT

The public investments described in the BMT Vision Plan including electrification, berth reconstruction, a new marginal pier, shore power infrastructure, and support for cold storage and Blue Highways operations are fundamental to Logic's interest in BMT. They materially de-risk the deployment of a fully electric, truck-light system and create physical conditions that allow Logic's technology to achieve its full potential.

Specifically, the new marginal pier will provide resilient, modern berth space and apron capacity that can be purpose-designed for robotic cross-docking rather than retrofit from legacy operations. Electrification and shore power reduce operating costs and emissions for both vessels and yard systems. Investments in Blue Highways barge infrastructure and the Hunts Point Marine Terminal enable the core water-first logistics model that underpins Logic's proposal. For these reasons, an improved-as-proposed BMT is an exceptionally attractive site for Logic's business.

8. Waterfront Infrastructure Requirements

Logic's platform is mode-agnostic and can support both Lo/Lo and Ro/Ro operations using standard port infrastructure, provided that cargo handling and yard movements are coordinated through the Logic Platform. That said, certain investments would significantly improve operational efficiency, scalability, and alignment with the City's long-term goals.

Priority public infrastructure investments include:

- Deep-water container berths at Pier 10 and, in later phases, the new marginal pier, suitable for 3,000–4,000 TEU vessels serving Caribbean, Central American, and regional trades.
- Dedicated berths for electric or hybrid-electric barges, designed for palletized cargo, food-grade operations, and Logic ICE units, with direct barge-to-building or barge-to-robot interfaces.
- Shore power infrastructure for vessels and barges to reduce emissions, noise, and fuel consumption and to support the City's climate and electrification objectives.
- Integration with NYNJ Rail carfloat operations, enabling railcars and, in future phases, rail-compatible Logic pallet modules to move across the harbor without reliance on trucks.

Logic does not require new on-dock rail at BMT for initial operations. However, the incorporation of rail functionality, as outlined elsewhere in this response, would significantly enhance the terminal's intermodal offering. In such a scenario, limited on-dock rail could be extended from the crane or cross-dock area to the carfloat pier, allowing the operation to fully leverage the existing NYNJ Rail system connecting BMT to the 65th Street Yard, Greenville Yard, and onward to regional rail networks. Over time, this model could expand to serve additional rail-connected destinations, including Hunts Point.

Under this approach, full containers could be transferred directly between barge or ferry and rail, while Logic containers could also be autonomously unpacked at BMT into palletized units and cross-docked into other Logic containers or railcars serving New Jersey, South Brooklyn, and the broader regional rail system (including NYNJ Rail, Conrail, CSX, Norfolk Southern, and NY&A). In future phases, the reverse flow (rail to barge or ferry) would be equally supported. As a result, Logic's rail-related infrastructure needs at BMT remain modest and focused primarily on efficient barge and carfloat interfaces, yard management, and digital scheduling through LINK.

Finally, Logic's operating concept is intentionally designed to decouple terminal productivity from truck circulation. Internally, cargo movement is handled by autonomous robots and limited electric support vehicles operating on clearly defined, controlled paths. Externally, routine cargo flows exit the terminal by waterborne service, rail-on-barge, truck-on-barge, or UAV/eVTOL, rather than by truck on city streets.

Access for employees, inspectors, visitors, emergency responders, and occasional service vehicles would be accommodated via existing street connections. However, the volume of this traffic would be minimal compared to a conventional container terminal. This approach protects the Columbia Street corridor and surrounding neighborhoods from increased heavy vehicle traffic, noise, and emissions, while enabling BMT to scale throughput in a community-compatible manner.

9. Marginal Pier Significance

Building a new marginal pier or restoring the finger piers will not impact Logic's operations.

10. All-Electric Goals

Logic's business is purpose-built to enable a modern, all-electric, 21st-century port rather than to operate a traditional, truck-dependent terminal. Our platform replaces diesel equipment, manual handling, and fragmented systems with a fully electrified, autonomous, and digitally orchestrated operating model.

At BMT, all cargo handling within the terminal would be performed by electric, autonomous Logic Pallets and robotic systems, eliminating internal combustion yard equipment and significantly reducing energy intensity per unit of throughput. Vessel operations would be supported by shore power, while short-haul distribution would shift from trucks to electric or hybrid-electric barges, rail-on-barge connections, and limited electric UAV/eVTOL movements for time-sensitive cargo. This water-first, electrified approach aligns directly with the City's Blue Highways strategy and avoids adding truck traffic or emissions to surrounding neighborhoods.

Logic's LINK digital-twin platform serves as the coordinating layer for this all-electric ecosystem, continuously optimizing energy use, equipment dispatch, and cargo flow across transportation and facilities. By reducing idle time, minimizing reefer plug loads, and centralizing cold-chain operations in efficient, electrified facilities, Logic lowers overall power demand while improving reliability and cargo quality.

Together, these elements create a port that is not only electric, but designed around automation, data, and multimodal integration, a resilient, scalable infrastructure capable of adapting over decades as technology and trade patterns evolve. In this way, Logic directly supports the City's objective to build a future-ready port that advances climate goals, operational efficiency, and community health simultaneously.

11. Preferred tenants

The Logic system is universal and owner/function agnostic. It is designed to automate any supply chain and allow various supply chains to interface with one another with automation as the common denominator.

12. BMT Hunts Point Synergies

Logic views Brooklyn Marine Terminal (BMT) and the Hunts Point Marine Terminal as complementary nodes in a single, integrated maritime logistics system rather than as independent facilities. Together, they form the backbone of a water-first, low-emission freight corridor that can materially reduce truck traffic across New York City while strengthening regional food and goods distribution.

Under Logic's model, BMT functions as the primary ocean gateway and transloading hub, where containerized cargo is rapidly and autonomously transferred from vessels into pallet-scale units and insulated enclosures. Hunts Point, in turn, serves as the downstream consolidation, ripening, storage, and regional distribution center, already co-located with the City's largest food markets and distribution infrastructure. Direct, high-frequency barge service between the two terminals allows large volumes of food and other goods to move by water instead of by truck, improving reliability and reducing congestion and emissions on city streets and highways.

Importantly, Hunts Point also offers rail connectivity, creating an opportunity to extend the truck-reduction benefits beyond the BMT–Hunts Point corridor. By delivering palletized cargo directly to Hunts Point by barge, Logic enables onward movement by rail for regional distribution where appropriate, reducing the need for long-haul trucking from either terminal. Over time, this creates a layered system in which ocean freight enters at BMT, moves by barge to Hunts Point, and then distributes by a combination of rail, short-haul electric vehicles, and local delivery—substantially shrinking the truck footprint of the regional supply chain.

From Logic's perspective, the synergy between BMT and Hunts Point is central to achieving the City's broader Blue Highways and sustainability goals. Coordinated operations between the two terminals allow for shared digital planning, synchronized schedules, and end-to-end visibility through Logic's LINK platform, enabling higher throughput with fewer vehicles and lower environmental impact. Together, BMT and Hunts Point can operate as a unified, water-connected logistics campus that sets a new standard for urban freight movement and maximizes truck reduction across the city.

13. Hunts Point Desired Infrastructure

The infrastructure, acreage, and equipment desired at Hunts Point are focused on efficient, low-emission barge receipt, pallet-scale handling, and onward distribution, not large-scale container operations or truck-intensive yards.

From an infrastructure perspective, Logic would prioritize dedicated barge berths capable of supporting high-frequency LO/LO food and mixed-freight barges operating between BMT and Hunts Point. These berths should be designed for rapid, repeatable operations and equipped with shore power to support electric or hybrid-electric vessels. Adjacent apron space should allow for direct barge-to-building or barge-to-robot transfer, minimizing open-air dwell for perishable cargo.

In terms of acreage, Logic anticipates that Hunts Point can operate effectively with a modest but contiguous footprint relative to traditional terminals. Approximately 5–10 acres of well-configured waterfront and upland space would support initial operations, with the ability to scale to 10–15 acres over time as Blue Highways volumes increase. The emphasis is on throughput and velocity rather than large storage yards, enabled by rapid pallet handling and tight coordination with BMT.

Required interior space would include climate-controlled cross-dock and cold-chain facilities sized for short-duration dwell, ripening, and consolidation rather than long-term storage. These facilities should be directly accessible from the barge berth and designed to integrate with existing Hunts Point market infrastructure. Co-location with rail access, where available, is highly desirable to support onward regional distribution without introducing additional truck moves.

Equipment needs at Hunts Point would be predominantly electric and automated, including Logic Pallets for internal movement and the Logic Octopus robotic material handling systems, and standardized Logic ICE units. Limited conventional material-handling equipment may be used for interoperability, but the core design principle is a robot-first, electric-only operation. Charging infrastructure, high-capacity power connections, and digital connectivity to support Logic's LINK platform are essential.

Overall, Logic's desired configuration at Hunts Point is intentionally compact, electrified, and tightly integrated with BMT operations. By focusing on barge connectivity, pallet-scale automation, and optional rail interface, Hunts Point can serve as a high-throughput, low-truck distribution node that maximizes the value of the City's waterfront assets while advancing its sustainability and congestion-reduction goals.

C. Financial Proposal

14. How Logic Generates Revenue

Logic's revenue model is built around the delivery of high-value, automation-enabled logistics services, rather than traditional real estate rent or commodity-based terminal throughput fees. The company generates revenue by providing an integrated technology

platform that combines robotics, software, and operational intelligence to materially improve efficiency, reliability, and sustainability across logistics operations.

At the core of this model is LINK, Logic's software platform, which functions as the system of record and digital twin for automated operations. Logic generates recurring software-as-a-service (SaaS) revenue from LINK by providing real-time orchestration, analytics, optimization, and reporting across robotic fleets, facilities, and connected transportation modes.

Logic also generates recurring revenue through the deployment and use of proprietary automation hardware, including Logic Pallets and Octopus robotic systems. These assets are typically provided under lease or usage-based arrangements, allowing customers to align costs with throughput while benefiting from continuous hardware and software upgrades, maintenance, and support.

In addition, Logic earns one-time and milestone-based fees associated with the initial onboarding and scaling of new deployments. These services include site planning and layout design, systems integration, testing and commissioning, digital-twin configuration, operator training, and ongoing technical support related to hardware infrastructure and software deployment.

Together, these revenue streams create a model in which Logic's incentives are directly aligned with operational performance, system uptime, and customer outcomes. The model is inherently scalable and adaptable to environments such as Brooklyn Marine Terminal, where automation, multimodal coordination, and long-term operational efficiency are central to value creation

15. Company Operations

Meta Logic Corporation is an independent company owned by its founders, employees and shareholders.

16. Previous Operations

Logic does not currently operate a marine terminal or port facility and therefore does not have a direct operational equivalent to the full scope of activities contemplated in this RFEI. Logic is a logistics technology and systems provider rather than a traditional terminal operator. However, the core functions proposed for Brooklyn Marine Terminal (automated transloading, pallet-scale material movement, inventory tracking, cold-chain handling, and digitally coordinated logistics workflows) are currently deployed by Logic in commercial and government warehouse and distribution environments. In these environments, Logic's technology is used to support revenue-generating operations through a combination of software licensing for its LINK platform, equipment leasing or usage-based fees for its robotics, and service and support agreements. These deployments are focused on improving operational efficiency, reducing labor intensity, increasing safety, and providing real-time visibility across facilities.

For Brooklyn Marine Terminal, Logic anticipates a similar commercial model, with revenues derived from software, automation, and logistics services provided to terminal operators, carriers, and shippers. Logic does not rely on ongoing public operating subsidies, and any public investment would be limited to infrastructure improvements already contemplated by NYCEDC as part of the broader BMT redevelopment.

17. Investment

To date, Logic has primarily operated as a technology developer and platform provider, rather than as a capital-intensive infrastructure owner. In prior deployments, Logic has typically financed the research, development, and manufacturing of its automation hardware and software internally or through customer-aligned commercial arrangements, rather than through direct ownership of large-scale real estate or port infrastructure.

While Logic has not historically made direct equity investments in port terminals or similar facilities, it has consistently invested in the design, manufacturing, and deployment of automation equipment and operating platforms required to support its customers' operations. This has included the provision of proprietary robotic hardware, software systems, and supporting infrastructure under a range of commercial structures, including equipment purchase, long-term service agreements, and financing-supported deployments.

For Brooklyn Marine Terminal, Logic anticipates deploying approximately \$150–250 million in private capital or capital-equivalent investment over the life of the project, depending on the final scope of automation, the scale of the electric barge fleet, and the extent of building improvements. Importantly, a significant portion of this investment could be delivered through financed automation hardware and systems, rather than traditional real estate ownership, allowing capital to be aligned directly with operational performance.

This investment would support, among other items:

- Site and facility interior architecture required to accommodate autonomous and electrified operations.
- Manufacturing, deployment, and lifecycle support of Logic Pallets, Logic Containers (including ICE units), and associated charging and control systems.
- Fit-out of newly constructed cross-dock, warehouse, and cold-storage facilities with high-density racking and automation-compatible layouts.
- Development, deployment, and continuous enhancement of the LINK digital-twin and orchestration platform, which integrates terminal operations, barge and rail scheduling, and energy management.

Logic believes this model—combining technology ownership, financed equipment deployment, and performance-based operating agreements—can be effectively applied at BMT. It allows the City and the selected port operator to leverage private capital for

advanced automation while maintaining flexibility in governance and minimizing the need for Logic to hold long-term real estate interests.

18. General Conditions

Logic is prepared to operate under several possible concession structures. The preferred model is a single master concession or lease to a port operator/developer, under which Logic holds a long-term sub-concession or operating agreement granting it rights to deploy and operate its technology and facilities in defined portions of the BMT site and connecting facilities. In this role, Logic would take on performance obligations related to container dwell times, truck-trip reduction, and energy efficiency.

Alternative structures are also feasible, including a joint venture between Logic and a selected port operator, Logic serving as a unifying operational layer across multiple port operators, or a more integrated concession model in which Logic acts as a co-operator for defined terminal components. Each of these approaches is viable provided that decision-making remains unified and coherent across the full multimodal system and that the truck-light operating principle is preserved.

Logic supports NYCEDC's intent to move toward a single operator or unified governance model for the various segments of BMT, including container operations, flex-maritime areas, and potentially cruise and other uses. A unified governance structure simplifies decision-making, reduces fragmentation, and makes it easier to implement cohesive, port-wide initiatives such as electrification and the reduction of truck reliance.

Within that framework, Logic views itself as a specialist and enabler. The governance structure should clearly delineate roles, responsibilities, and decision rights between the master operator and specialized partners like Logic, while maintaining a shared commitment to the port's performance, community, and environmental goals.

Importantly, Logic's automation platform is operator-agnostic by design. Commercial, public, and government or defense supply chains operate on the same underlying system, using common digital-twin, orchestration, and automation infrastructure. Should NYCEDC choose to subdivide the site, or if multiple operators participate in different components of BMT, deploying Logic as the standard automation and operating platform would allow those operators to function as a single, coordinated port ecosystem.

D. Employment, Workforce, and Community

19. Employment Opportunities

Logic's proposed operations at the Brooklyn Marine Terminal would generate a diverse range of employment opportunities, both directly within terminal operations and indirectly across the surrounding community and regional supply chain. While the terminal would rely on advanced automation, it is not labor-eliminating; rather, it shifts employment toward higher-skill, safer, and more stable roles aligned with the needs of a modern, electrified port.

Direct employment at BMT would include positions such as robotics and automation technicians, software and digital-twin operators, electrical and charging-infrastructure specialists, marine crews for electric and hybrid-electric barges, cold-chain and quality-control staff, safety and compliance personnel, and operations managers. These roles support continuous terminal activity and offer clear pathways for advancement as systems scale and throughput increases.

Beyond the terminal itself, Logic's model creates broader community employment through barge operations to Hunts Point and other Blue Highways nodes, rail-on-barge connectivity, equipment maintenance, and system integration services. Additional indirect jobs are generated in food distribution, ripening, packaging, and value-added logistics activities enabled by faster, more reliable waterborne delivery. The reduction of truck traffic also supports community-scale economic activity by improving street safety and air quality, making nearby areas more attractive for small businesses and workforce participation.

Logic anticipates partnering with local workforce development organizations, CUNY and SUNY institutions, maritime training programs, and technical schools to create training pipelines for Brooklyn residents. These partnerships would focus on robotics maintenance, maritime operations, electrical systems, and logistics technology, ensuring that employment opportunities created by the modernization of BMT are accessible to the local community and aligned with the City's long-term economic and environmental goals.

20. Estimated Employment

At full buildout, Logic anticipates that its operations at BMT will directly employ approximately 100–150 full-time staff. These positions will span a range of skill sets, including robotics technicians, software operators, marine crew for barges, UAV/eVTOL pilots and technicians, cold-chain and warehouse staff, safety and compliance personnel, and administrative and management roles.

During construction and ramp-up phases, Logic expects 300–400 additional jobs related to building construction, equipment installation, systems integration, and commissioning. Logic is committed to working with NYCEDC and local partners to ensure these opportunities are accessible to New Yorkers, particularly residents of nearby neighborhoods.

21. Union Labor Experience

Logic does not yet have direct operating experience working with unionized dock labor or with the International Longshoremen's Association (ILA) in a port terminal environment. As a technology and automation company, Logic's prior deployments have focused on warehouses, distribution centers, and industrial facilities where labor structures differ from traditional marine terminal operations.

That said, Logic recognizes that organized labor—particularly the ILA—plays a critical role in the safe, reliable, and efficient operation of U.S. ports. Logic's approach to automation is not to displace labor, but to augment and modernize port work, shifting repetitive, high-

risk, and physically demanding tasks to machines while creating new, higher-skill roles in equipment operation, maintenance, systems oversight, and safety management.

Logic is prepared to work collaboratively with the selected port operator, NYCEDC, and relevant labor organizations to ensure that any deployment at BMT aligns with collective bargaining agreements, jurisdictional requirements, and established work practices. Logic's systems can be configured to support union labor integration, including defined handoff points between automated processes and human-operated functions, as well as training programs that enable union members to transition into new technical and supervisory roles created by automation.

22. Workforce Development and Training

Logic intends to partner with educational and workforce institutions to develop targeted training pathways for the new jobs created at BMT. Potential partners include:

- CUNY Maritime College and other maritime education programs for vessel operations and marine systems.
- Kingsborough Community College and other CUNY campuses for logistics, cold-chain, and support functions.
- Wentworth Institute of Technology and other technical universities for robotics, automation, and software engineering.
- Local workforce development organizations for training in entry-level logistics, maintenance, and operations roles.

Training will emphasize safety, technological literacy, and pathways to advancement in a highly automated port environment. Logic will also explore internship and apprenticeship programs that allow students and early-career workers to gain practical experience at BMT.

E. Traffic, Transportation and Utilities

23. Traffic Impacts

Logic's proposed operating model is explicitly designed to decouple cargo throughput from truck traffic. Unlike conventional port expansions where increased volume almost always results in a proportional increase in truck trips, Logic's system shifts the majority of outbound freight movement to waterborne, rail-on-barge, and limited electric aerial modes. As a result, routine freight truck traffic entering and exiting the Brooklyn Marine Terminal would be substantially lower than that of a traditional container terminal, even at comparable or higher throughput levels.

Under normal operating conditions, freight-related truck trips would be limited to interoperability with external facilities that cannot be served by air, water, or rail. The core daily movement of goods would occur via electric or hybrid-electric barges to Hunts Point and other Blue Highways landings, rail-on-barge connections via the 65th Street or Greenville Yard and select UAV/eVTOL corridors for time-sensitive cargo. This approach

significantly reduces pressure on the Brooklyn–Queens Expressway and surrounding arterial roadways.

Employee-related vehicular traffic is also expected to be lower than that of a conventional terminal. Logic’s autonomous systems reduce reliance on large, shift-based labor forces, resulting in fewer daily employee vehicle trips and correspondingly lower on-site parking requirements. Workforce access would primarily consist of personal vehicles, transit, and limited-service vehicles, rather than large volumes of freight traffic.

Logic will work closely with NYC DOT and other relevant agencies to refine traffic assumptions, design appropriate access controls, and confirm circulation patterns through detailed transportation studies. Overall, the proposed business model is expected to generate materially fewer truck and car trips than traditional port operations while supporting higher operational efficiency and improved community outcomes.

24. Blue Highway’s vision

Logic envisions Brooklyn Marine Terminal as a primary Blue Highways anchor node, purpose-built to maximize the volume, reliability, and economic viability of short-sea freight within New York Harbor and along regional waterways. Our approach is to design Blue Highways operations into the core operating model of the terminal—rather than treating barge movements as a supplemental or pilot activity—so that waterborne distribution becomes the default outbound mode for freight entering BMT.

At the operational level, Logic enables rapid, autonomous transloading of ocean containers into pallet-scale units and insulated enclosures that are optimized for short-haul barge transport. By eliminating long container dwell times and truck-dependent yard moves, Logic increases the velocity of cargo and makes frequent, scheduled barge service commercially practical. High-frequency, predictable sailings to destinations such as the Hunts Point Marine Terminal allow shippers and distributors to plan around waterborne service with the same confidence traditionally reserved for truck drayage.

From an infrastructure standpoint, Logic prioritizes dedicated, electrified barge berths and direct barge-to-building or barge-to-robot interfaces, minimizing handling steps and exposure for perishable goods. These berths are supported by LINK, Logic’s digital-twin platform, which synchronizes vessel arrivals, barge dispatch, labor and equipment availability, and downstream receiving windows. This system-level coordination is critical to scaling Blue Highways beyond demonstration projects into a dependable, high-throughput logistics network.

Logic also views Blue Highways as a network, not a single route. While Hunts Point is the primary near-term destination, the same operating framework can support additional landings across the harbor and along the Hudson, East River, and regional waterways as demand grows. By standardizing equipment, data interfaces, and operating procedures across these nodes, Logic lowers the barrier to entry for new routes and partners.

In this way, Logic maximizes the potential of Blue Highways at BMT by making waterborne freight the fastest, most predictable, and lowest-emission option for urban distribution reducing truck traffic, improving resilience, and positioning BMT as a model for water-first logistics in dense metropolitan environments.

25. Boat/Ship Ownership

Logic would not own any boats, ships, or barges under the proposed model.

26. Electrical Requirements

Logic's utility requirements are primarily driven by electrical power needed to support autonomous equipment, cold-chain operations, and shore-powered vessels. At full buildout, peak electrical demand is currently estimated to be in the 20–25 megawatt range, subject to refinement based on final building configurations, the scale of electric barge propulsion, and shore power utilization.

Logic anticipates a phased power demand profile, beginning with approximately 10–15 megawatts during initial operations and increasing over time as automation density, cold-chain capacity, and electric marine activity expand. To ensure operational reliability particularly for temperature-sensitive cargo Logic expects the provision of redundant feeders and adequate substation capacity to protect against outages and maintain continuous operations.

Logic will work closely with Con Edison, NYCEDC, and other relevant stakeholders to plan and implement required electrical upgrades and to evaluate opportunities for resilient and sustainable energy delivery. These may include on-site energy storage, microgrid configurations, and integration of renewable energy sources to manage peak loads, improve resilience, and support the City's long-term climate objectives.

As detailed building designs and equipment specifications are finalized, Logic will prepare and submit a comprehensive energy demand and consumption analysis.

F. General Feedback to NYCEDC

27. Conclusion

Logic's proposal for the Brooklyn Marine Terminal is grounded in a simple belief: that port growth, urban livability, and environmental responsibility can be aligned through smart design and technology. By improving container unloading efficiency and reducing routine freight trucks from daily operations through autonomous robotics to integrate barges, rail-on-barge, urban air mobility, and micro fulfillment, BMT can grow its role in the regional economy improving congestion and emissions in surrounding neighborhoods.

With the public investments already envisioned in the BMT Vision Plan and the Blue Highways initiative, Logic's technology can transform BMT into a global model for truck-light, all-electric maritime logistics. We look forward to the opportunity to work with NYCEDC, the selected master operator, community stakeholders, and other partners to turn this vision into a working reality.

What does Logic's single level density look like?

Logic's single level density is 17.3 square feet per Logic Pallet storage position. At three levels, the square footage drops to 5.8 square feet per Logic Pallet storage position.

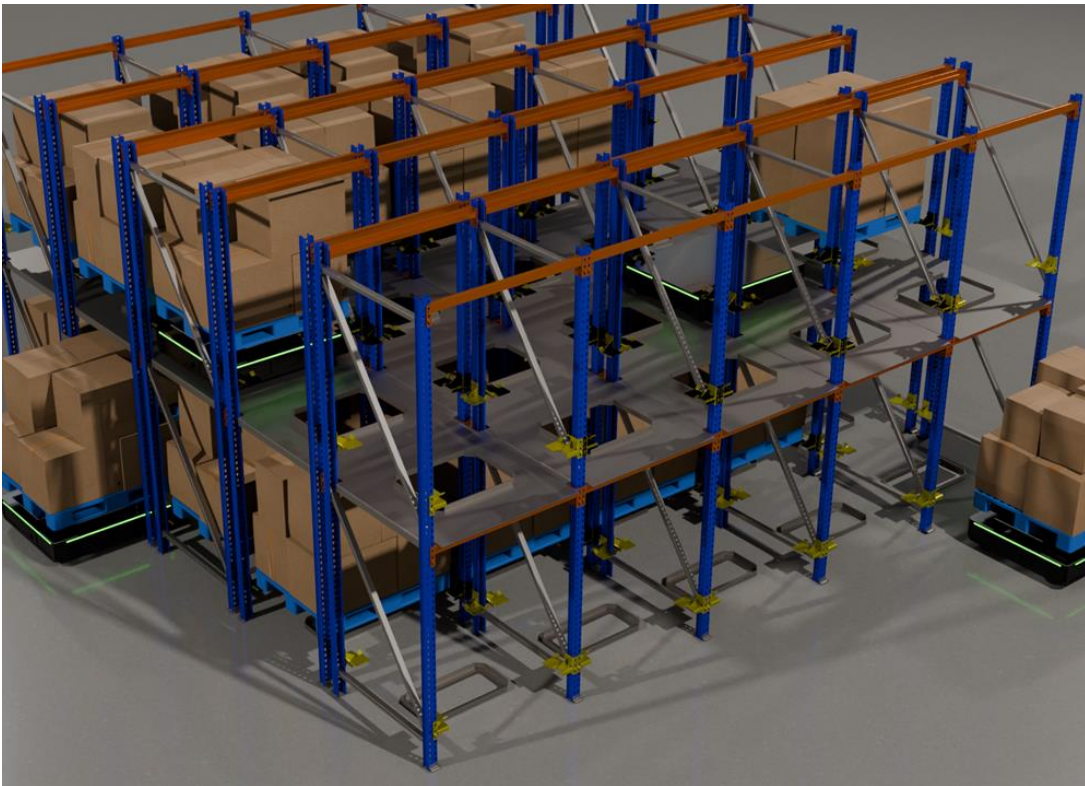


Please scan the code or
click the link below to view
a video of this operation

<https://www.youtube.com/shorts/UZDHxqZdtt4>

Does every payload need its own Logic Pallet?

No, Logic Pallets can lift and drop their payload on Logic Pallet Stands where the cargo can sit in storage, inspection, or interaction areas, and the Logic Pallet can take on another mission.

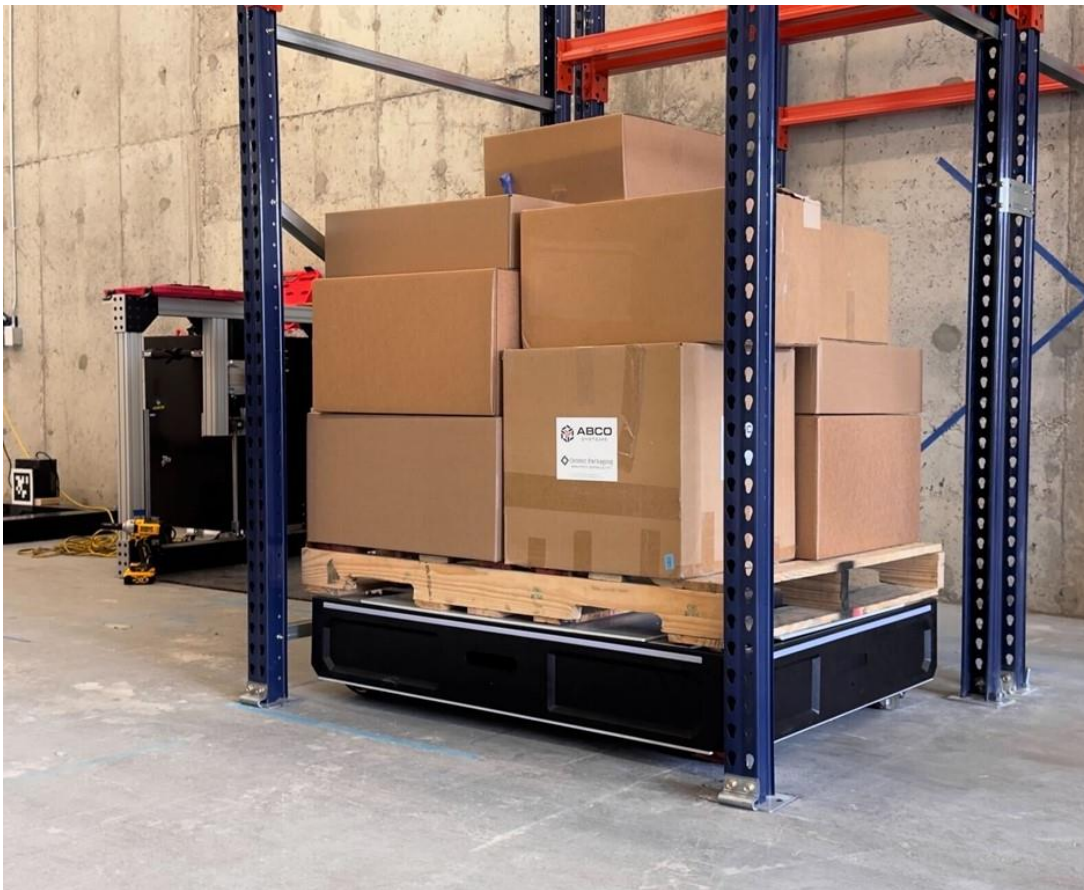


Please scan the code or
click the link below to view
a video of this operation

<https://www.youtube.com/watch?v=4B07c1ffhvI>

How do Logic Pallets work with standard pallet racking?

Standard pallet racking upright clearances can be widened to provide the necessary allowance for Logic Pallet drive through. Logic Pallet stands can clip into any standard upright.



Please scan the code or
click the link below to view
a video of this operation

<https://www.youtube.com/shorts/3cK4jpt6Vtg>

Can Logic Pallets be lifted or stacked?

Yes, the following video shows our Logic Stacker, operated by LINK to condense empty Logic Pallets for even more spatial efficiencies in facility, or in transit.



Please scan the code or
click the link below to view
a video of this operation

https://www.youtube.com/shorts/04e_vSkUue8

Can Logic Pallets reach the upper levels in pallet racking?

Yes, using a taller version of the Logic Stacker that attaches to the racking frame. The Lift is controlled by LINK and allows the Logic Pallet to access raised storage positions via drive-in rails that can be set anywhere along the uprights.



Please scan the code or
click the link below to view
a video of this operation

https://www.youtube.com/shorts/EvoGYy2_WBY

How do Logic Pallets get on and off trucks?

Logic Pallets can drop their payload on stands retrofitted into the container or truck box, or they can go on the journey with the cargo based on the user's requirements. This is a demonstration video, and loose boxes would not be loaded for on-road travel in practice.



Please scan the code to click the link below to view a video of this operation

<https://www.youtube.com/watch?v=5wON3rqNldc>

What does the Logic Container look like

A Logic Container is the exact same size as the standard high cube shipping container, and it comes in both one and two TEU configurations. The big difference is it opens from the long side for rapid loading and unloading by Logic Pallets

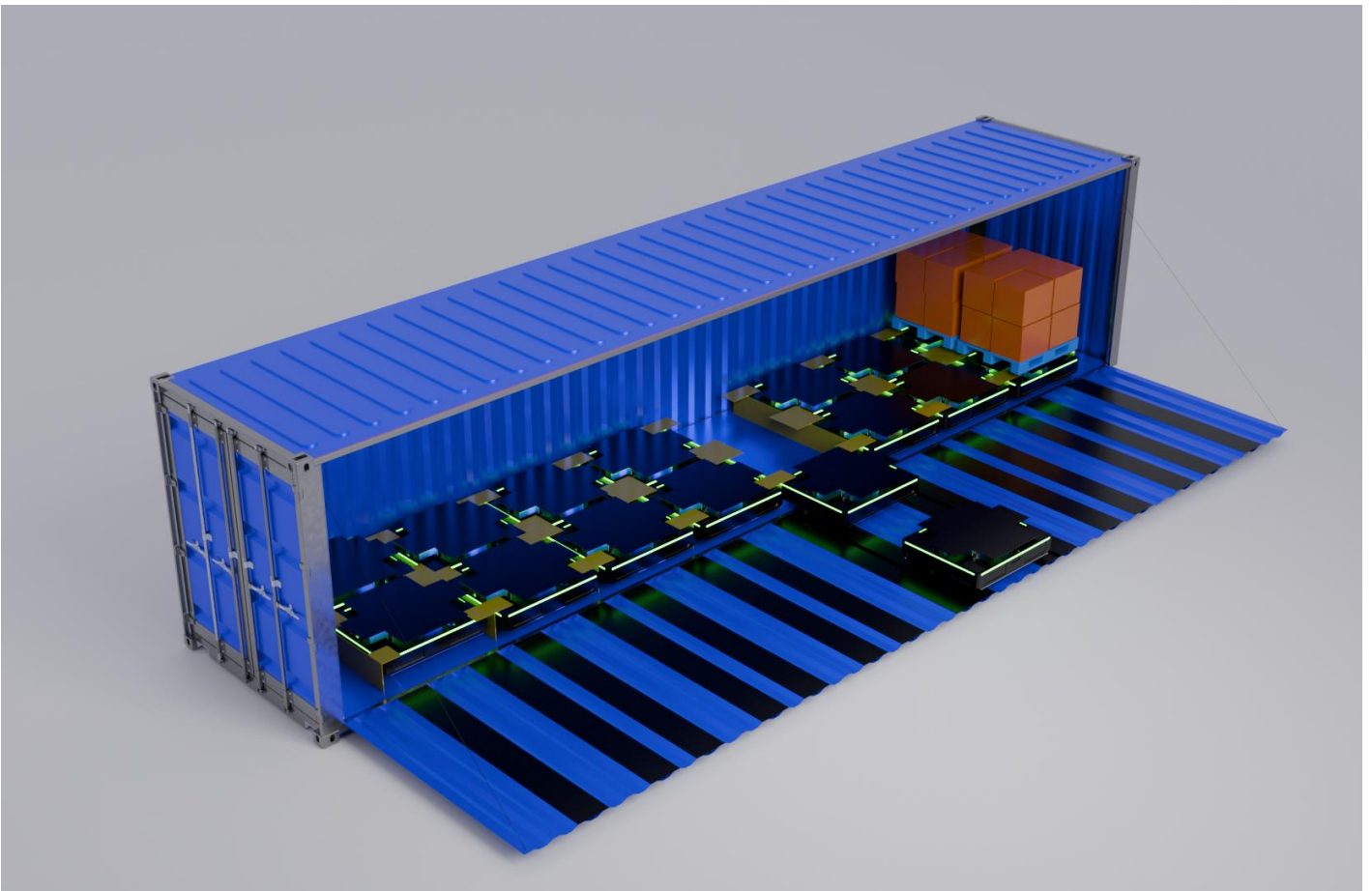
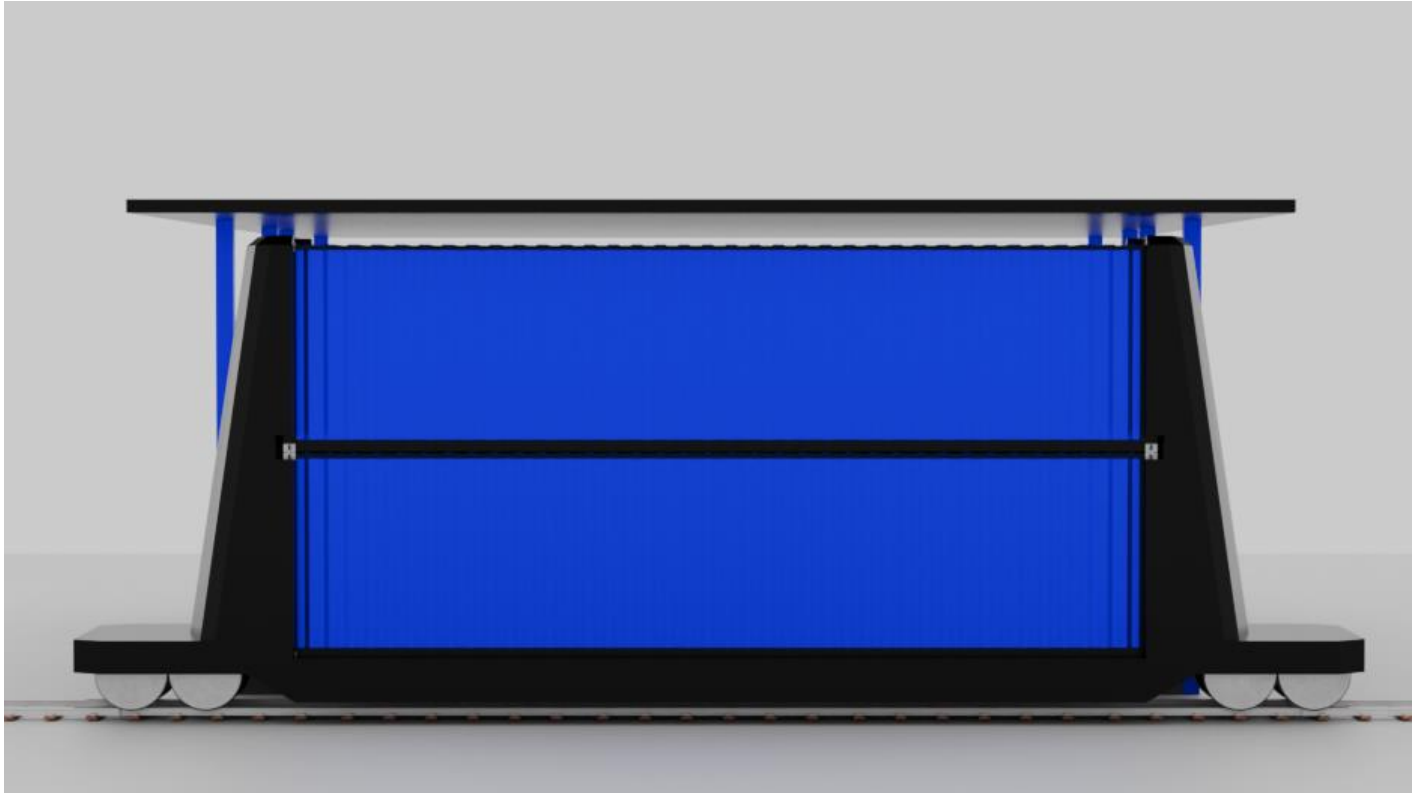


Image above: Logic Two TEU Shipping Container

Following Image Top: Two Logic Containers Stacked on well car

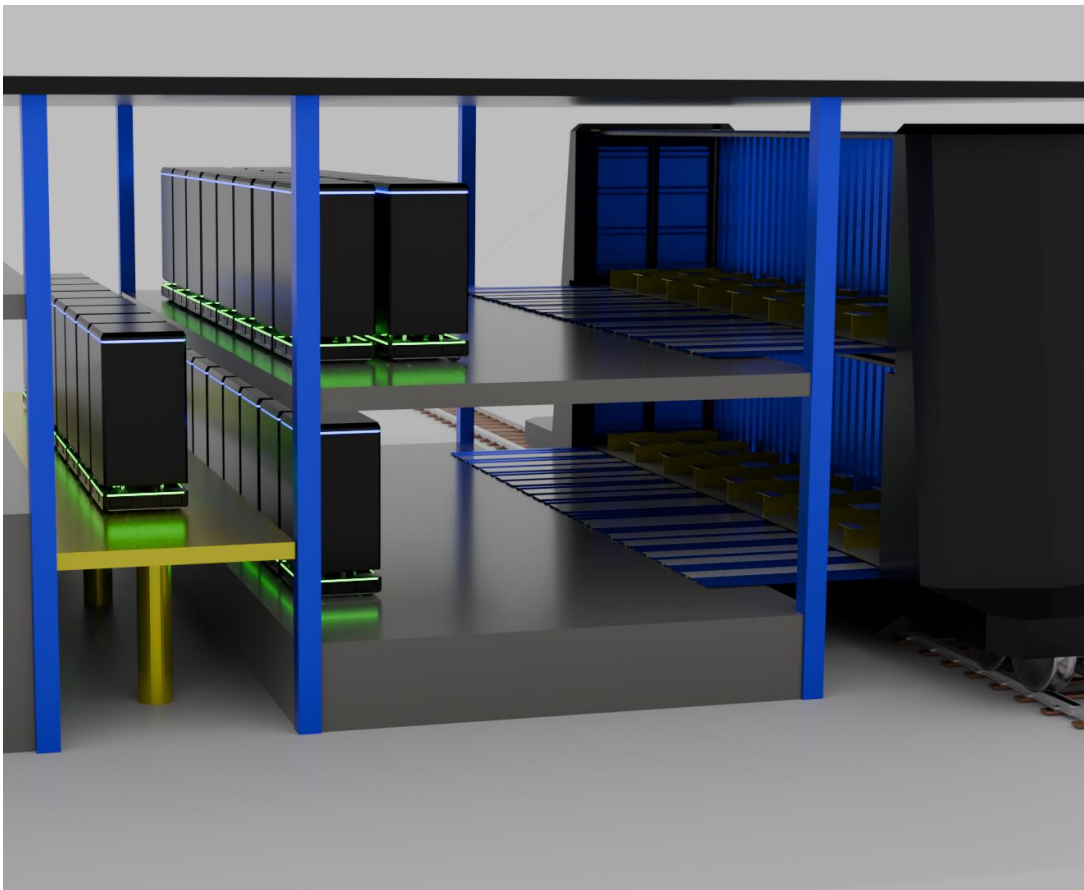
Following Image Bot: Double stacked well car unloading to an adjacent double decker platform

Container additional images



How does Logic's Intermodal Transloading work?

Logic's modified one and two TEU Containers contain special stands that allow cargo on standard pallets or in Logic Enclosures to be autonomously unloaded, stored and transloaded by Logic Pallets. Logic Containers open from the side and can be loaded manually by double pallet handler forklifts.



Please scan the code or
click the link below to view
a video of this operation

https://youtu.be/4ymJXlQ_yBY

What are Logic Enclosures?

Logic Enclosures can containerize goods at the pallet footprint size. This eliminates single use plastic wrap as a means of securing items in transport. Logic ICE (Integrated Cold Enclosure) can carry cold chain items short and medium distances, maintaining temperature passively and able to mix with non-refrigerated cargo in the same dry van.

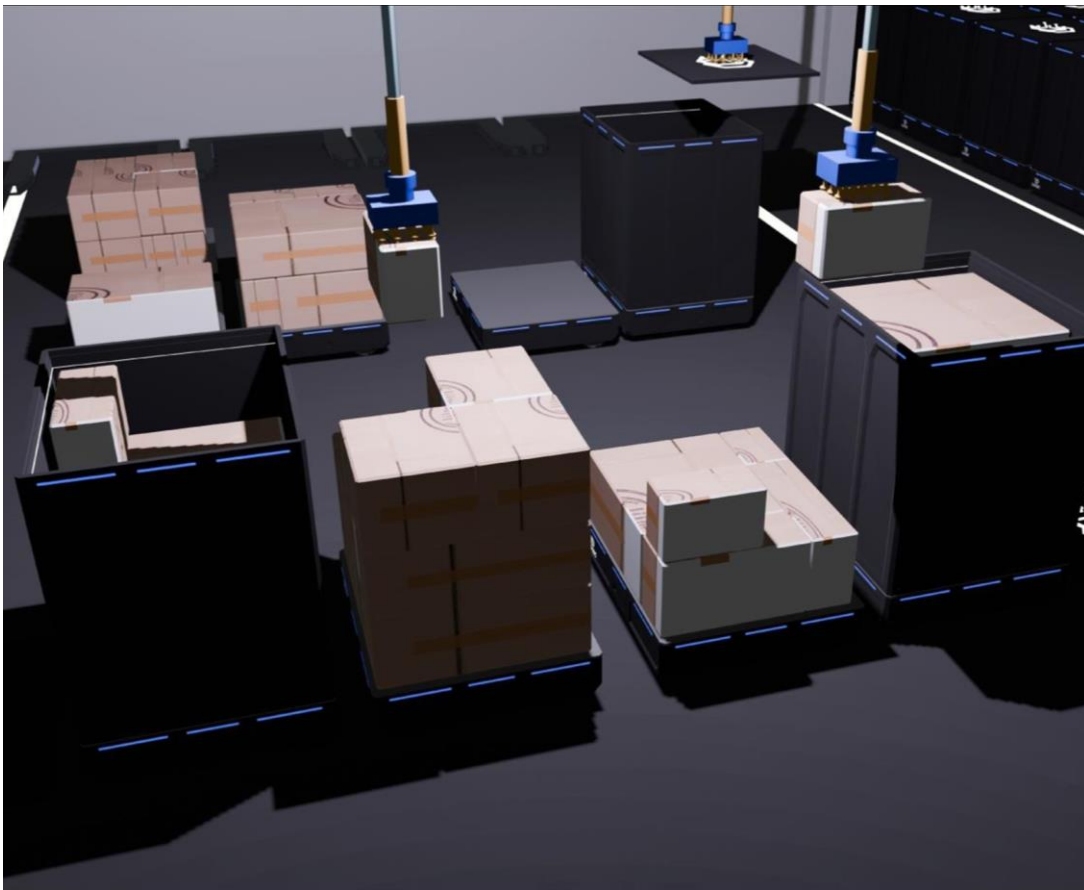


Please scan the code or
click the link below to view
a video of this operation

https://www.youtube.com/watch?v=ocR82_Qs06c

How are Logic Enclosures manipulated?

The Logic Octopus is a multi-arm bridge crane that operates multiple end effectors simultaneously. This allows the Logic pallet to travel to the appropriate end effector for optimized picking based on the items it is carrying. The Octopus not only builds mixed pallets, but it opens and closes Logic Enclosures.



Please scan the code or
click the link below to view
a video of this operation

<https://www.youtube.com/watch?v=Amf5FGJDyCs>

How does the Logic system integrate with UAVs/eVTOLs?

Logic Pallets can travel outdoors in controlled areas to retrieve cargo pods from various UAVs/eVTOLs. The video shows one application, but Logic Pallets can unload other payload configurations as well.



Please scan the code or
click the link below to view
a video of this operation

<https://youtu.be/QcxvB9MbmEw>

How does the Logic system integrate with Forklifts?

Logic Pallets work with standard pallet racking fitted with Logic Pallet Stands, which comprises the dense storage area. The perimeters of these areas can accept a transfer of a standard pallet by forklift.



Please scan the code or
click the link below to view
a video of this operation

<https://www.youtube.com/watch?v=iFpamrZp7RQ>

What does the Logic Interface Network (LINK) look like?

LINK looks like the facility it is operating in, because LINK is based on a digital twin of the facility.

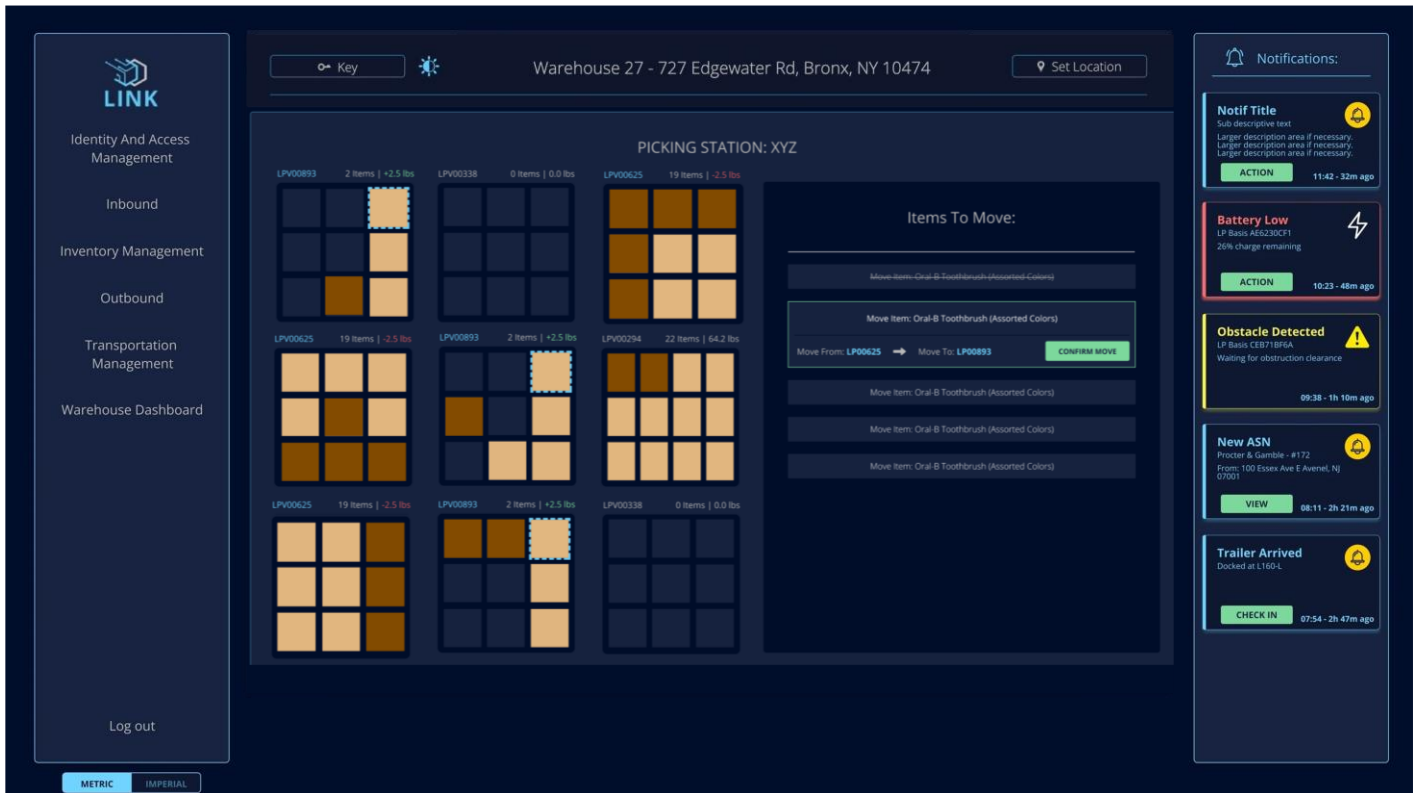
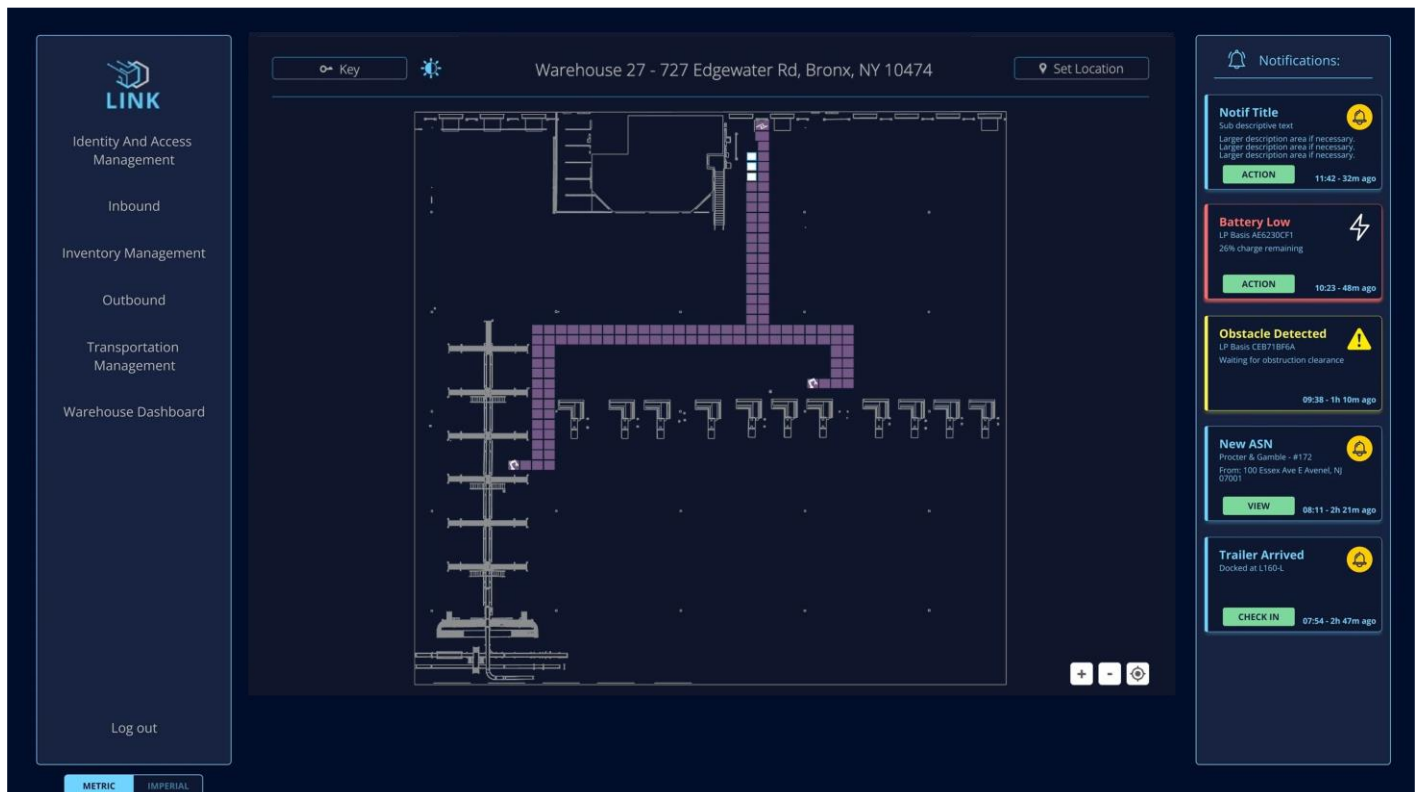
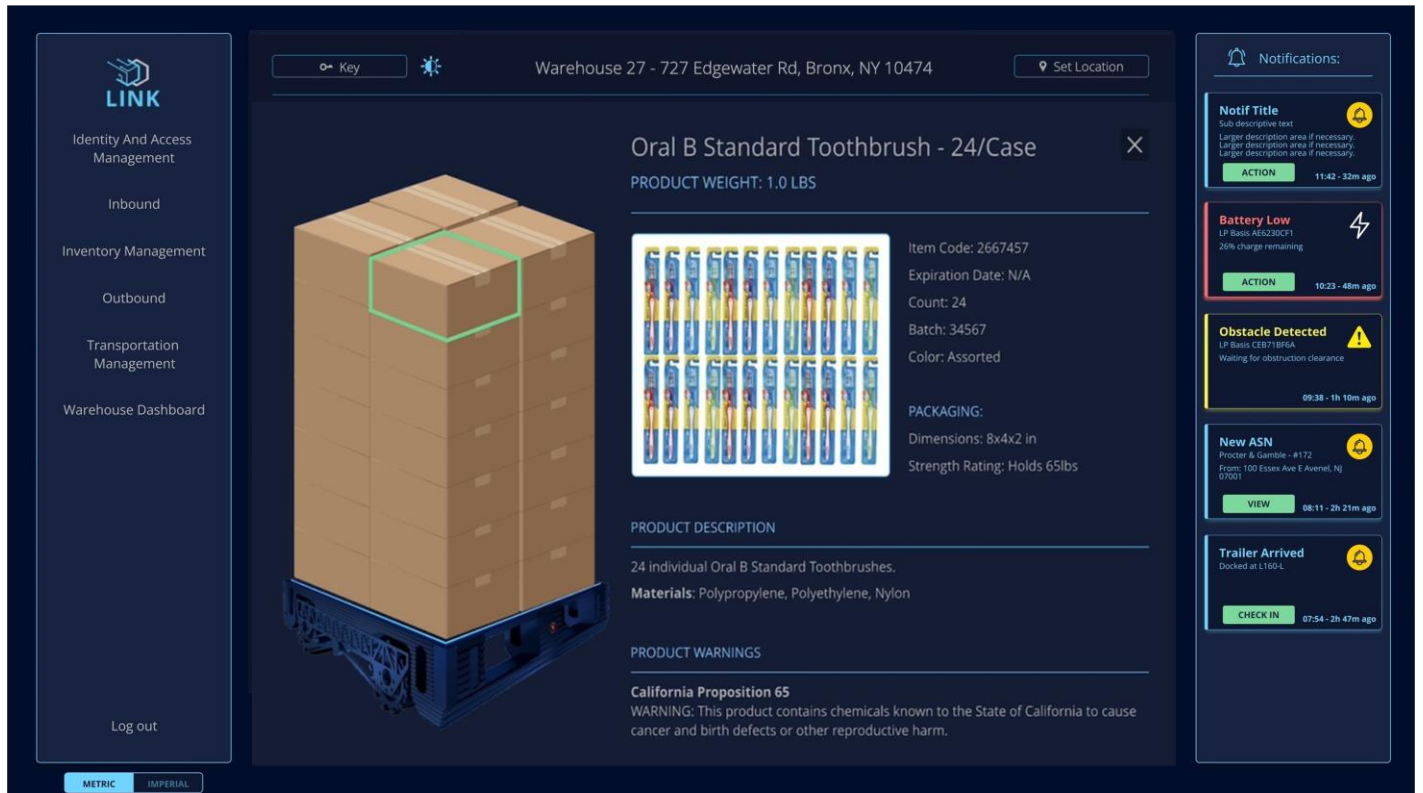


Image above: Logic Octopus User Interface (Mixed Pallet Building)
Following Image Top: Logic Item Master (Inventory Management)
Following Image Bot: Warehouse Dashboard (2D Digital Twin)

LINK additional images



What does a Logic Micro-Distribution Center look like?

The Logic micro-DC is a vertically integrated facility designed for automated transloading, storage, picking, inspection, and dispatch. Within a 10,000-square-foot site and approximately 20,000 square feet of interior floor area, this configuration can support up to 560 storage positions and process three box trucks, three UAV/eVTOLs and up to 36 cargo bike departures per hour.

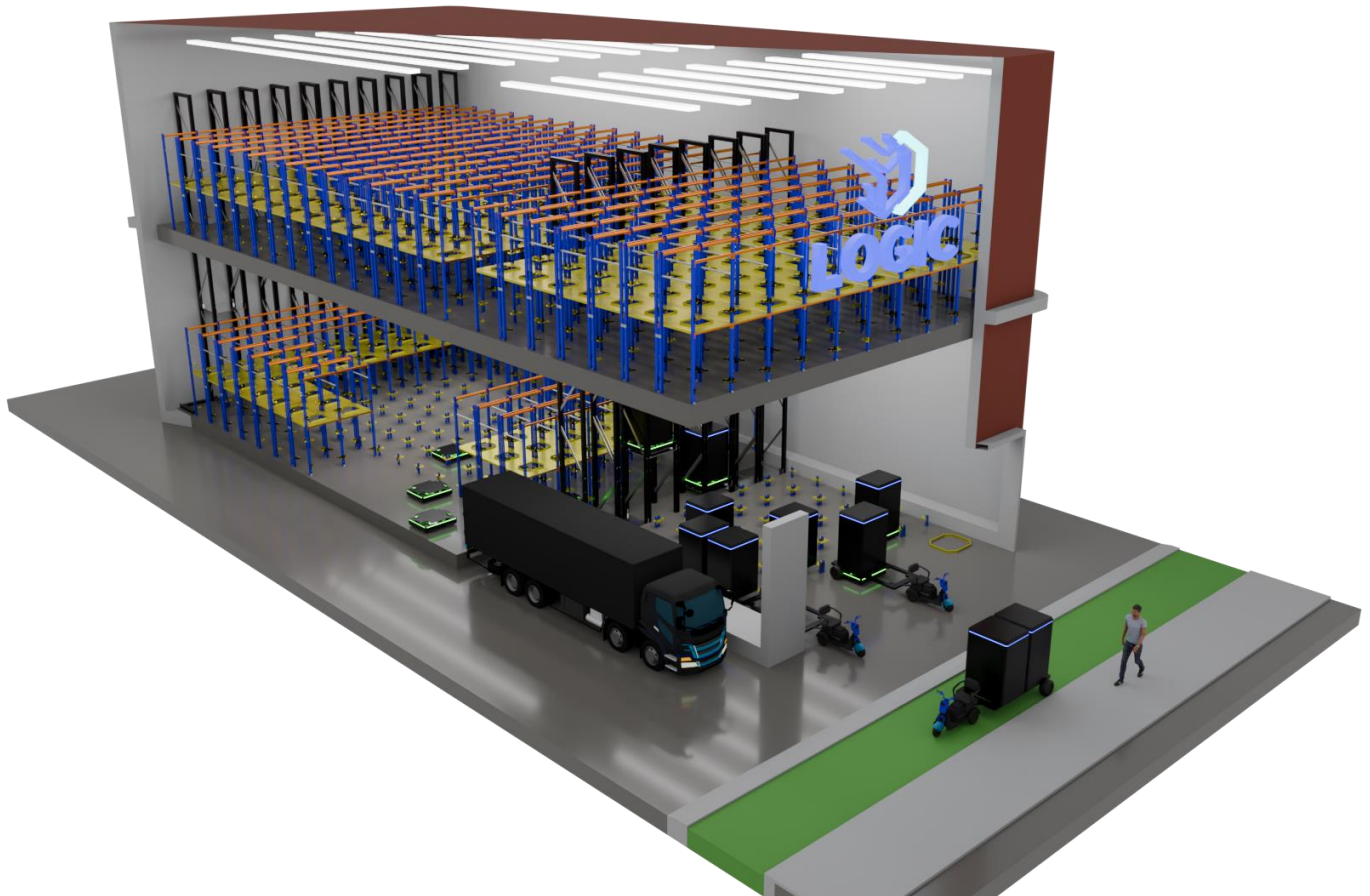
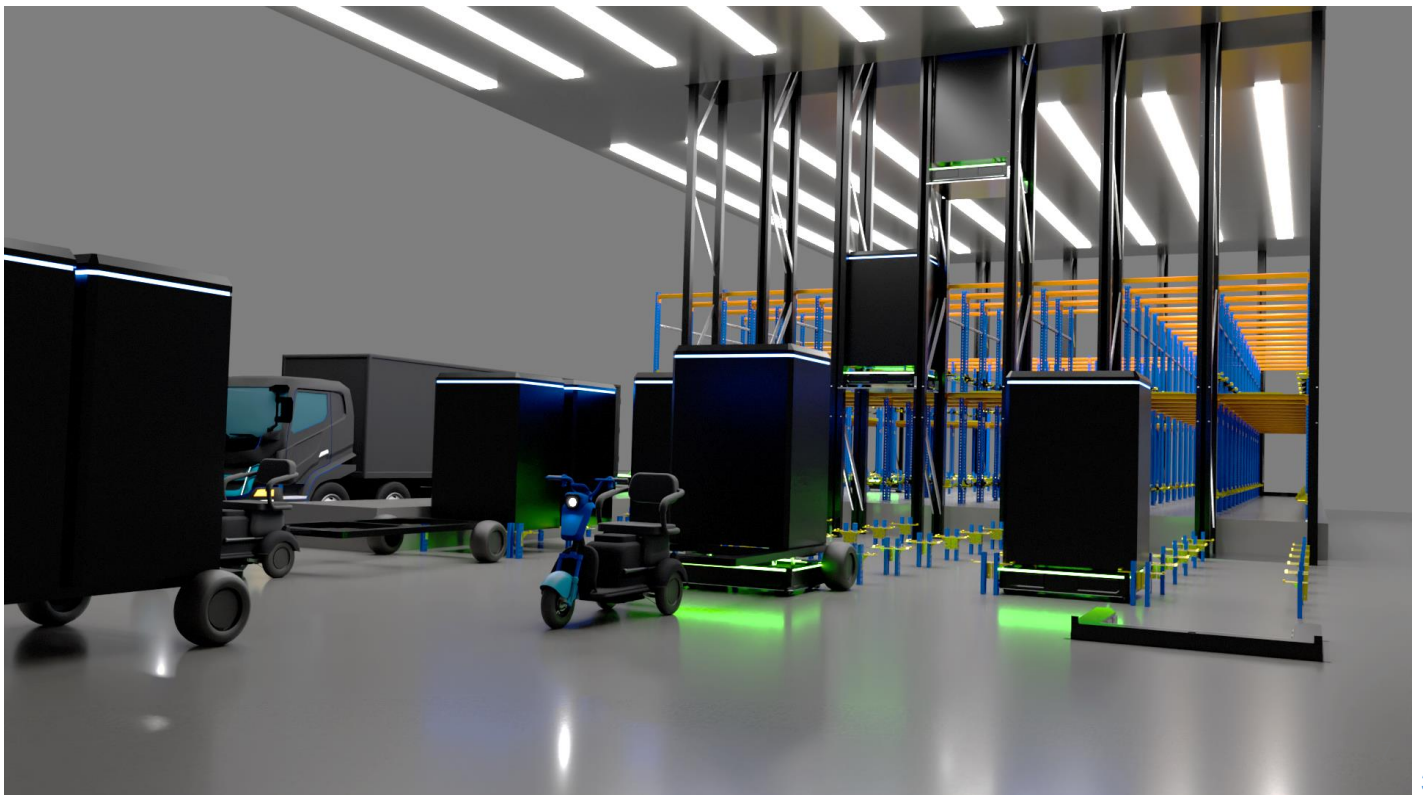
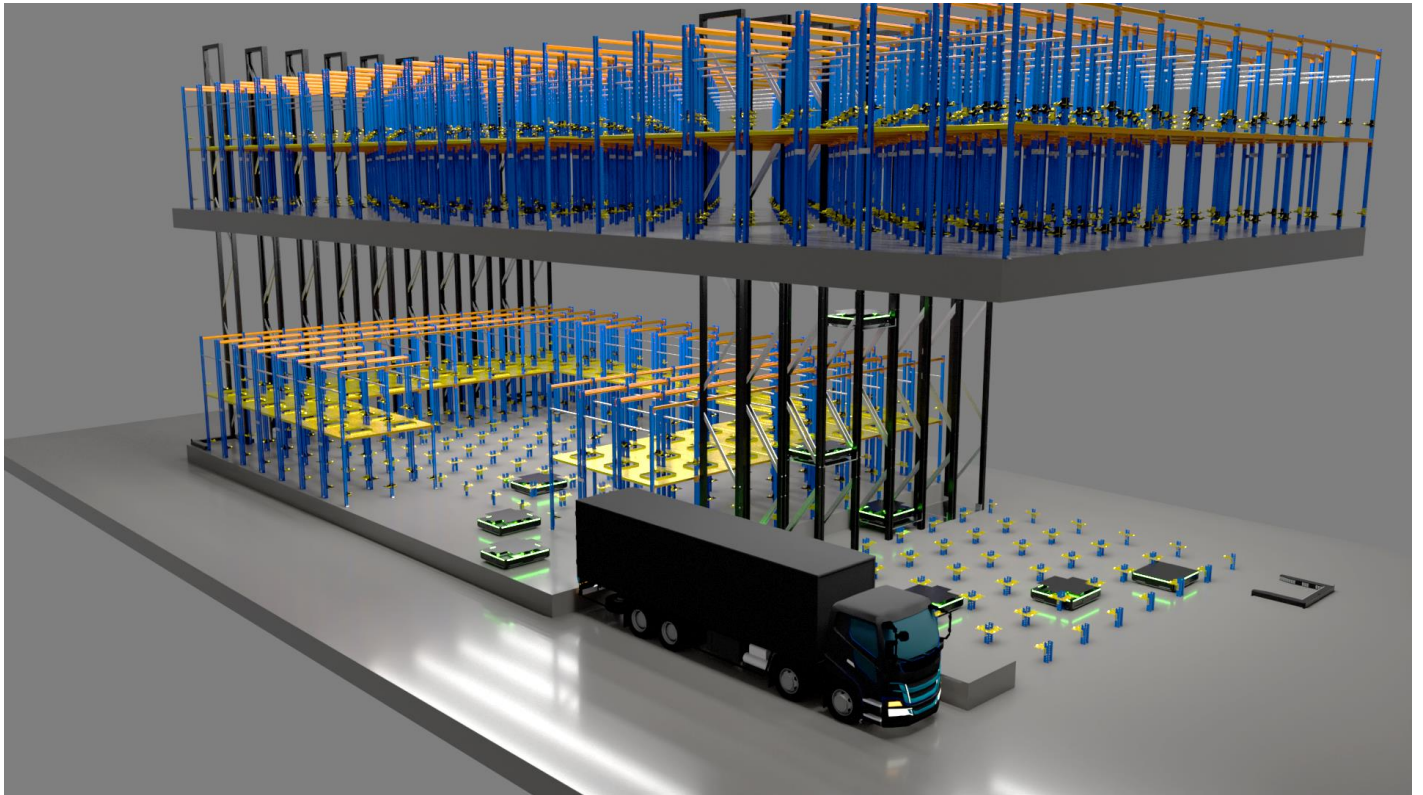


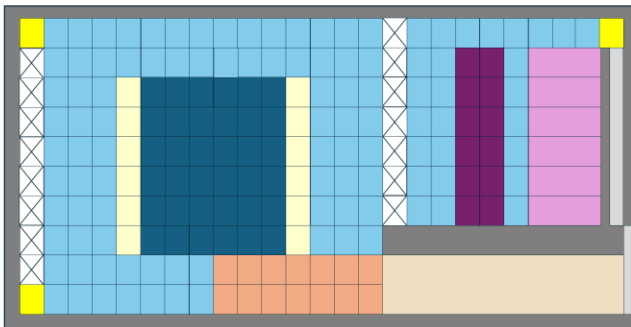
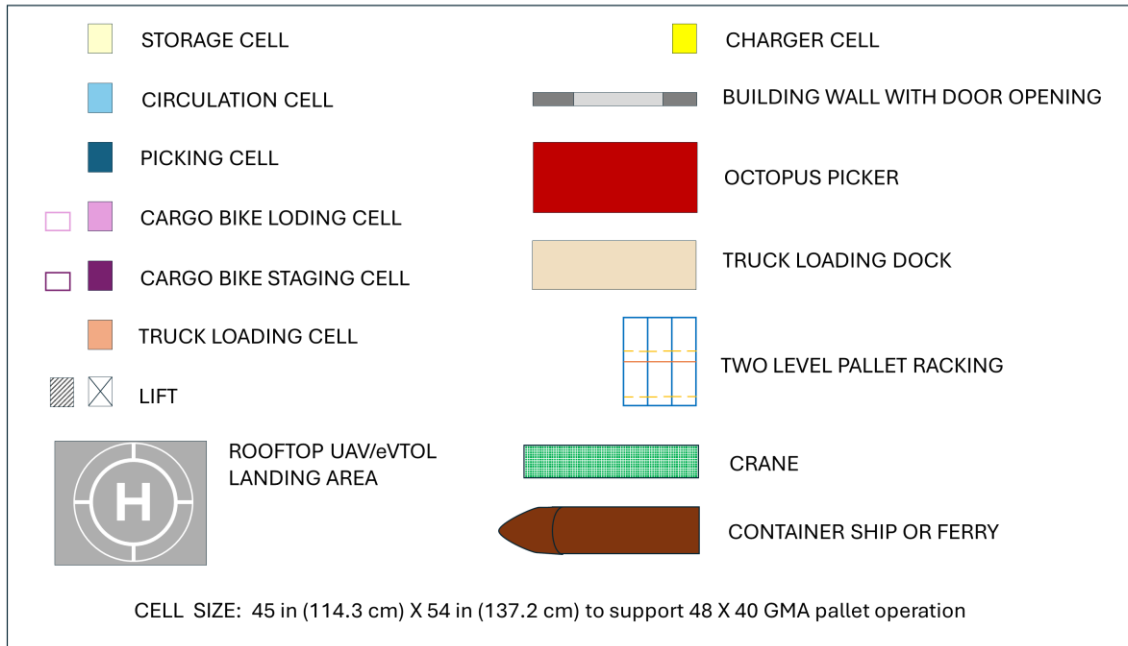
Image above: Logic Micro DC with truck to bike transloading
Following Images pg. 34: Close up of truck and bike transloading
Following Images pg. 35: Key, ground and mezzanine floor plans
Following Images pg. 36: Upper floor and roof plans, sections and alternate configurations

Micro-DC additional images



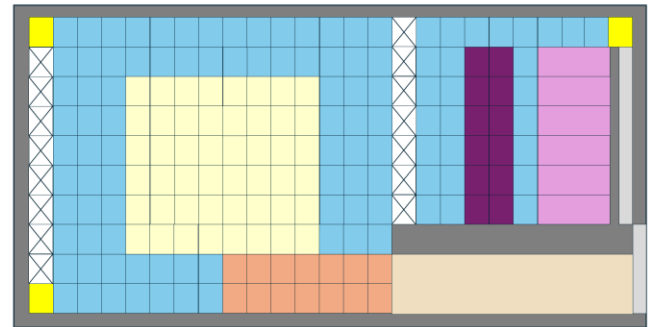
Micro-DC Conceptual Layouts

KEY



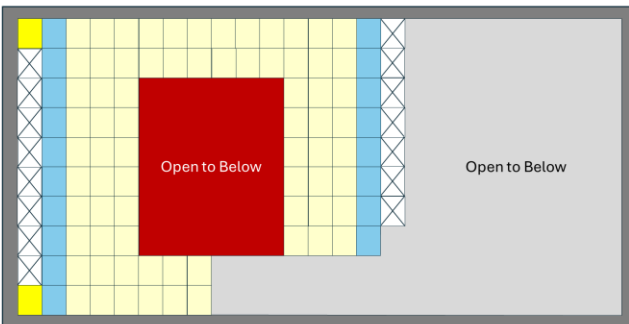
GROUND LEVEL PLAN (PICKING)

24 Storage
15 Lifts
3 Chargers
36 Pick Positions



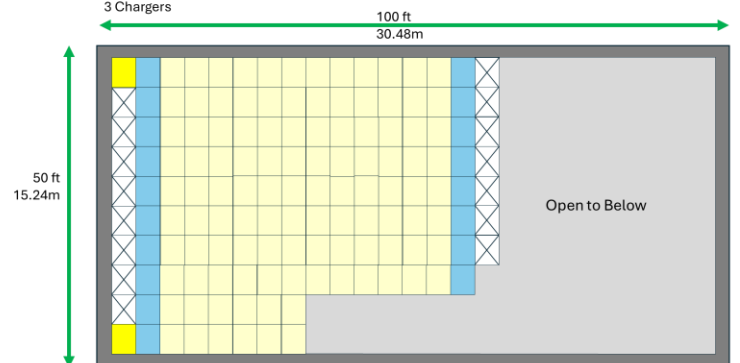
GROUND LEVEL PLAN

60 Storage
15 Lifts
3 Chargers



MEZZANINE PLAN (PICKING)

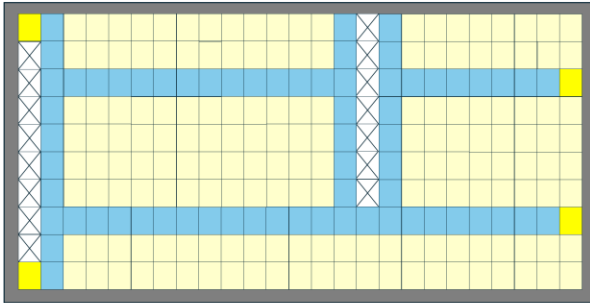
84 Storage
15 Lifts
2 Chargers



MEZZANINE PLAN

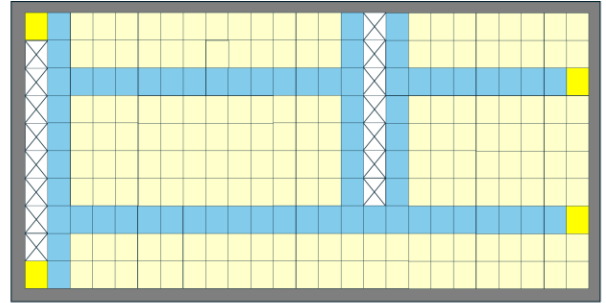
120 Storage
15 Lifts
2 Chargers

Micro-DC Conceptual Layouts



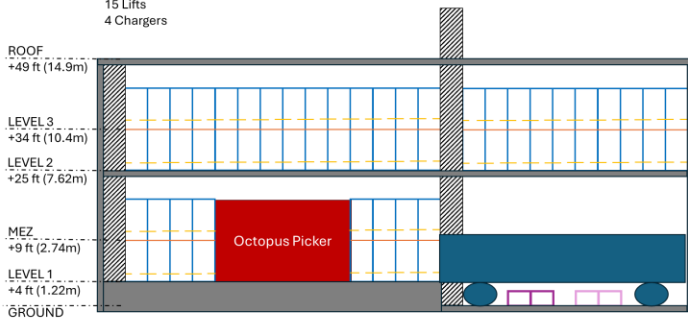
LEVEL 2 PLAN

166 Storage
15 Lifts
4 Chargers

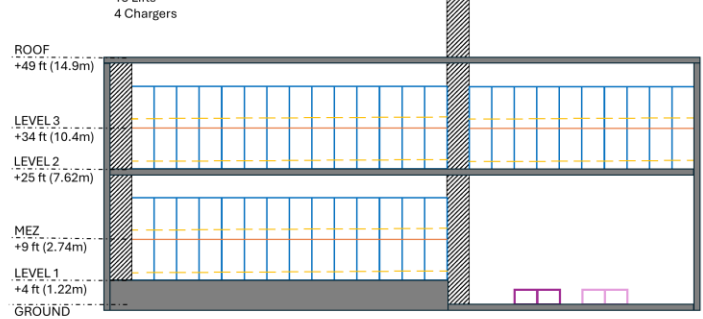


LEVEL 3 PLAN

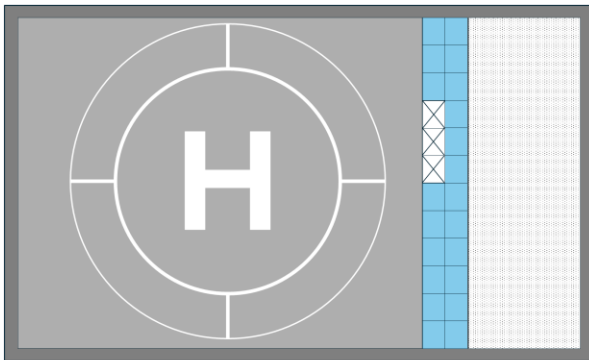
166 Storage
15 Lifts
4 Chargers



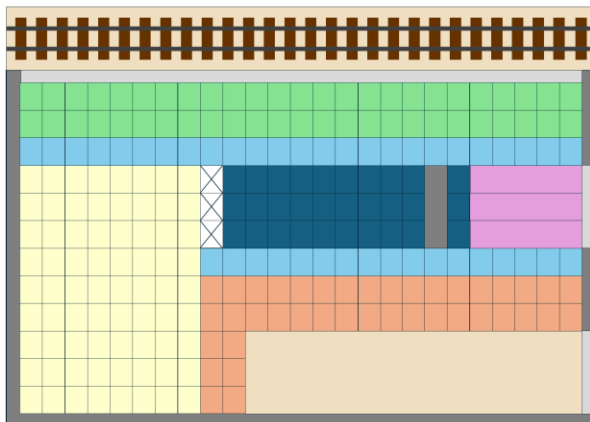
BUILDING SECTION (PICKING)



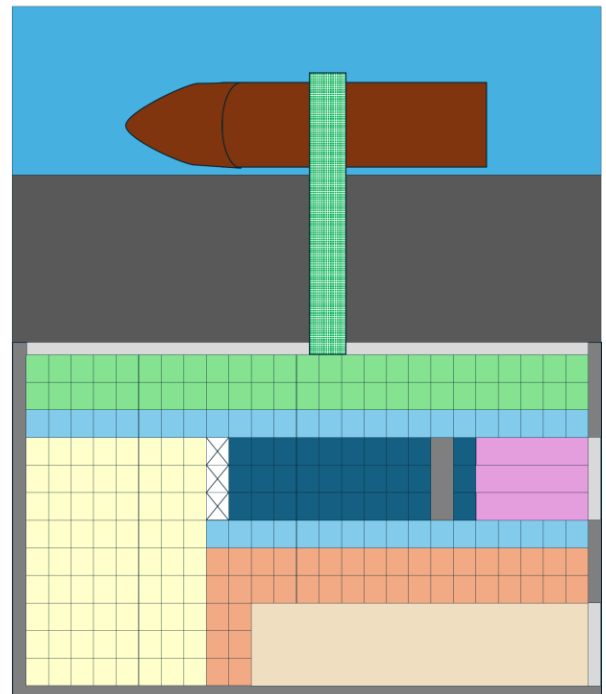
BUILDING SECTION



ROOFTOP UAV/eVTOL LANDING OPTION



RAIL SIDING OPTION



QUAYSIDE SHIP TO DOCK CONTAINER OPTION