

**THE PORT AUTHORITY OF NY & NJ**

**PROCUREMENT DEPARTMENT  
4 WORLD TRADE CENTER  
150 GREENWICH STREET, 21ST FLOOR  
NEW YORK, NEW YORK 10007**

**REQUEST FOR INFORMATION**

**ISSUE DATE: OCTOBER 10, 2019**

**TITLE: ALTERNATIVE FUELED AND ADVANCED TECHNOLOGY FERRY  
TRANSPORTATION AND SUPPORTIVE INFRASTRUCTURE**

**RFI NUMBER: 59192**

**SUBMIT RESPONSE BEFORE THE DUE DATE AND TIME TO THE ABOVE  
ADDRESS.**

**QUESTIONS DUE DATE: NOVEMBER 7, 2019      TIME: 2:00 PM**

**RESPONSE DUE DATE: NOVEMBER 21, 2019      TIME: 2:00 PM**

**BUYER NAME: RICHARD A. GREHL**

**EMAIL: [RGREHL@PANYNJ.GOV](mailto:RGREHL@PANYNJ.GOV)**

**PHONE: 212-435-4633**

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## 1. GENERAL INFORMATION: THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

The Port Authority of New York and New Jersey (the “Port Authority” or the “Authority”) is an agency of the States of New York and New Jersey, created and existing by virtue of the Compact of April 30, 1921, made by and between the two States, and thereafter consented to by the Congress of the United States. It is charged with providing transportation, terminals and other facilities of trade and commerce within the Port District. The Port District comprises an area of about 1,500 square miles in both States, centering about New York Harbor. The Port District includes the Cities of New York and Yonkers in the State of New York, and the cities of Newark, Jersey City, Bayonne, Hoboken and Elizabeth in the State of New Jersey, and over 200 other municipalities, including all or part of seventeen (17) counties, in the two States. For background with respect to The Port Authority, see [www.panynj.gov](http://www.panynj.gov). Additionally, an electronic version of the Authority’s most recent Annual Report is available at <http://www.panynj.gov/corporate-information/annual-reports.html>.

## 2. OVERVIEW

The Port Authority of New York and New Jersey manages a contract for passenger ferry transportation services (“Ferry Services”) operating between Hoboken NJ Transit Terminal, Hoboken, NJ and Midtown (Pier 79) and Lower Manhattan (Brookfield Place Terminal and Wall Street/Pier 11), New York, NY. On average, 5,500 passengers on weekdays and about 12,000 passengers on weekend days utilize the Ferry Services. Taken together, all three-weekday Ferry Services account for about 16% of all trans-Hudson weekday ferry passengers. The Ferry Services offer short term, long term, planned, and unplanned redundancy to other Trans-Hudson transportation services, including Port Authority Trans-Hudson (PATH) and New Jersey Transit (both rail and bus operations).

### Embracing the Paris Climate Agreement

In October 2018, the Port Authority became the first public transportation agency in the United States to embrace the Paris Climate Agreement, setting aggressive interim greenhouse gas (“GHG”) reduction targets that call for a 35-percent reduction in its direct emissions by 2025 and reaffirming the agency’s commitment to an 80-percent reduction in emissions related to its operations by 2050. To support achievement of its GHG reduction targets, the Port Authority identified, among other efforts, projects and programs around the use of alternative fuels and advanced technology vehicles, hereinafter defined.

The Port Authority is seeking information related to the technological availability, operation, and supportive infrastructure necessary to reduce GHG emissions associated with ferry operation through the use of alternative fuels which shall include, but not be limited to, biodiesel and renewable diesel, and advanced technologies, which shall include but not be limited to hybrid electric, battery electric, and fuel-cell electric powertrains to serve the following routes at the terminals identified below:

### Routes:

1. Hoboken NJ Transit Terminal to Midtown/Pier 79  
(Round-trip: distance – 5 miles, duration - 16 minutes)

2. Hoboken NJ Transit Terminal to Brookfield Place Terminal  
(Round-trip: distance – 4 miles, duration - 20 minutes)
3. Hoboken NJ Transit Terminal to Wall Street/Pier 11  
(Round-trip: distance – 8 miles, duration - 30 minutes)

Terminals:

1. Brookfield Place Terminal
2. Hoboken NJ Transit Terminal

These ferries would be required to carry a maximum of 299 passengers along the routes or between the terminals identified in this section. Weekday peak period headways are between 10-15 minutes for services to Lower Manhattan and 30 minutes to Midtown/Pier 79. During the weekday off peak period: 1) services to Lower Manhattan (Wall Street/Pier 11 and Brookfield Place Terminal) may be combined and on a 30-minute headway; and 2) service to Midtown/Pier 79 is not required to operate. Weekday services typically operate between 6 AM and 9 PM. Respondents should assume that any passenger ferries operated under agreement with the Authority have the capacity to perform successfully under the operational constraints identified (passenger load, trip duration and distance, headways, hours of service, etc.), although the exact fleet mix is not certain.

For comparison purposes, respondents should assume that the current ferry fleet servicing these routes consists of (A) seven jet propelled catamaran vessels built in the early 2000s with four Tier 1, 16-liter diesel engines and (B) three propeller monohull vessels built in the mid-1990s with dual Tier 2, 18-liter diesel engines. In total, the fleet consumed approximately 618,000 gallons of diesel fuel in 2018. The table below provides a breakout of fuel consumption by route.

<i>Route</i>	<i>Diesel Fuel Consumption (Gallons)</i>
Hoboken NJ Transit Terminal to Midtown/Pier 79	78,000
Hoboken NJ Transit Terminal to Brookfield Place Terminal	318,000
Hoboken NJ Transit Terminal to Wall Street/Pier 11	222,000
<i>Total</i>	<i>618,000</i>

To this end, we are seeking responses to this Request for Information (RFI) to gather information concerning alternative fuels, advanced technologies, and the supportive charging infrastructure solutions that might be available and suitable for the Port Authority via various business models. Firms responding to this RFI (“Respondents”) should take this opportunity to share with us their experience, insights, ideas, and preferred approach to financing, implementing, operating, and maintaining alternative fueled vessels and advanced technology passenger ferries and planning, siting, and installing the supportive charging infrastructure over the next ten (10) years.

Respondents should fully consider in their RFI responses (“Responses”) the needs outlined in Section 3 of this RFI.

The information provided in Responses to this Request for Information (“RFI”) will potentially be used in guiding the design of a future Bid Specification, Request for Proposal (“RFP”), or other procurement. However, by issuing this RFI, the Authority is not committing to any particular course of action.

### **3. OBJECTIVE**

The Port Authority has identified the potential adoption of alternative fueled or powered ferries as a target to help achieve its goal of an 80% reduction in GHG emissions by 2050. Our objective is to develop the Port Authority’s understanding of alternative fueled or powered passenger ferries.

Responses to this RFI should include:

1. Various examples of alternative fueled or advanced technology vessels that meet or exceed the operational constraints identified in Section 2 above;
2. Identification and discussion of existing alternative fuel vessel applications or any available advanced technology vessels already in service;
3. Quantitative information about vessel capital and annual maintenance costs, GHG and related emissions reductions, as well as projected cost savings (fuel, maintenance, etc.) compared with the existing diesel fleet described in Section 2 above, inclusive of the necessary space requirements, refueling infrastructure, power source, shore power/electricity requirements, charging software and hardware, and related equipment including indicative fuel costs for comparison purposes, as well as the anticipated payback periods.

Respondents should consider the following when preparing their Responses:

- a) Biodiesel Powered Ferries
- b) Renewable-Diesel Powered Ferries
- c) Hybrid-Electric Passenger Ferries
- d) Battery Electric Passenger Ferries
- e) Fuel-Cell Electric Passenger Ferries
- f) Supportive Charging Infrastructure

The Port Authority welcomes Respondents to offer examples other than those alternative fuel and advanced technology vessels identified above should they meet the identified operational constraints and result in GHG emissions reductions.

#### **4. RFI RESPONSE FORMAT**

The Respondent's Response to this RFI should take the form of a letter of no more than fifteen (15) pages. The Respondent is requested to organize the Response as follows:

- a. Cover page, including Respondent's name and the RFI number/title.
- b. Letter of Transmittal containing:
  - i. Name, address, company website URL.
  - ii. Contact information (name, title, email, telephone and fax numbers) of the individual who shall act as the Respondent's contact with the Port Authority for further information requests and future solicitations. In addition, at any time after the opening of the RFI submittals, the Port Authority may request additional information relating to the Respondent's qualifications and will use this individual as the point of contact for these queries.
- c. Response to all items listed in Section 3 (Objective) above
- d. Attachments, including any work samples, product cut sheets, and/or other relevant information that the Respondent believes to be beneficial to include as part of the RFI Response.

#### **5. AGREEMENT ON TERMS OF DISCUSSION**

The Respondent shall submit a copy of the "Agreement on Terms of Discussion," (Attachment A) signed by an authorized representative of the Respondent. The Agreement on Terms of Discussion format is included as Attachment A and shall be submitted by the Respondent without any alterations or deviations. Any Respondent who fails to sign the Port Authority's Agreement on Terms of Discussion will not have its response reviewed. If the Respondent is a joint venture, an authorized representative of each party must sign the Agreement on Terms of Discussion.

#### **6. SUBMISSION OF INFORMATION**

Each Respondent shall submit six (6) hard copies and six (6) Compact Disc ("CD") copies of its RFI Response. The Response must be submitted to Richard Grehl, Procurement Department, 4 World Trade Center, 150 Greenwich Street, 21<sup>st</sup> Floor, New York, NY 10007, no later than 2:00 p.m. on November 21, 2019.

#### **7. QUESTIONS AND COMMUNICATIONS REGARDING THIS RFI**

All communications concerning this RFI should be directed to the Buyer listed on the cover page. All questions regarding this RFI should be submitted by email to the Buyer at the email address listed, and by the due date and time set forth, on the cover page. The Buyer is authorized only to direct the attention of prospective Respondents to various portions of this RFI so that they may read and interpret such portions themselves.

Neither the Buyer nor any other employee of the Port Authority is authorized to interpret the provisions of this RFI or give additional information as to its requirements. If interpretation or other information is required, it will be communicated to Respondents by written addenda and such writing shall form a part of this RFI.

#### **8. PRESENTATION**

At any time after the receipt of Responses, Respondents may be asked to attend an informal discussion with staff of the Port Authority regarding further clarification of the Response and/or for additional information. Any such informal discussion may last for two (2) hours and consist of one (1) hour for a presentation and/or demonstration by the Respondent and one (1) hour for questions/answers. Selection of such firms, if any, will be at the sole discretion of the Port Authority based on review of submitted material and other information gathering. To facilitate the free flow and exchange of ideas and information, the Port Authority intends to meet with Respondents separately. The Port Authority will communicate the date, time, place and objectives of such conference in due course.

#### **9. GENERAL**

The Port Authority reserves the right to request further information or conduct interviews with any Respondent to this RFI

The Port Authority may consult any reference familiar with the Respondent regarding its current or prior operations and projects, financial resources, reputation, performance, or other matters. Submission of a Response shall constitute permission by the Respondent for the Port Authority to make such inquiries and authorization to third parties to respond thereto.

Neither the expression of your organization's interest, nor the submission of your response to the RFI and any documents or other information supplied by you, nor any correspondence, discussions, meetings or other communications between your organization and the Port Authority, shall impose any obligation on the Port Authority. The Port Authority shall have no obligation to any Respondent. Costs of participation or information preparation are not compensable or reimbursable by the Port Authority.

**ATTACHMENT A: AGREEMENT ON TERMS OF DISCUSSION**

The Port Authority’s receipt or discussion of any information (including information contained in any proposal, vendor qualification(s), ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) shall not impose any obligations whatsoever on the Port Authority or entitle us to any compensation therefor (except to the extent specifically provided in such written agreement, if any, as may be entered into between the Port Authority and us). Any such information given to the Port Authority before, with or after this Agreement on Terms of Discussion (“Agreement”), either orally or in writing, is not given in confidence. Such information may be used, or disclosed to others, for any purpose at any time without obligation or compensation and without liability of any kind whatsoever. Any statement which is inconsistent with this Agreement, whether made as part of or in connection with this Agreement, shall be void and of no effect. This Agreement is not intended, however, to grant to the Port Authority rights to any matter, which is the subject of valid existing or potential letters patent.

Any information (including information contained in any proposal, vendor qualification(s), ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) provided in connection with this procurement is subject to the provisions of the Port Authority Public Records Access Policy adopted by the Port Authority’s Board of Commissioners, which may be found on the Port Authority website at: <http://corpinfo.panynj.gov/documents/Access-to-Port-Authority-Public-Records/>. The foregoing applies to any information, whether or not given at the invitation of the Authority.

\_\_\_\_\_  
(Company)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Date)

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DO NOT RETYPE.

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