STATE OF NEW YORK

11303

IN ASSEMBLY

May 11, 2026

Introduced by COMMITTEE ON RULES -- (at request of M. of A. Simon) -- read once and referred to the Committee on Energy

AN ACT to amend the energy law, the environmental conservation law and the public authorities law, in relation to requiring publicly funded ferries to be zero-emission and directing the New York state energy research and development authority to conduct a feasibility study related to transitioning certain workboats to be zero-emission

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The energy law is amended by adding a new section 5-109 to read as follows:

§ 5-109. Purchase of zero-emission ferries. The president of the New York state energy research and development authority shall promulgate rules and regulations which shall require that all ferries purchased by or for the state or any agency or public authority thereof, in any fiscal year which commences on or after April first, two thousand twenty-eight, produce zero emissions. Privately licensed ferries that receive funding from the state or any agency or public authority thereof, where such funds are provided to subsidize a particular route, shall, in any fiscal year which commences on or after April first, two thousand twenty-eight, purchase zero or near-zero emission ferries to service that particular route.

§ 2. The environmental conservation law is amended by adding a new section 19-0306-c to read as follows:

§ 19-0306-c. Ferry emissions regulations.

1. The commissioner shall promulgate rules and regulations which shall require that all ferries purchased by or for the state or any agency or public authority, and privately licensed ferries that receive funding from the state or any agency or public authority thereof, where such funds are provided to subsidize a particular route, operating in the navigable waters of the state shall produce zero emissions by two thousand forty-two. Such ferries may only utilize fossil fuel-based engines as range extenders.

EXPLANATION--Matter in *italics* (underscored) is new; matter in brackets [-] is old law to be omitted.

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2. The provisions of this section shall not apply to commercial or sports fishing boats, ocean-going ships or other vessels transporting goods through the Great Lakes.

3. For purposes of this section, the following terms shall have the following meanings:

(a) "Zero emissions" shall mean zero exhaust emissions of any greenhouse gas, criteria pollutant, or precursor pollutant from the onboard power source under any operational modes or conditions.

(b) "Near-zero emission" shall mean technologies that significantly reduce greenhouse gas, criteria pollutant, or precursor pollutant from the onboard power source under any operational modes or conditions and provide a pathway to zero-emission operations.

(c) "Navigable waters of the state" shall have the same meaning as in subdivision four of section two of the navigation law.

(d) "Fossil fuel" shall mean coal, petroleum products and fuel gases.

(e) "Range extender" shall mean a fuel-based auxiliary power unit that extends the range of an electric vessel by providing power to an electric generator that charges the vessel's battery, without being used as the main propulsion system.

§ 3. The public authorities law is amended by adding a new section 1886 to read as follows:

§ 1886. Study on zero-emission tugboats and other workboats. 1. The authority is hereby authorized and directed to conduct a comprehensive study to analyze the need for charging stations along the Hudson river and the New York state canal system to accommodate zero-emission tugboats and other workboats. Depending on applicable duty cycles, these vessels may include range extenders.

2. Such study shall examine, at a minimum:

(a) the current zero-emission tugboat and other workboat infrastructure, including an evaluation of revenue allocation options to assist in an expansion of such infrastructure;

(b) the current and projected future volume of commercial goods movement and other marine services, including an estimate of the number of charging stations necessary to supply such operations upon a transition of tugboats and other workboats to be zero-emission;

(c) any safety implications concerning the development of the electric vessel infrastructure; and

(d) any negative impacts that may result from the installation of charging stations.

3. The authority shall report its findings and any recommendations to the governor, the temporary president of the senate and the speaker of the assembly no later than two years after the effective date of this section.

4. The provisions of this section shall not apply to commercial or sports fishing boats, ocean-going ships or other public vessels transporting goods through the Great Lakes.

5. For purposes of this section, the following terms shall have the following meanings:

(a) "Workboats" shall mean non-ocean-going vessels used in commercial transportation of goods and support port, construction, or other marine service operations and shall include tugboats, towboats, barges and dredges.

(b) "Zero-emission" shall mean zero exhaust emissions of any criteria pollutant or greenhouse gas from the onboard source of power under any possible operational modes or conditions.

§ 4. Severability. If any clause, sentence, paragraph, subdivision, section or part of this act shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section or part thereof directly involved in the controversy in which such judgment shall have been rendered. It is hereby declared to be the intent of the legislature that this act would have been enacted even if such invalid provisions had not been included herein.

§ 5. This act shall take effect immediately.