

Capital Link New York Maritime Forum New York's Maritime Economy

October 2, 2017

Introduction to NYCEDC



Structure

- Maintains maritime contract with City of New York
- Reports to Deputy Mayor for Housing and Economic Development

Core Objectives

- Promote and grow quality jobs for all New Yorkers
- Cultivate dynamic, resilient communities across all five boroughs

Freight Planning in NYC region



THE PORT AUTHORITY OF NY & NJ



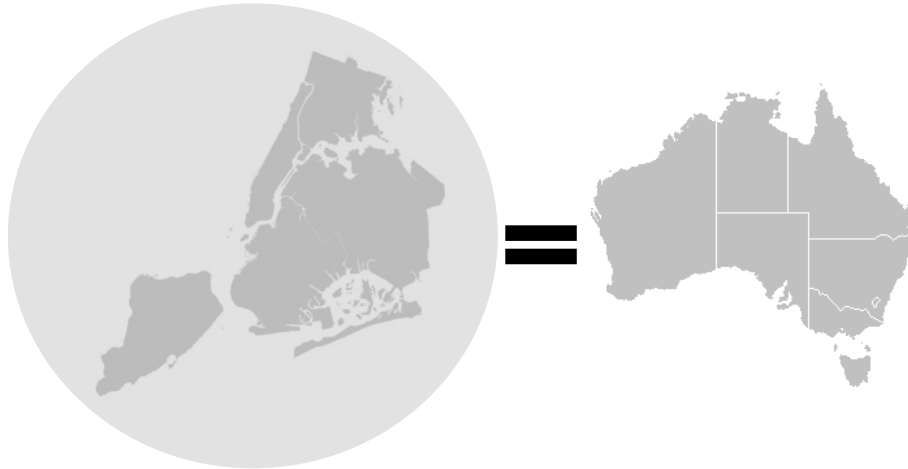
FreightNYC



NYCEDC

Trade in the NYC Region

NYC region is **largest** US consumer market...



\$1.5T GMP

GMP = Gross Metropolitan Product

\$1.5T GDP

GDP = Gross Domestic Product

...resulting in reliance on efficient freight network to import and export goods

NYC regional port ranks **#2** in US by value (imports + exports, across all modes)



LA/Long Beach

\$417.5B

worth of goods pass through region annually
(local share = 6%)

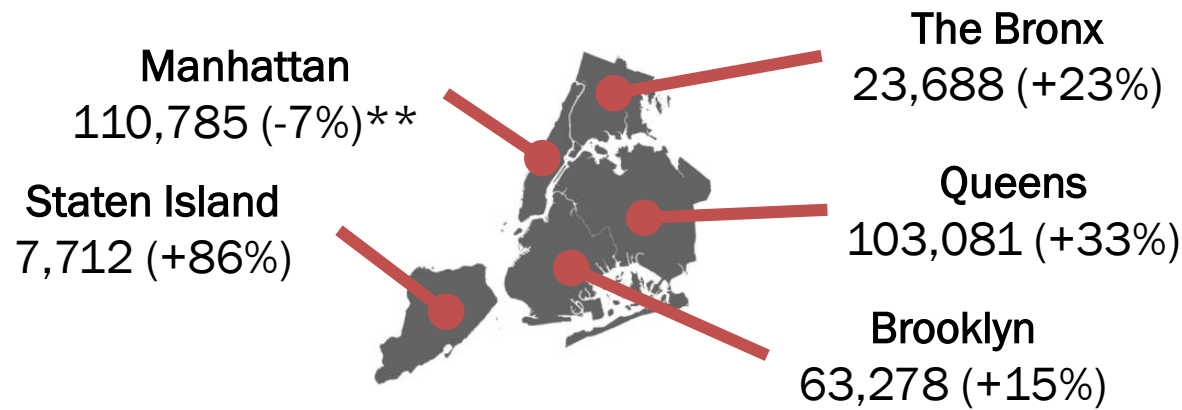
New York/NJ

\$349.2B

worth of goods pass through the region annually
(local share = 9.7%)

Jobs in NYC

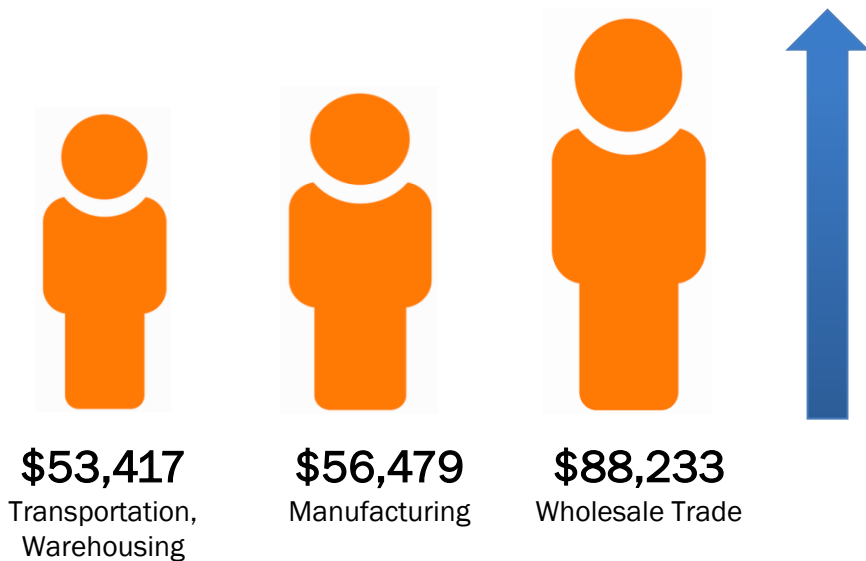
308,000 freight-dependent jobs*



*Freight-dependent = Wholesale trade, manufacturing, transportation, warehousing

**Indicates change from 2012 to 2015

Average freight-dependent wage is \$69,404



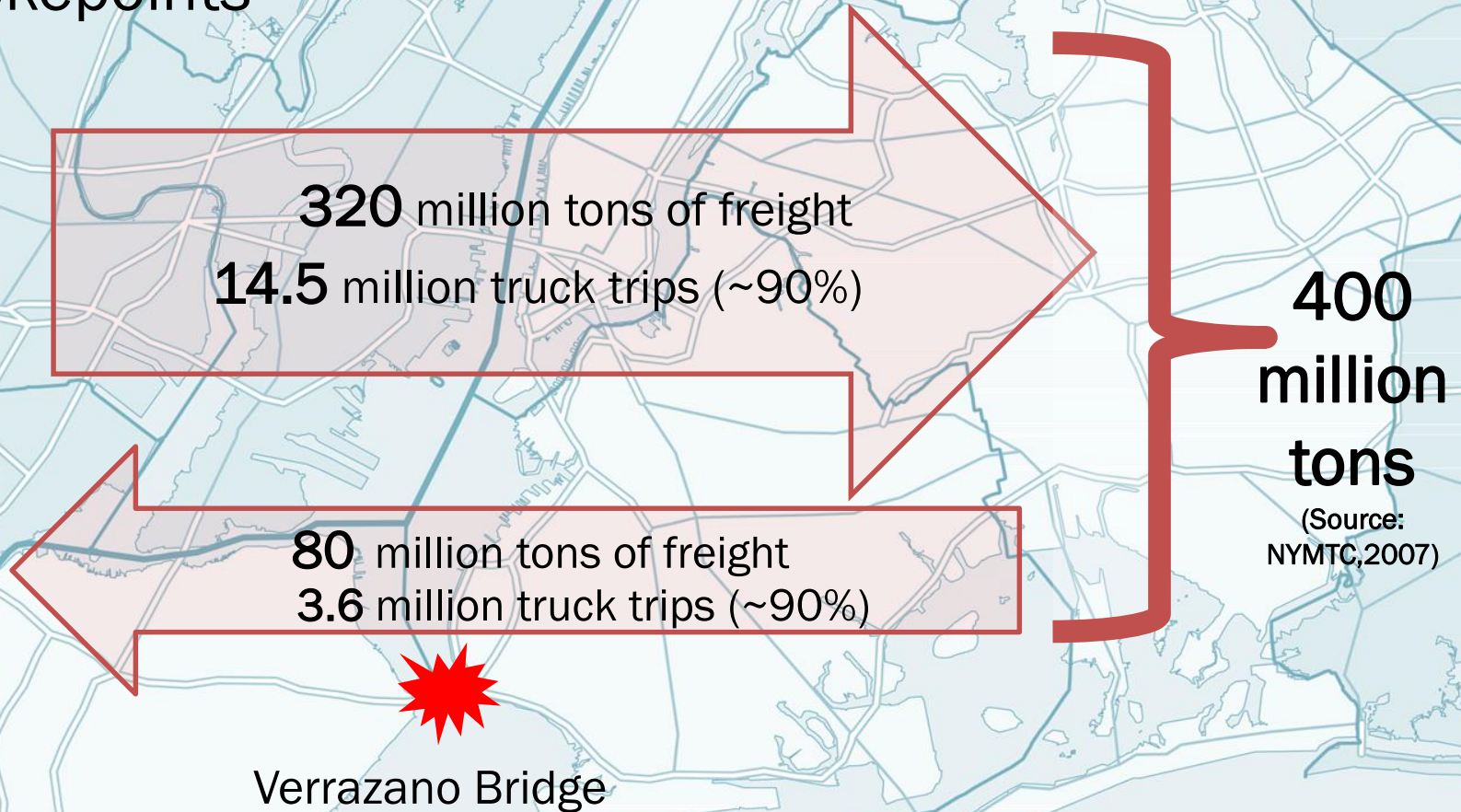
On average, an employee at the Red Hook Container Terminal makes \$71,000 annually



Longshore worker, New York Shipping Association

Existing Challenges?

- Freight travels over limited chokepoints



- West to East directional imbalance.

Global Trends



Panama Canal Expansion



Neo-Panamax Vessels



First direct China to London
Freight Train – Jan 17, 2017



Inland Ports

National Trends



Double Stack Trains



Intermodal Freight



Shifting Markets



Automation/Truck Platoons

Local Trends



SBMT: New Operator Activity in 2017!



Howland Hook Waste Barge

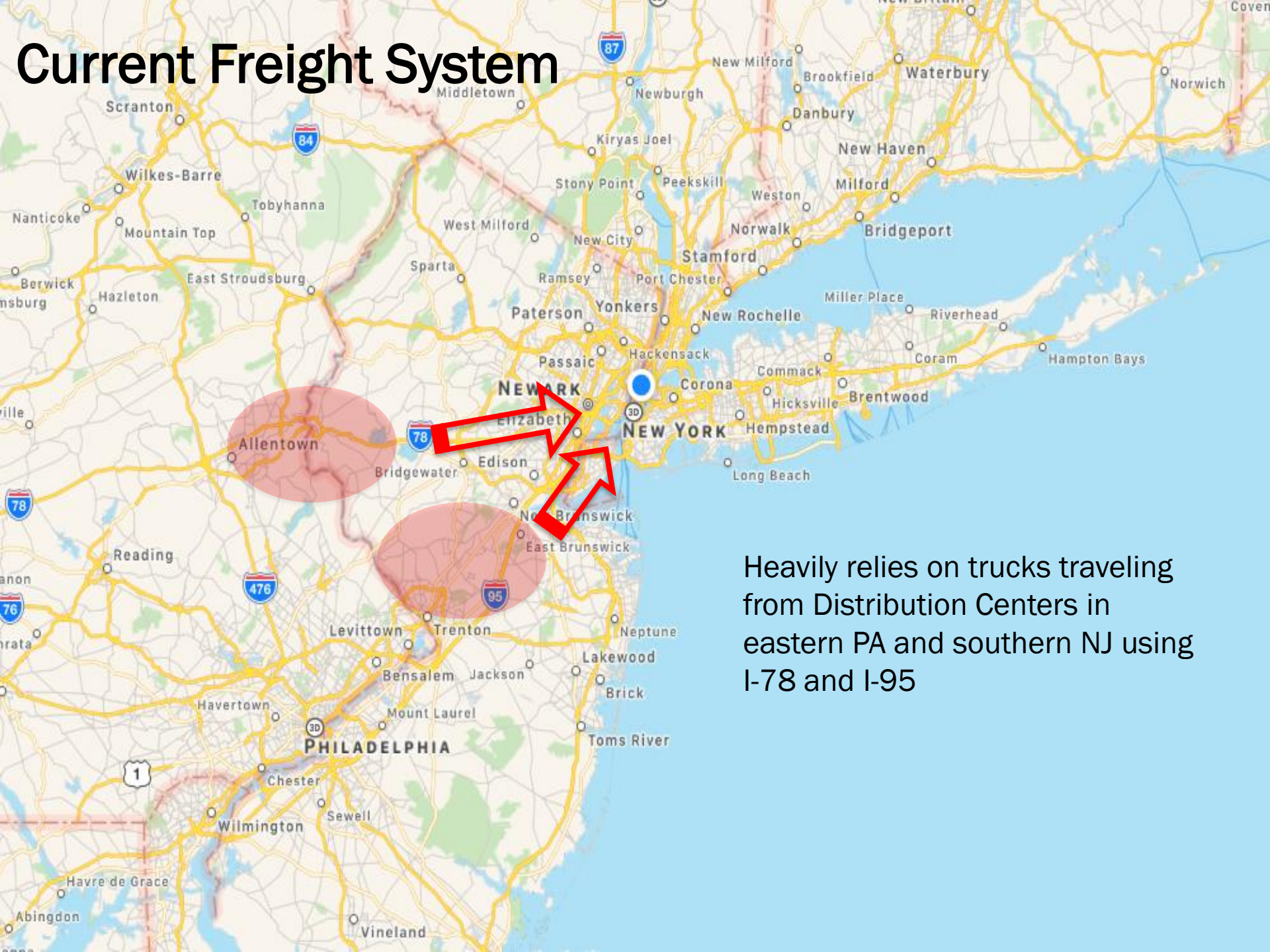


Matrix Distribution (SI)



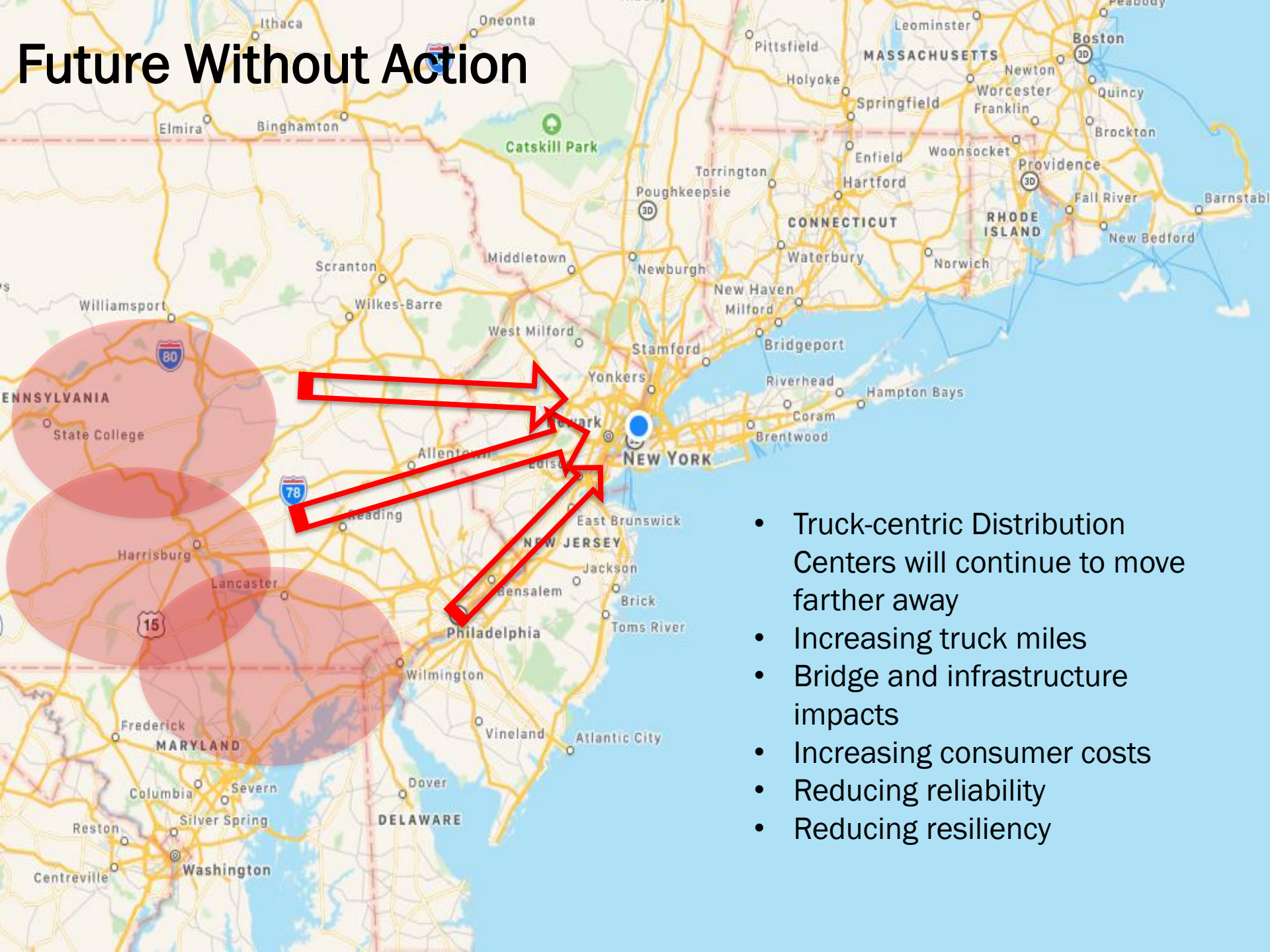
Hunts Point

Current Freight System



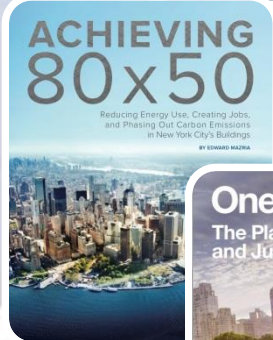
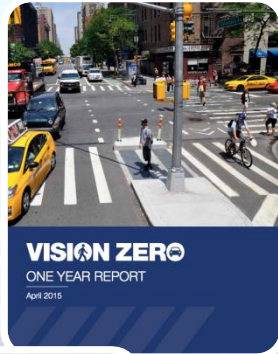
Heavily relies on trucks traveling from Distribution Centers in eastern PA and southern NJ using I-78 and I-95

Future Without Action



- Truck-centric Distribution Centers will continue to move farther away
- Increasing truck miles
- Bridge and infrastructure impacts
- Increasing consumer costs
- Reducing reliability
- Reducing resiliency

What's Next? *FreightNYC*



- Addresses problem statement:
NYC's current freight network is outdated, inefficient, vulnerable to disruption, and is facing unprecedented increases in demand, limiting the growth of businesses across the City and our ability to achieve sustainability goals.
- Produces **ambitious 20-year multi-modal strategy**
- Generates near, medium, long-term investment strategy to create jobs, improve environment, streamline freight movements, lower consumer costs
- Identifies and pursues **bold** infrastructure investments, policies, and new technologies
 - Marine Highways / Container Barging (Hunts Point)
 - Freight Corridors (Bay Ridge Line, SI Expressway)
 - Urban Distribution (JFK Inland Port/Logistics Center)
 - NYC "Truck of Tomorrow"
- Validates current freight initiatives (SBMT, Hunts Point, Food Flow Study)
- Aligns with Vision Zero, 80X50, OneNYC, DOT Smart Truck Plan

Marine Highways

Intra-harbor barge

Inter-harbor barge



West of Hudson
Seaports



Brooklyn Waterfront



Newtown
Creek

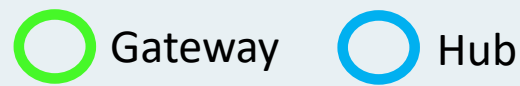


Hunts Point
Distribution
Center

New
England



Philadelphia /
Mid-Atlantic States



Urban Distribution

Gateways

- Ports of Entry

Hubs

- Distribution Centers



Hunts Point
Distribution Center
The Bronx



Wheelspur
Yard
Queens



Brooklyn Waterfront



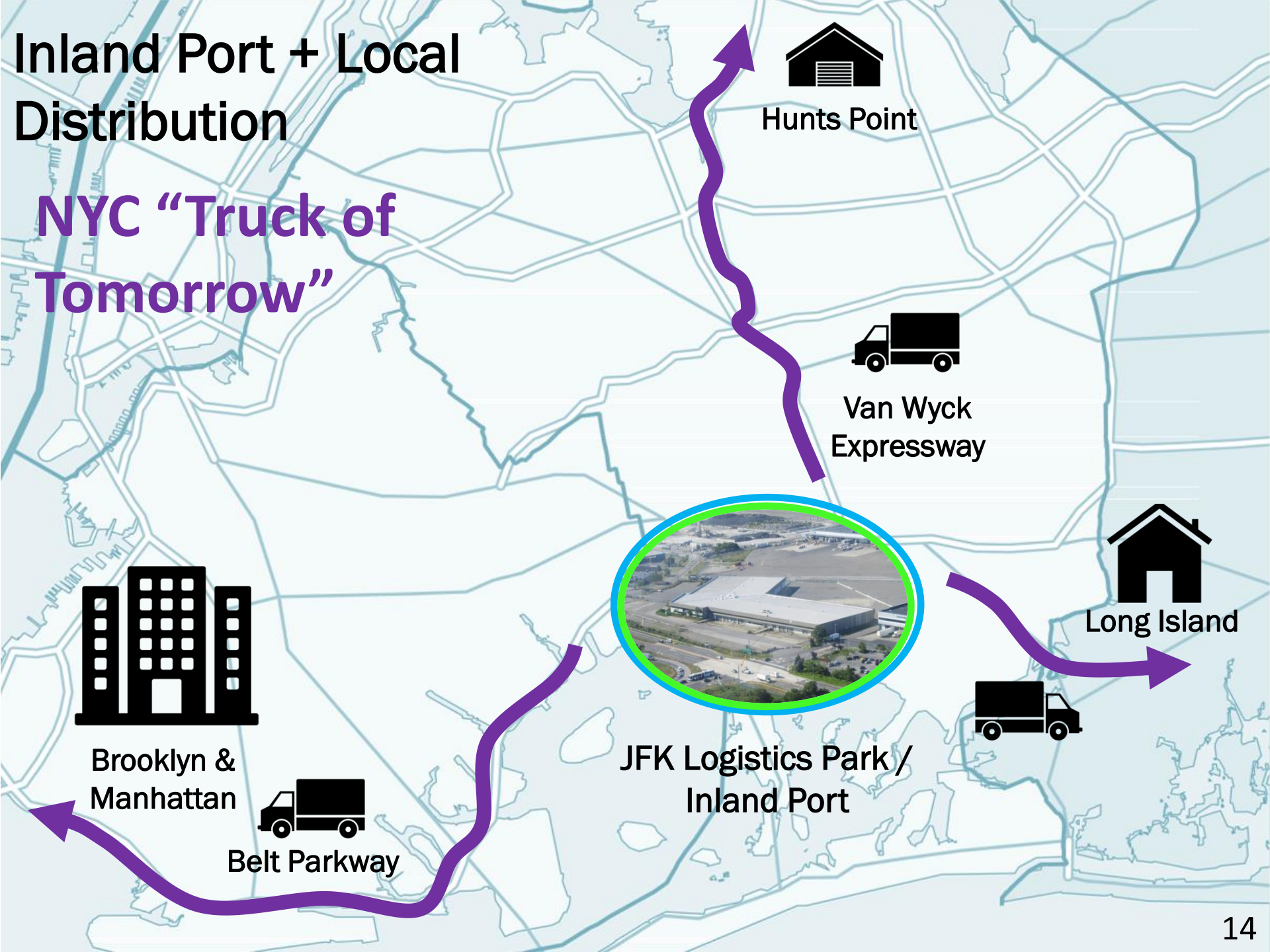
Howland Hook
Marine Terminal,
Matrix
Staten Island



JFK Logistics Park /
Inland Port
Queens

Inland Port + Local Distribution

NYC “Truck of Tomorrow”



New York City tomorrow...

Sustainable

Reduced air emissions due to increased use of maritime and rail freight

Safe

Fewer conflicts between freight network and vehicles, pedestrians, cyclists, etc.

Equitable

Good paying “blue collar” transportation jobs with benefits

Efficient

Reduced last mile truck trips, more affordability and lower consumer costs

Resilient

Stronger infrastructure that can withstand unforeseen disruptions

Connected

Optimized freight network that seamlessly connects multiple modes