

BMT Community Forum



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Presentation by
TransTech / ShipShares LLC
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Port Vell

Port Vell is Barcelona's historic waterfront harbor, transformed from an industrial port into a lively marina and leisure district. It is one of the city's most visited areas, combining promenades, restaurants, attractions, yacht berths, and public spaces while serving as a gateway between the old city and the Mediterranean.

Wynyard Quarter, Auckland, NZ led recycling of its obsolete port by preserving its fish market. The fish odor set the tone for all other development, maritime first.





Transform the port into an **international marine tourism hub** located within the southeast coast tourism belt

Develop the port to serve as a gateway to the Eurasian continent and **remain a focal point for global shipping**

Create opportunities for **residents to enjoy leisure activities** within the newly developed waterfront area

Stimulate the stagnant local economy and **revitalize Busan** through the integrated development of the port and former downtown area

Existing coastal Services - Norway

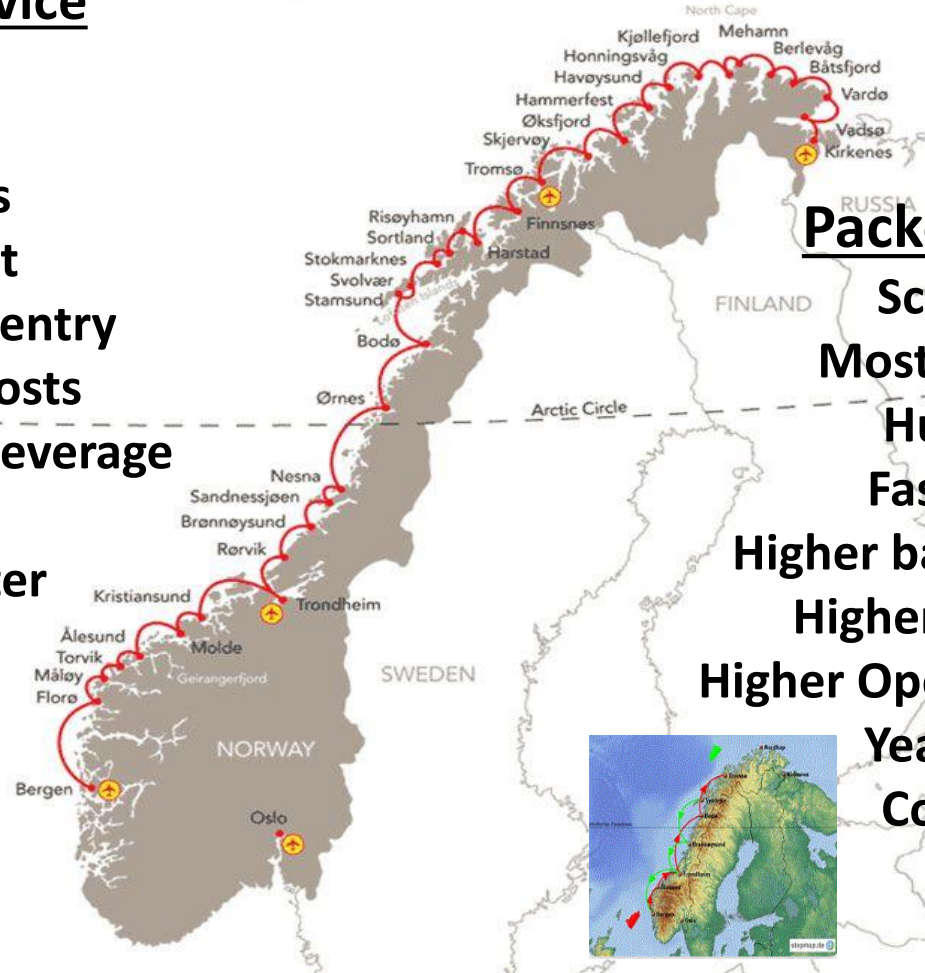


Milk Run Service

Irregular
Breakbulk
Multi-ports
Slow Transit
Low barriers to entry
Lower Fixed Costs
Lower Operating Leverage
Seasonal
Owner-Master

Packet Service

Scheduled
Mostly Unitized
Hub Ports
Fast Transit
Higher barriers to entry
Higher Fixed costs
Higher Operating Leverage
Year-Round
Corporate



Farmers turn shipowners to create new demand



'Cornouailles' joins the cauliflower run

IT IS JUST over four years ago that a group of Breton farmers got together to find a way of transporting their produce to the UK faster and cheaper. This was the beginning of Brittany Ferries. Previously Breton produce had been transported several hundred miles by land to the traditional cross-Channel ports of France and then across to the UK, the produce (mainly cauliflowers and other vegetables) often arriving in poor condition. It was then that the farmers decided to do something themselves; they built their own port at Roscoff and sent out tenders for a year round shipping service. But nobody took up the offer so the French farmers decided to set up their own service and launched Brittany Ferries. The major shareholder in Brittany Ferries parent company, BAI, is the Comité Economique de Fruits et Légumes de Bretagne.

PRINCIPAL PARTICULARS

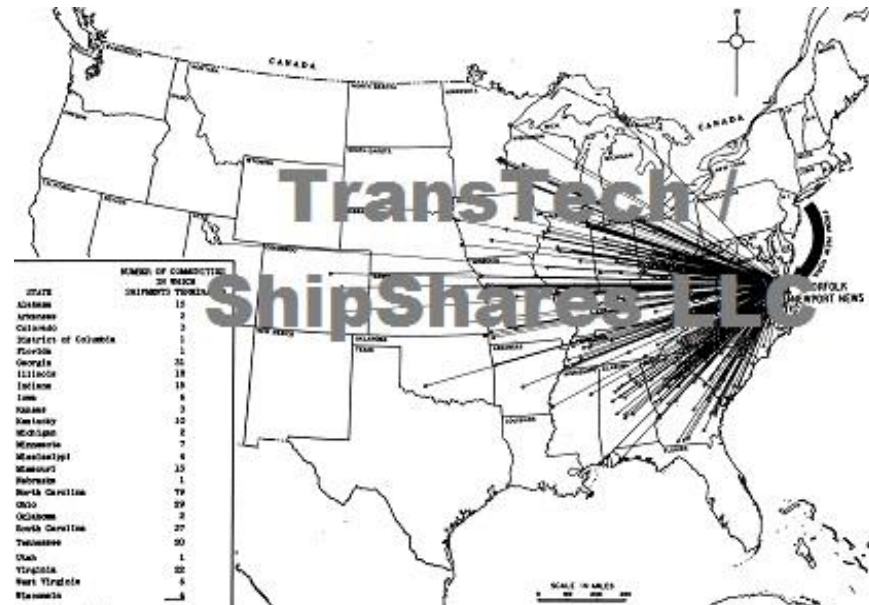
'Cornouailles'	
Passenger/car ferry	
Yard No. 733	
Tromsøens Mek. Verksked, Norway	
Brittany Ferries, France	
Length oa	106.70m
Length b.p.	98.00m
Breadth mid	18.50m
Depth to upperdeck	10.65m
Depth to main deck	5.25m
Draught max. scantlings	5.20m
Draught as a passenger ship	4.30m
Main propulsion system	Twin Deutz-Pielstick 16PA6V diesels, each rated 2 5000bhp
Service speed	19 knots
Capacity	900 passengers and 300 cars

Past ECUS Inland / Coastal Pax / Freight Shipping

31 Operators in NYC / Albany Service, 7 publicly owned.



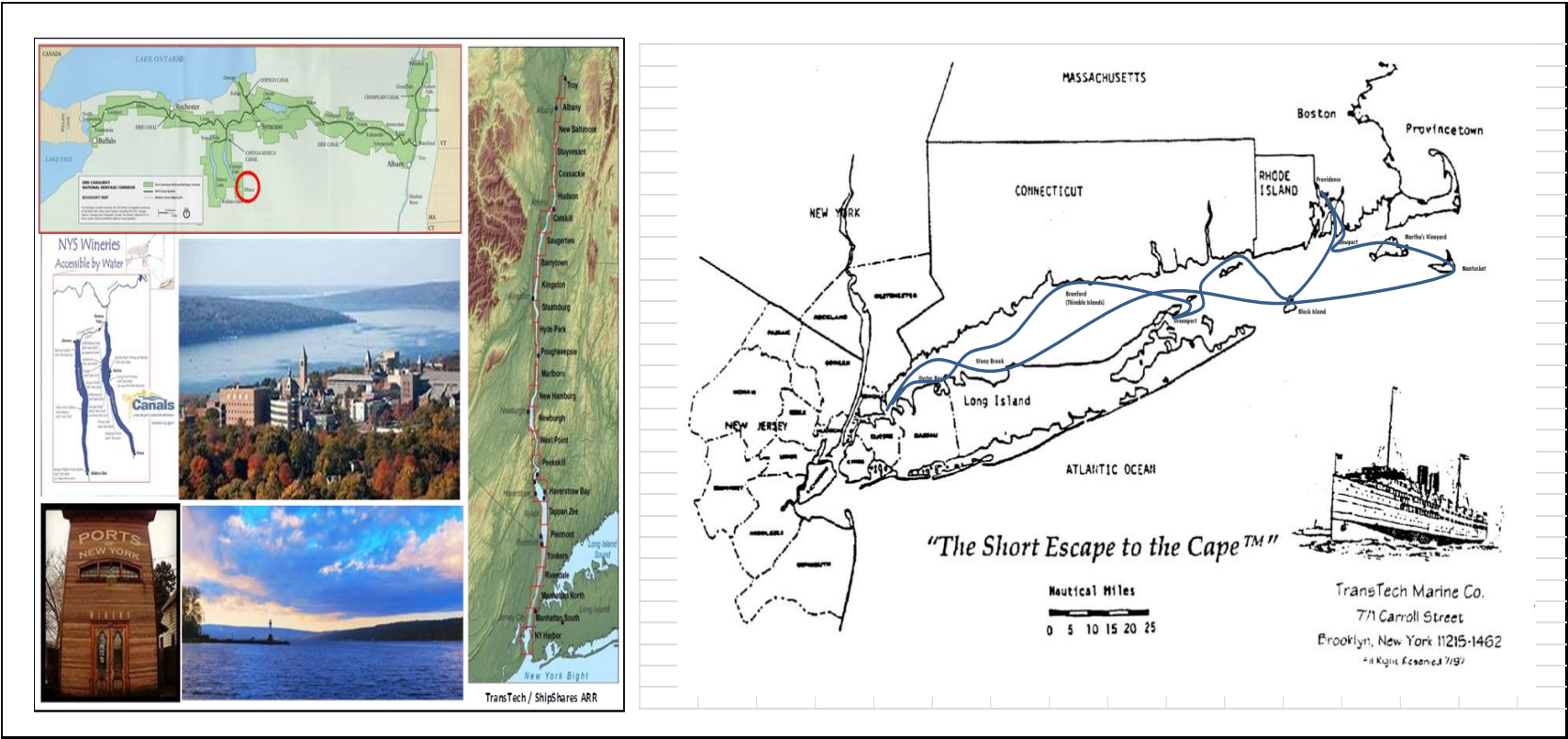
Geographic reach and economic impact of coastal shipping was gigantic. Ships competed / co-operated with railroads, interline agreements were common.



Marine Bluways Corp. is created by TransTech / ShipShares to
Reestablish two US coastal and inland marine packet services

HEFTTCo

Short Escape to the Cape™



NYSERDA Agreement #25543

Eriemax:

Assessment of Green Ship Technologies and Plan for Deployment on the Erie Canal / NYS Barge Canal System



Final Report

(Progress Report 7 per Agreement)

Prepared for

New York State Energy Research
& Development Authority

Prepared by



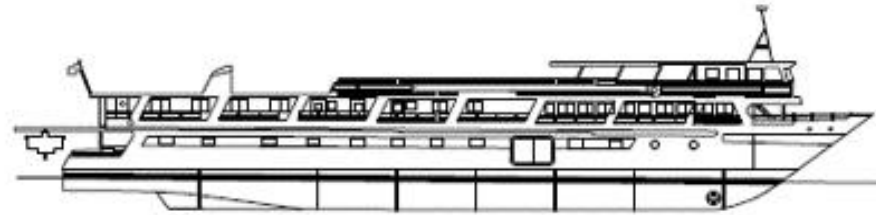
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April 2015



REVISIONS

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This design is eligible for Marine Lease
financing to qualified vessel operators.

FOI#2

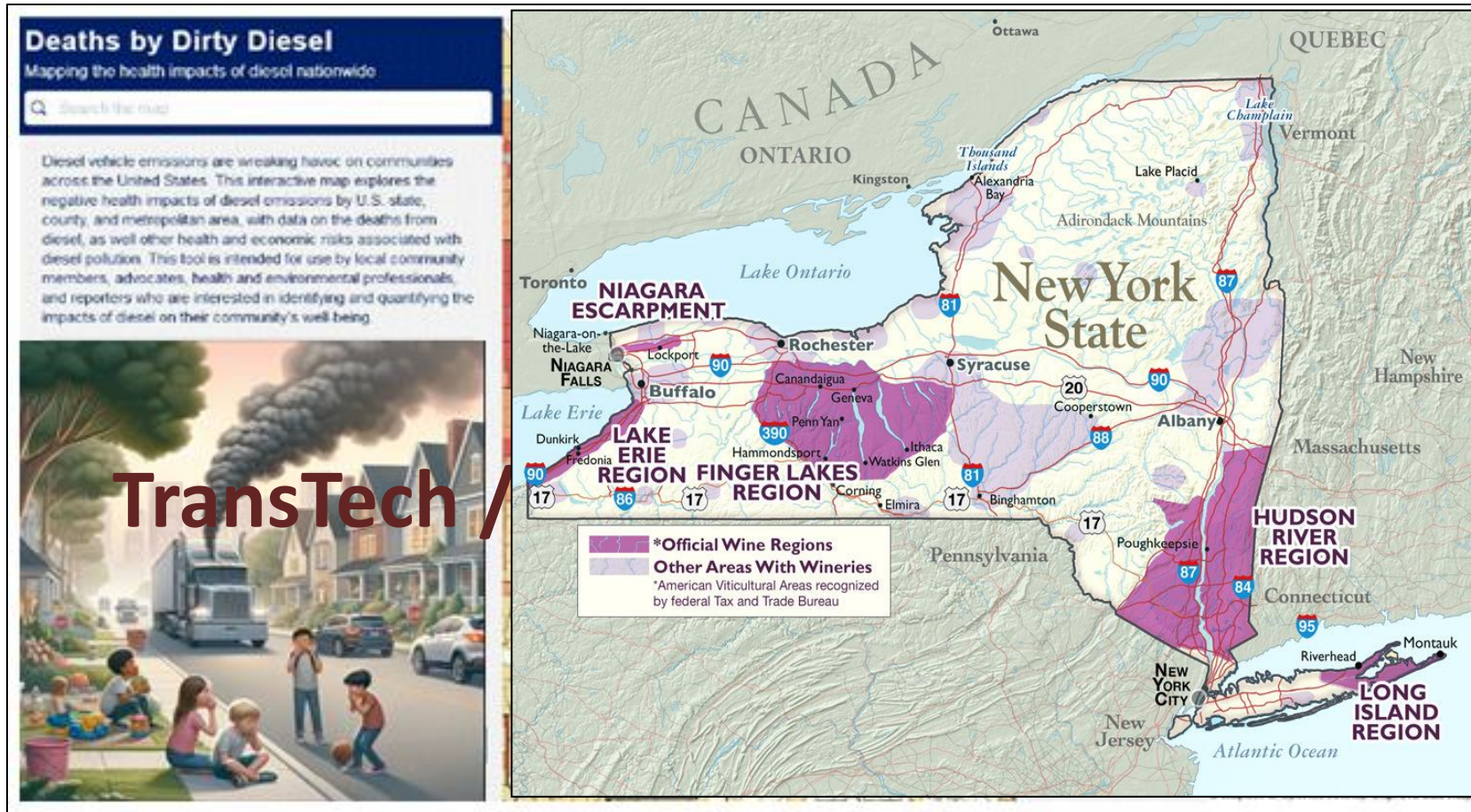
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LOWER DECK CONVERSION

DATE:	12/18/2023	ISSUE:	1
PROJECT:	1	ISSUE:	ANALYSIS
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Initial market is NYS wine to NYC. NYC has never complied with EPA air standards: asthma rates, climate change, oil price, noise , fourth transport mode ... all validate Blue highway.



PONYNJ is NOT presently leading US efforts to revive coastal / inland marine shipping ...

Los Angeles City Council passed the “Ship It Zero” resolution¹ calling on Walmart, Target, IKEA, Amazon, and other top maritime import polluters to the Port of L.A. to achieve 100% zero-emission shipping in Los Angeles by 2030. The resolution also affirms the council’s support for state legislation and administrative action to rapidly decarbonize the maritime shipping industry and create zero-emission shipping corridors along the U.S. West Coast and across the trans-Pacific trade route.

But We CAN do it. Three Take-Aways ...

1. **Reaffirm** that BMT is first a marine terminal and its redevelopment should lead with maritime (... similar model as used for SBMT / Equinor)
2. **Recognize** that comparing BMT to other state-of-the-art container terminals in PANYNJ is a flawed analysis:
 - ... BMT is more precious, an inner-city multi-purpose port that could never be created where it is today.
 - ... BMT is the only deep-water port on the east side of NY harbor and the east side of the Hudson River, all the way to Albany,
 - ... BMT is essential to EDC's / others' stated plans to (re)-develop the Blue Highway, which is on the verge of dynamic growth
3. Do a **re-set** of repurposing BMT, exclude nothing but lead with marine.

*Before there was the NYS Thruway there
was the NYS Bluway. Go Blue 2 Go Green!*

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Thank You.