



City of New York Parks & Recreation



Hearing before the City Council Committee on Waterfronts

Oversight – Rules of the Road, Boating Safety and Cooperation in New York City Waters

April 30, 2010

Testimony by
Keith Kerman
Assistant Commissioner for Operations

INTRODUCTION

Under Mayor Bloomberg's leadership, Parks continues to increase public access to our historic waterfronts through the development of new waterfront parks and greenways. Each year, millions of New Yorkers head to the city's 14 miles of beaches and 578 miles of shoreline to relax and recreate while enjoying the City's beautiful waterfront vistas.

Along with enhancing the waterfront, Parks is also helping New Yorkers safely enjoy the water. Kayak season has already begun, and the season for motorized boating is set to begin, running from May 1 through October 31. Thousands of New Yorkers will again be docking their boats and launching kayaks and canoes from the City's 13 marinas and boat launches, which serve more than 3,500 recreational boaters each year. Our city's parks are the recreational boating gateway to New York City, with marinas managed either by concession agreements or by Parks staff members, all financially self-sufficient locations serving a diverse boating public.

More recently, Parks has worked to meet the increasing public interest in human-powered boating, which includes kayaks, canoes, rowing skulls, and dragon boats by actively expanding and promoting this health-oriented use of our blue open spaces. The 2010 version of Parks' New York City Water Trail Map and Guide, which we discussed before this committee last November, now links the five boroughs with 43 available launch sites for human-powered craft, with six additional sites in New Jersey. We have hard copies available, and will soon be updating our Parks website with the newest locations.

ENFORCEMENT OF NO WAKE ZONES

As we increase recreational use of New York's waterways, boater and water safety takes on renewed importance. In 2005, the City Council and the Mayor partnered on the 'Jim Runsdorf' No Wake Law. The bill established a no wake zone on the Harlem River from the Spuyten Duyvil trestle to the High Bridge.

Parks has worked with the New York City Police Department's (NYPD) Harbor Unit to implement the no wake law. With NYPD, Parks developed a No Wake Advisory to educate boaters on the wake restriction and to promote responsible boating. We have distributed thousands of these notices at all Parks marinas and permit offices, via our internet site, as well as in cooperation with NYPD. Every Parks boating customer receives marina and boating safety guidelines as well as no wake information as part of their annual welcoming package.

We have posted large eight-foot by four-foot "No Wake" signage on the Harlem River at the Henry Hudson Parkway Bridge just after the Spuyten Duyvil trestle; in front of the Nature Center in Inwood Hill Park; to the north and south of Swindler Cove and the Peter Jay Sharp Boathouse; and below the High Bridge, at the southernmost portion of the no wake zone. We also worked with the Department of Transportation's Bridges Department to post additional No Wake signage on the inner two bridges—Broadway Bridge and University Heights Bridge.

Parks also alerts boaters to wake reduction rules for Orchard Beach Lagoon in the Bronx, Great Kills Harbor in Staten Island and speed limits when within city marinas, near beach bathing areas and other waterfront locations.

ENSURING MOORING FIELD SAFETY

As part of marina operations, Parks actively manages a mooring field at the 79th Street Boat Basin in Manhattan and assists with the mooring field located in Sheepshead Bay in Brooklyn and Great Kills Harbor in Staten Island. Parks is taking several steps to better secure these areas, especially in light of recent storm activity. At the 79th Street Boat Basin, we are replacing light anchors with sturdier units and upgrading the strength and length of mooring shackles and chains to keep boats in place during bad weather.

Last year Parks' marina division completed an exhaustive on-water survey of the Sheepshead Bay mooring field including a photographic account of all moored vessels, locations, and mooring rigging equipment. Boaters in Sheepshead Bay are responsible for the upkeep of their own mooring equipment and anchor, and Parks will be stepping up efforts to ensure that boaters comply with safety requirements. Parks has also purchased and will deploy this spring new marker buoys to safely demarcate the Coast Guard designated navigation channel in the Bay.

PROMOTING KAYAKING AND WATER SAFETY

As mentioned earlier, Parks has taken the lead through the NYC Water Trail initiative to promote and facilitate kayaking throughout the New York region. Parks provides a Kayak and Boating Safety informational packet to all boaters who apply for a permit to launch power or human-powered crafts from Parks launch sites. Parks permits for 38 kayak launch sites and 3 powerboat launch sites cost only \$15 and are available at all borough permit offices. The informational packet includes navigational and safety guidelines and equipment recommendations. We also include our published launch site rules, vessel float plan instructions, and emergency contact numbers.

Parks kayak and powerboat safety rules and powerboat rules signs were recently upgraded in 2009, and are posted at each launch site. Parks marina division also distributes a "Rules of the

Road” guide which highlights the U.S. Coast Guard and New York State Navigation Rules and safety guidelines to which recreational boaters must adhere when operating in New York Harbor and its surrounding waterways. Park also coordinates with the United States Coast Guard to distribute all New York City boating advisories issued by the United States’ Department of Homeland Security.

EDUCATIONAL OUTREACH

Parks employs a cadre of skilled dockmasters to ensure that boating best practices, safety and rules of the road are communicated directly to boaters using Parks and other City boating sites. Our dockmasters have diverse backgrounds including Coast Guard and Navy experience, academic and teaching work, and years of practical boating and facility operation. All Parks dockmasters attend periodic recertification for on-water safety and rescue and work daily with new and experienced boaters alike to encourage safe boating practices as issued by regulatory agencies like the United States Coast Guard throughout the City’s expansive waterways. Our marina division also provides on-water safety for annual events like the popular City of Water Day, Manhattan Island swims and the Mayor’s Cup kayak race around Manhattan.

More recently, through our “Learn About Boating (LAB)” initiative, Parks dockmasters have introduced thousands of city youth to marine education and water safety. Parks invites school and recreation center groups to get out on the docks, learn to tie ropes, put on life preservers, board historic vessels, and discover fish and flora at our marinas. Please reach out to us if you know of groups who would like to participate in these programs.

PARTNERSHIPS

Parks also partners on water safety initiatives with the New York Water Trail Association, the Downtown Boathouse, Going Coastal, the American Canoe Association (ACA), The American Small Craft Association (TASCA) as well as local chapters of US Coast Guard Auxiliary to educate new as well as experienced boaters on boating best practices. These practices include preparing a clear float plan which alerts others to your expected travel route and schedule, checking weather forecasts in advance, carrying the proper emergency gear, and knowing how to recognize the sound signals that larger vessels use to alert to their presence and movements.

In addition, Parks is working in partnership with the National Parks Service, Coast Guard, Police and Fire Departments, Small Business Services and DEC Enforcement to address boaters who violate the safe and proper use of New York City waters. Together these agencies are addressing issues of vessel abandonment or misuse citywide.

CONCLUSION

We would like to thank the committee again for inviting us to discuss Parks efforts today to ensure a safe and vibrant waterfront, and thank all our partner agencies and groups for their work towards this goal. We encourage members of this committee to tour our marina sites and get out on the water with us.

**STATEMENT OF
DEPUTY INSPECTOR DAVID T. DRISCOLL
COMMANDING OFFICER, HARBOR UNIT
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE
NEW YORK CITY COUNCIL
COMMITTEE ON WATERFRONTS
APRIL 30, 2010**

Good afternoon, Mr. Chairman and members of the Council. I am Deputy Inspector David Driscoll, Commanding Officer of the NYPD's Harbor Unit. On behalf of Police Commissioner Raymond Kelly, I am pleased to be here today to discuss boating safety and enforcement in New York Harbor.

The Harbor Unit's mission is to protect life and property on the water. The Harbor Unit is responsible for patrolling 146 square miles of navigable waters and 576 miles of waterfront. Our fleet has varied in size over the years, usually numbering approximately 25 to 28 launches of various sizes -- ranging from 25 feet to 55 feet. We consistently attempt to upgrade our fleet, and have recently acquired several fast, modern 31 foot outboard boats equipped with state of the art electronic systems. We also expect to acquire two 45 foot inboard vessels which are jet propelled and will provide extraordinary maneuverability and speed.

Harbor Unit personnel are trained to handle a wide variety of missions, performing traditional law enforcement functions, search and rescue, and counterterrorism functions. New York City's waterways present a challenging and complex environment, including everything from placid bays, to rivers with dangerously swift currents, to the ocean itself. The waterways are transited by both commercial and recreational vessels of every conceivable size, and are enjoyed by swimmers, kayakers, canoers, and Jet Skiers.

As the summer approaches, the waterways become busier and our enforcement and education efforts increase accordingly.

In 2009, there were 17 boating accidents recorded by the Harbor Unit on New York City's waterways. We routinely conduct safety inspections of pleasure vessels of all sizes and issue summonses under the Navigation Law when we find that the operator has failed to carry the required equipment, or has committed another violation, such as reckless operation or failure to have a boating safety certificate, when required. In 2009, we conducted over 800 motorboat inspections and issued a total of 260 summonses.

A critically important function of the Harbor Unit is our search and rescue mission. Our SCUBA Team operates 24 hours a day, seven days a week, as does our Air Sea Rescue Unit, and enables us to respond anywhere in the City within minutes. The SCUBA Team is deployed on launches, as well as the Air Sea Rescue helicopter. The Aviation Unit also assists us in routine patrol, enabling us to obtain a bird's-eye view of the waterways to spot vessels which may be in trouble or which may be operating in an unsafe manner.

Whenever Harbor Unit personnel take enforcement action, conduct checkpoints, or

engage in any other activity on the water, they provide boat operators with educational handouts with extensive information regarding boater safety tips and requirements, and counterterrorism awareness. Every year Harbor Unit personnel make personal visits to each marina in the City, as well as to waterfront resident locations, to provide educational material and reinforce the marina owners' role in ensuring safety on the water. Our outreach efforts also include providing a boating safety course, participating in the annual Boat Show, and distributing safety and counterterrorism literature to the boating community. We coordinate our educational and operational efforts with the New York City Parks Department, New York City's Dockmasters, and the New York State Department of Environmental Conservation, to maximize our outreach and target enforcement activity where it can do the most good.

Finally, I would like to discuss the Harbor Unit's role in the Police Department's counterterrorism efforts. As you know, the Department has consistently worked toward strengthening the defenses of New York City against terrorist attack, by gathering and analyzing intelligence information, by hardening our infrastructure, and by training and deploying our personnel effectively. We work closely with federal and state partners in this effort, to address issues particular to New York City as well as those which are larger than New York City alone. The entity responsible for port security in our country is the Department of Homeland Security, through the U.S. Coast Guard and U.S. Customs and Border Protection. In New York City, specific responsibility for port security is placed on the Coast Guard's Captain of the Port. Our participation in the Coast Guard's Area Maritime Security Committee, whose membership includes both public agencies and private entities, ensures that all of the stakeholders in New York Harbor are fully informed and working together to enhance our mutual security.

Our aggressive focus on counterterrorism activity includes, for example, daily, proactive security dives by the SCUBA Team, focused on sensitive locations, to look for any anomalies, daily Operation Hercules deployments, and security visits. We also perform security dive operations in connection with special events, such as the United Nations General Assembly and the annual July 4th fireworks display. We partner with the Coast Guard and regional port partners in conducting radiation detection "choke points," where incoming vessels are screened. In addition, the Harbor Unit conducts "Hercules" operations, fielding personnel with heavy weapons on Harbor launches, often in conjunction with Aviation Units, and shore side Emergency Service Unit personnel, a regular NYPD counterterrorism initiative. The Harbor Unit participates in operations and exercises with our port partners and other NYPD units, including the Aviation Unit and the Emergency Service Unit, to ensure effective response to emergencies and to disrupt potential terrorist threats.

In conclusion, we thank the Council for its interest in boating safety and enforcement, and will be pleased to answer your questions.



Metropolitan Waterfront Alliance

Testimony of Roland Lewis, President and CEO
on Rules of the Road, Boating Safety and Cooperation in New York City Waters
in the New York City Waterfront

Before the Committee on Waterfronts

April 30, 2010

Good afternoon and thank you for the opportunity to submit this written testimony. I am Roland Lewis, president of the Metropolitan Waterfront Alliance. The Metropolitan Waterfront Alliance is a coalition of over 400 organizations working together to transform the New York Harbor and its waterways into a world class resource for work, play, transit and education.

Along the 578 miles of shoreline, people are reengaging with our waterways as never before with more activity, more awareness and more prudence about safety. Because the water is cleaner than it has been in many years, people are rediscovering the joys of swimming, boating, fishing and recreating. Organizations like the NYC Water Trails Association which connects 160 square miles of rivers, bays, creeks, inlets and ocean is promoting the creation, improvement, and preservation of suitable launches, landings and boathouses for paddling and rowing in all five boroughs and the harbor at large.

MWA is doing its part to increase access and promote usage by working with New York State Department of State, New York State Department of Environmental Conservation, the New York City Department of Parks and Recreation and its alliance partners to create

a network of Community Eco Docks. The number of rowers, kayakers, sailors, power boaters, and personal water craft owners is growing. There are now 20 paddling and rowing clubs up from 2 over 10 years ago. Recreational use of the harbor is growing and MWA's Community Eco Docks are a big reason why.

Similar to recreation, the use of our harbor for the maritime industry also continues to prosper. As the New York Shipping Association points out, the Port of New York and New Jersey is responsible for the employment of upwards of 270,000 people, both in New Jersey and New York which generates an economic impact of approximately \$52 billion dollars. Thirty-five percent of the U.S. population is served by the NY/NJ Port Authority. Fortunately the port is growing and will continue to grow if we enable the maritime industries including the waterborne transportation, tug and barge companies, dry-docks and ship repair, and other water-dependent businesses to thrive and serve the increasing demand.

The interest and dedication of recreational groups often fosters the political efforts necessary to open more of our waterfront to recreational access and promote environmental stewardship of the waters that surround us. And the combined economic resources of recreational interest and the maritime industry are invaluable to the region's economy and vital to the health and welfare of NY/NJ citizens.

Making sure that the growing number of recreational boaters in our navigable waterways can safely coexist with the maritime and shipping industry is a challenge but with

common sense and better education it is a very obtainable goal. MWA's six policy Task Forces, comprised of the leading thinkers and practitioners working on and around the waterfront, agreed that we need shared, lively and safe waterways.

The task force concluded that increased life on the waterways will necessitate the enforcement of wake rules already in place. A busy harbor with recreational sailboats, kayaks and other pleasure craft that share waterways with commercial water vehicles such as tankers, tugs, cruise ships, ferries and barges must respect the "rules of the road" about where and when each of these craft can go. Safety is a priority. More boater education is needed. Regulations must be well publicized and enforced.

The waters that surround us are a shared resource and recreational boaters and commercial users can co-exist. The US Coast Guard and Federal government have clearly defined comprehensive rules which are widely accepted.

MWA's Alliance partners pay close attention to the rules of the road and do an excellent job to self educate and self regulate. There is a groundswell of information about safety which has made boat operators aware but there is always room to improve education and enforcement. Through the NYC Water Trail, the Education subcommittee of the Harbor Operations, and Going Coastal there are many outreach efforts underway and events such as the Captain and Paddlers Annual Education seminar which are working to improve waterway regulations, rules and enforcement. It is important for the City and related agencies to support and participate in these education and outreach efforts. This will require better funding and participation from Federal, state, and city agencies to increase boater education and support existing boater education efforts often conducted by volunteer recreational groups.

We have an opportunity in 2010 to address safety standards through the update of New York City's Comprehensive Waterfront Plan which will be carried out by the New York City Department of City Planning pursuant to the legislation adopted by the City of New York by the end of 2010. MWA, other civic organizations, as well as numerous New York City agencies will be providing input to the New York City Department of City Planning throughout 2010 to ensure that this fundamental planning document the City will use for waterfront decision making reflects the new and many opportunities to open our waters to better access and safety measures. It is important that the Comprehensive Waterfront Plan recognize the importance of recreational and maritime uses of the harbor. Citywide water use planning efforts such as EDC's Maritime Support Services Location Study, NYC Department of Parks and Recreation's NYC Water Trail, and DOT's Ferry Study should be coordinated so that all these uses can exist in harmony.

The challenge before us is to continue to expand safety education to the increasing number of recreational users in the Harbor and we can do this with increased participation by agencies in boater education efforts already underway. The MWA and Alliance partners stand to work with government to do this. The dream of lively, fun, healthy waterfront recreation within reach of all metropolitan residents will become a reality when we embrace these opportunities and coordinate at all levels to ensure access and safety on our waterways. Thank you for the opportunity to testify today and I'd be happy to answer any questions you might have.



Testimony for Waterfront Committee

Michael C. Nelson, Chair

Friday, April 30, 2010

Testifying John McGarvey Executive Director

I'm testifying today as a proponent of human powered boating on behalf of the Waterpod project. The Waterpod project was a sustainable technologies and art barge that visited each of the five boroughs of NYC last summer and was a member of Operation Clean Bay. Although the vessel has been decommissioned, the project continues it's educational and other mission objectives, including support of the working Maritime industry and human powered boating.

I would like to give a brief example of the utility of human powered boating in a working Maritime framework. In order to become a USCG certified and inspected Attraction Vessel, one of the tests required is the "man overboard recovery". A required test for all passenger vessels such as ferries. Basically a USCG inspector tosses a 150 lb dummy overboard and the crew has to perform a water rescue, before the current or wind sweeps it away, which routinely happens. This is normally done in open and calm waters with the vessel being under power. Our test was conducted at the South Street Seaport at full East River current. By having a floating dock and kayaks, our crew was able to pass the test in record time.

The NY Harbor and waterway's would be a much safer place with more kayak boathouses and ladders on all the working waterfront and thankfully our NYC Parks department and NY Watertrail is working hard at that goal.

Thank you for the opportunity to testify today.

My name is Nancy Brous and I represent the New York City Water Trail Association.

The New York City Water Trail Association is citizens' group launched to support and promote the safe use of the New York City Water Trail, established by the NYC Department of Parks and Recreation in 2008. We are an umbrella group representing the interests of more than 20 community-based non-motorized boating programs, and thus a contact point for agencies looking to communicate with the city's rapidly growing community of kayakers, paddlers, and rowers. Our mission is to advocate for the safe use of human-powered boats in the harbor, an expansion of the number and quality of launches, landings and storage facilities available to human-powered boaters, and wider awareness of the public ownership of our urban waterways. In short we see the harbor as our city's largest public open space- a true New York Commons.

In our first year of operation, our main goal was to coalesce the human-powered boating groups into a more organized community. By connecting the leaders of our affiliate groups to one another through our network and having them pass information to their volunteers, members, and users, we can now easily collect and disseminate information to a vast number of boaters. We share information with our users on educational and safety presentations, funding, and volunteer opportunities, and harbor-wide advisories such as security zone changes and special event notices and collect feedback. We've opened the channels of communication between community members, facilitating the pooling of resources and the sharing of information as never before, strengthening the sense of the community as a whole, and paving the way for a better and safer harbor for all of us.

Our biggest initiative so far, undertaken this past winter, was to survey our member groups to discover their size, scope, and needs. The numbers and information collected are encouraging, and in some cases rather surprising. We'll be publishing a report with the full data analysis soon, but here are some highlights:

- In 2009 the NYCWTA's affiliate community boating groups put over 44,000 people on the water in paddling, rowing, and sailing programs.
- 91% of our groups are not-for-profit organizations
- 95% of their programs are free to the public
- 90% of member groups operate launch sites, of which all but one is located on public land
- All member organizations carry insurance
- Our groups have created over 1300 volunteer opportunities for New Yorkers, and 103 paid skilled positions
- Our not-for-profit groups raised over \$4.1 million dollars for their combined operating budgets, most of which goes to supporting waterfront activities and generates a multiplier effect in the neighborhoods where they operate

Since today's hearing is about safety, here are a few statistics that speak to that:

- All member organizations have safety protocols in place
- Over 60% of our groups require special training and certifications for ALL of their staff, not just those who supervise on-water programming

- 66% have expressed interest in further safety training and certification for their staff
- The highest ranked item suggested for group purchases is pfd's (life vests), before boats, paddles or other equipment of any kind

The clear message is that this is an organized community focused on safety, and interested in learning and employing additional methods that ensure it.

To address this, the NYCWTA promotes and spreads the word about opportunities for training that supplement the instruction our groups provide as part of their regular programming. Our members groups' users have been taking advantage of training and certification in First Aid and CPR, National Outdoor Leadership School Wilderness first aid, and certification in vessel-specific rescue from the American Canoe Association and the British Canoe Union. We're especially thrilled to announce that on May 13th the NYCWTA is sponsoring a free, open to the public seminar conducted by the Power Squadron: Paddle Smart in NY Harbor, which will address Rules of the Road, aids to navigation, and other boating safety topics that affect how our users interact with other users in the harbor. Because New York attracts the best in every field, we have some of the best and most qualified teachers of vessel-specific skills and safety anywhere, but we recognize that we are not experts in all things maritime, and we're happy to have found organizations like the Coast Guard, the Power Squadron, BoatUS, and others, who are partnering with us to provide our community with the most comprehensive safety-focused education possible.

Another safety-related educational effort the NYCWTA is currently undertaking is the production of tide wheel cards. Supported by a grant we received from Partnership for Parks, these cards offer a quick, intuitive way to calculate the complex currents in the harbor. They will help boaters to plan safe trips that take advantage of the strong currents in the area. It is ignorance or misunderstanding of strong currents, which can lead to potentially dangerous situations, and this tool is designed to combat both. The cards will be free and available at boathouses and non-motorized boating access points throughout the city this summer.

In short, I'm here today to tell you that the human-powered boating community in New York City is organized and that safety is our top priority. We are in constant communication with one another and with the agencies that protect our waterways and govern their use. We do not subscribe to the idea that there are spots on the harbor that small vessels should avoid due to high traffic volume or security concerns. But we absolutely agree that there are high traffic spots in the harbor -- such as the ferry terminals at the battery and west 36th street, around landmarks like the Statue of Liberty and Ellis Island, and in the waters surrounding industrial areas such the mouth of Newark Bay or the Erie Basin, that require extra vigilance from ALL boaters. While it might generate a nominal amount of revenue, we do not think that licensing or permitting for human-powered boats will make the harbor safer. We believe that organization, education, and above all open lines of communication, and mutual respect amongst all harbor users, industrial, commercial and recreational, will ensure the safety and equitable use of New York Harbor, and we look forward to sharing it safely for generations to come.



**Testimony of Zhennya Sloatskin,
founder and director of Going Coastal, Inc.
before the New York City Council
Committee on Waterfronts**

April 30, 2010

Good afternoon and thank you for the opportunity to speak to the committee. I am Zhennya Sloatskin of Going Coastal, Inc., a Brooklyn-based all-volunteer nonprofit started by two waterfront enthusiasts one from the Bronx and another from Lake Lugano, Switzerland. Our mission is to connect people with coastal resources, raise awareness of water access and safety and motivate people to active stewardship.

In 2006, we created a no wake zone map distributed by NYC Parks for boaters on the Harlem River. That same year we produced the first of its kind map addressing specifically safety issues of human-powered boating. For the past three years we have created and published the New York City Water Trail Map showing legal, safe launches for kayakers and rowers. We also promote boating safety through a "Boat Sober New York" campaign at marinas and boating clubs.

It is a fantastic experience to be engaged with a group that is as passionate about the environment and water access as the human-powered boating community. In the process, I have come to realize that the community is actually waiting for the coastal resources to be connected to them.

Human-powered boaters navigating New York Harbor know as much about tides, currents, fog and shoals as tug boat captains or ferry operators, yet all of the nautical resources, such as charts, water signals, and the group of maritime conventions/laws known as "rules of the road", which we use to communicate maritime knowledge do not take into account the needs or purpose of human-powered vessels. By default, this excludes them from the conversation on maritime navigation in general and maritime safety in particular.

New York City is experiencing a renaissance and the epicenter of this renewal is the opening of our waters to the community. As a New Yorker and a volunteer I would ask the City Council to join Going Coastal and the community of human-powered boaters to do everything possible in creating new modes of communication that would allow for all voices on our waters be heard and all vessels on our waters to be safe.

Testimony for Friday, April 30, 2010

I am speaking today as a member of the Steering Committee for the Harbor Safety, Navigation and Operations Committee, Port of NY&NJ and as a member of the Harbor Education Subcommittee of Harbor Operations Committee.

The Harbor Education subcommittee has been involved in education and outreach for a safer mixed use Harbor for many years now. Projects such as Captain and Paddlers day which first took place in the summer of 2007. Is an opportunity for mariners from the passenger vessel community and human powered recreational community to come together to discuss topics relating to safe and peaceful existence in our waterways. Attending participants come from the many boathouses along our shore line and include all the major paddling, rowing and canoeing clubs as well as CG, CGAux, NY Waterways, NY Water Taxi, NYPD Harbor and the FDNY Marine unit. Total attendance was well over 150 boaters and the event was a huge success. So much so that the event is annually produced and continues the tradition of education and safety for the harbor.

Another project is a Harbor Mapping Project where the Coast Guard along with other community members are tracking and plotting every transit made in the NY/NJ Harbor. We are working with ways to display the data and will have overlapping GIS data for boater to use to see where activity happens. This data will be compiled and used as an educational tool to reduce the risk of accidents and promote safer use of our Harbor.

The last project is the Mariners Guide to the NJ/NY Harbor. It is a safe boating video funded by the NJ Department of Transportation targeted at recreational boater to inform and educate them on the nuances of our harbor. This will be a comprehensive look at the entire harbor and all the uses that take place here. Its distribution will be the strongest component reaching boaters at the point of purchase, launch and usage to info and positively reinforce the rules of the road and safe boating.

Currently there are clear State guidelines for both NJ and NY which pertain to vessel registration and operation. There are a set of Federal Laws which provide clear "rules of the road" for all mariners operating on the waters of the US.

The members of the maritime community are working hard to educate and promote safe boating in this mixed use harbor.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/30/2010

(PLEASE PRINT)

Name: ZHENNYA SLOOTSKIN
Address: 230 SACKETT ST Brooklyn, NY 11231
I represent: GOING COASTAL, INC
Address: SAME

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Keith Kerman
Address: ASST. Commissioner for Operations
I represent: NYC Parks & Rec
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: DET. DAVID DRISCOLL
Address: NYPD
I represent: NYPD
Address: HARBOR UNIT

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

Name: Roland Lewis (PLEASE PRINT)

Address: 247 Broadway / NYC

I represent: Metropolitan Waterfront Alliance

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

Name: EDWARD J. KELLY (PLEASE PRINT)

Address: 17 Battery Place NY NY 10004

I represent: Maritime Association of the Port of NY/NJ

Address: 17 Battery Pl, NY NY 10004

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

Name: John McCarvey (PLEASE PRINT)

Address: 44-78 232D St LIC, NY

I represent: WaterPOD + LIC Community Boat House

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Ray Fusco (PLEASE PRINT)

Address: 2411 Water St

I represent: Debus political waterfront A1

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: APR 30, 10

Name: HOPE WRIGHT (PLEASE PRINT)

Address: 344 KENMORE RD
DOUGLSTON NY 11363

I represent: US COAST GUARD AUX

Address: DIVISION 12 SECTOR NY
MARINE SAFETY + P.A.

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

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I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Rob Buchanan (PLEASE PRINT)

Address: 251 Clemons BLVD

I represent: VCB / NYC WTA

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Nancy Brous (PLEASE PRINT)

Address: _____

I represent: NYC Water Trail Association

Address: _____

Please complete this card and return to the Sergeant-at-Arms