

# STATE OF NEW YORK

1331

2025-2026 Regular Sessions

## IN ASSEMBLY

January 9, 2025

Introduced by M. of A. SIMON, GONZALEZ-ROJAS, EPSTEIN, TAYLOR, COLTON, DAVILA, BURDICK, KELLES, LEVENBERG -- read once and referred to the Committee on Environmental Conservation

AN ACT to amend the energy law, the environmental conservation law, the public authorities law, and the general municipal law, in relation to requiring certain watercraft, aircraft, and trains to be zero-emissions; and to amend the public authorities law, in relation to requiring NYSEDA to conduct certain studies and requiring certain monetary incentives for clean energy vehicles

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 5-108-b to read as follows:

§ 5-108-b. Purchase of zero-emission ferries. 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 thereof, or any private nonprofit organization in any fiscal year which commences on or after April first, two thousand thirty-two, 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 thirty-two, purchase 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. Public vessel emissions regulations.

1. The commissioner shall promulgate rules and regulations which shall require that all public vessels operating in the navigable waters of the state shall produce zero or near zero-emissions by two thousand forty-two. Public vessels 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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1 2. The provisions of this section shall not apply to commercial fish-  
2 ing boats, ocean-going ships or public vessels transporting goods  
3 through the Great Lakes.

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

6 (a) "public vessel" shall have the same meaning as in paragraph (a) of  
7 subdivision six of section two of the navigation law;

8 (b) "navigable waters of the state" shall have the same meaning as in  
9 subdivision four of section two of the navigation law;

10 (c) "fossil fuel" shall mean coal, petroleum products and fuel gases;  
11 and

12 (d) "range extender" shall mean a fuel-based auxiliary power unit that  
13 extends the range of an electric vessel by providing power to an elec-  
14 tric generator that charges the vessel's battery.

15 § 3. The public authorities law is amended by adding a new section  
16 1885 to read as follows:

17 § 1885. Study on zero-emission commercial vessels. 1. The New York  
18 state energy research and development authority is hereby authorized and  
19 directed to conduct a comprehensive study to analyze the need for charg-  
20 ing stations along the Hudson river and the New York state canal system  
21 to accommodate zero-emission commercial vessels.

22 2. Such study shall examine, at a minimum:

23 (a) the current electric vessel infrastructure, including an evalu-  
24 ation of revenue allocation options to assist in an expansion of such  
25 infrastructure;

26 (b) the volume of commercial barge operations, including an estimate  
27 of the number of charging stations necessary to supply such operations  
28 upon a transition of commercial barge operations to zero-emission  
29 vessels;

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

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

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

38 § 4. Subdivision 1 of section 352 of the general municipal law, as  
39 amended by chapter 904 of the laws of 1947, is amended to read as  
40 follows:

41 1. Construct, develop, improve, equip, maintain and operate the same,  
42 provided that, no later than January first, two thousand thirty-two, all  
43 ground support equipment used by any public airport shall be zero-emis-  
44 sion ground support equipment.

45 § 5. The public authorities law is amended by adding a new section  
46 1886 to read as follows:

47 § 1886. Study on publicly funded airports. 1. The authority shall  
48 conduct a study of all publicly funded airports within the state to  
49 assess the financial viability of using renewable energy in such  
50 airports. Such study shall examine the use of renewable energy sources,  
51 including but not limited to, geothermal energy, solar energy and wind  
52 energy, for on-site generation of electricity. Such study shall further  
53 examine, at a minimum:

54 (a) the cost of each such source of renewable energy compared to the  
55 cost of non-renewable energy sources;

1 (b) the efficiency of each such source of renewable energy compared to  
2 the efficiency of non-renewable energy sources; and  
3 (c) any safety implications for each such source of renewable energy.  
4 2. The authority shall report its findings and any recommendations to  
5 the governor, the temporary president of the senate, and the speaker of  
6 the assembly no later than five years after the effective date of this  
7 section.

8 § 6. Section 1854 of the public authorities law is amended by adding a  
9 new subdivision 27 to read as follows:

10 27. To administer a program, using funds provided for such purpose, to  
11 provide a grant to commercial flying school and non-profit flying clubs  
12 to install charging infrastructure applicable to federal aviation admin-  
13 istration certified electric aircraft. To be eligible for such grant,  
14 flying schools and flying clubs shall be based at airports located in  
15 this state. Any flying club seeking such grant shall have no less than  
16 twenty-five members. Priority shall be given to flying school and non-  
17 profit flying clubs that have been in business for at least five consec-  
18 utive years.

19 § 7. The public authorities law is amended by adding a new section  
20 1887 to read as follows:

21 § 1887. Study on sustainable aviation fuel. 1. The authority shall  
22 conduct a study to determine how to make sustainable aviation fuel,  
23 certified per applicable standards such as the roundtable on sustainable  
24 biomaterials standards or the American society for testing and materials  
25 standards, more widely available at airports in the state, using locally  
26 sourced biomass as feedstock for the fuel whenever feasible. Such study  
27 shall examine, at a minimum:

28 (a) the resources available within the state to create such sustaina-  
29 ble fuel;

30 (b) the cost for creating such fuel;

31 (c) the cost to implement the use of such fuel within the state  
32 compared to the cost of maintaining the use of traditional aviation  
33 fuel; and

34 (d) any safety implications concerning the use of sustainable aviation  
35 fuel.

36 2. The authority shall report its findings and any recommendations to  
37 the governor, the temporary president of the senate, and the speaker of  
38 the assembly no later than five years after the effective date of this  
39 section.

40 § 8. Section 1266 of the public authorities law is amended by adding a  
41 new subdivision 20 to read as follows:

42 20. No later than January first, two thousand thirty-seven, the  
43 authority, in consultation with the Metro-North Commuter Railroad Compa-  
44 ny, the Long Island Rail Road and the executive director of the metro-  
45 politan transportation authority, shall require that all passenger  
46 trains operated by the Metro-North Commuter Rail Road Company and the  
47 Long Island Rail Road, and all work trains in the subway system operated  
48 by the metropolitan transportation authority shall be zero-emission  
49 trains. Any branch of the Metro-North Commuter Railroad Company that  
50 operates wholly or partially in New Jersey or Connecticut shall be  
51 exempt from the provisions of this subdivision.

52 § 9. This act shall take effect immediately.