



# BOEM New York Task Force

## U.S. Coast Guard Role



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**First Coast Guard District  
Boston, MA**

**Chief, Energy and Facilities  
Branch**

# Marine Transportation System Value

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- More than 90% of the world's trade is carried on the water, including:
  - More than 78% of all U.S. international trade
  - 66% of all U.S. crude oil
  - Each year waterborne trade contributes \$650 billion to the U.S. Economy

# Marine Transportation System Value

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- More than 9.5 billion pounds of commercial catch valued at \$4.0 billion.
- 13 million recreational anglers
- Marine wildlife viewing = billions

# BOEM State Task Forces

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- CG responsible to waterways users for safe and efficient operation of the Marine Transportation System (MTS)
- BOEM consultation w/ Coast Guard
  - Safety of Navigation
  - Traditional uses
  - Impact to CG missions
- Navigational Safety Assessment required of the applicant
- Need exists to incorporate waterway use considerations early in WEA siting efforts

# Coast Guard Authorities

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- PORTS AND WATERWAYS SAFETY ACT (PWSA)  
P.L. 95-474; 33 U.S.C. 1221
  - Navigation and Vessel Safety
  - Protection of Marine Environment
  - Safety of US Ports and Waterways
  - Waterways are Matters of National Importance

# Port Access Route Studies

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- PWSA requires a study to determine potential traffic density & need for safe access routes
- Conducted prior to creating or modifying existing fairways or Traffic separation schemes
- Normally focus on a single port

# Phase 1- Data Gathering

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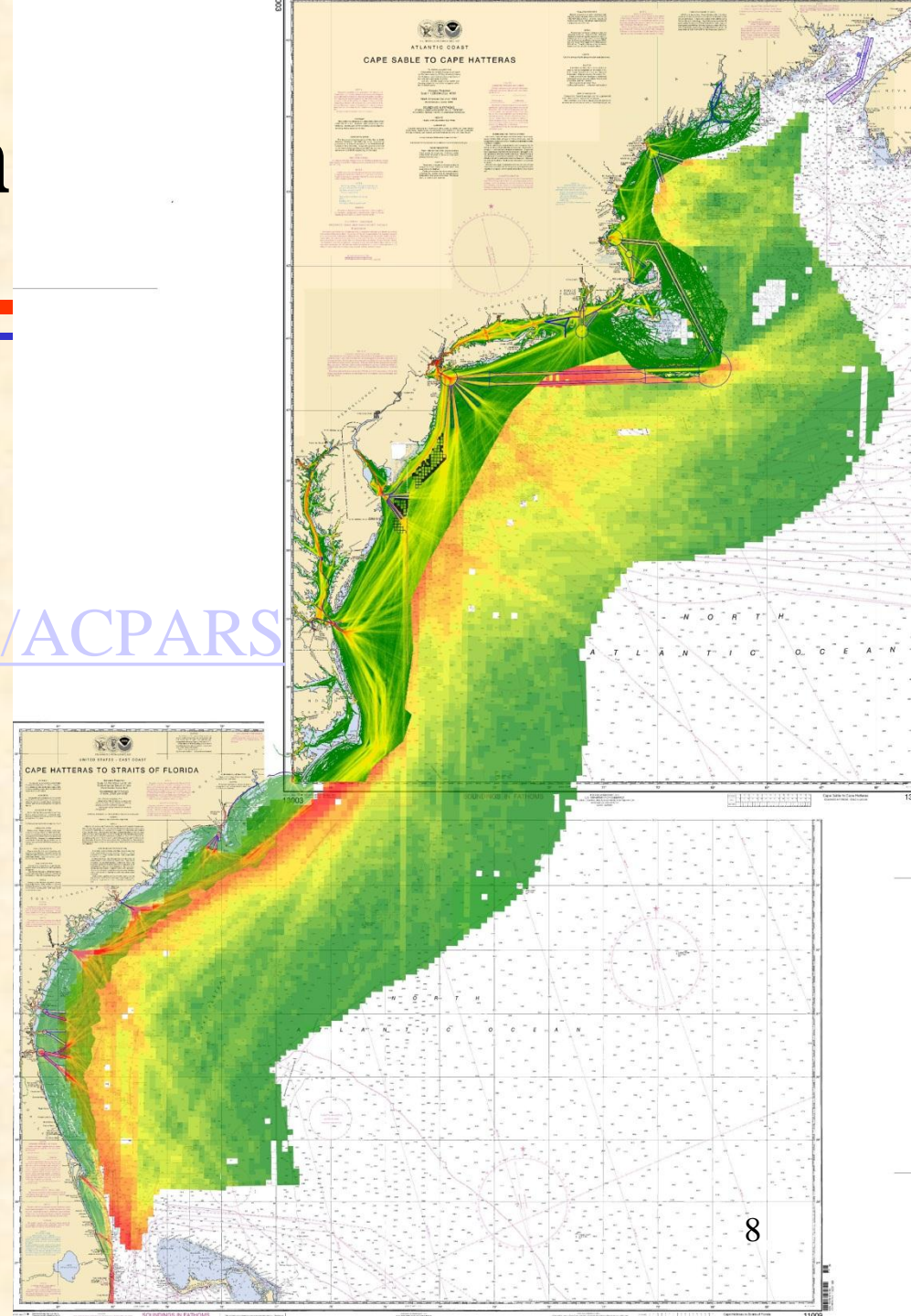
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- Public Comments
  - Two Public Comment periods
  - Received 128 submissions total
  - 40% outside scope
- Visualization of AIS Data
  - Coast Guard
  - BOEM
  - NOAA
- VMS Data

# Visualization

ACPARS Website

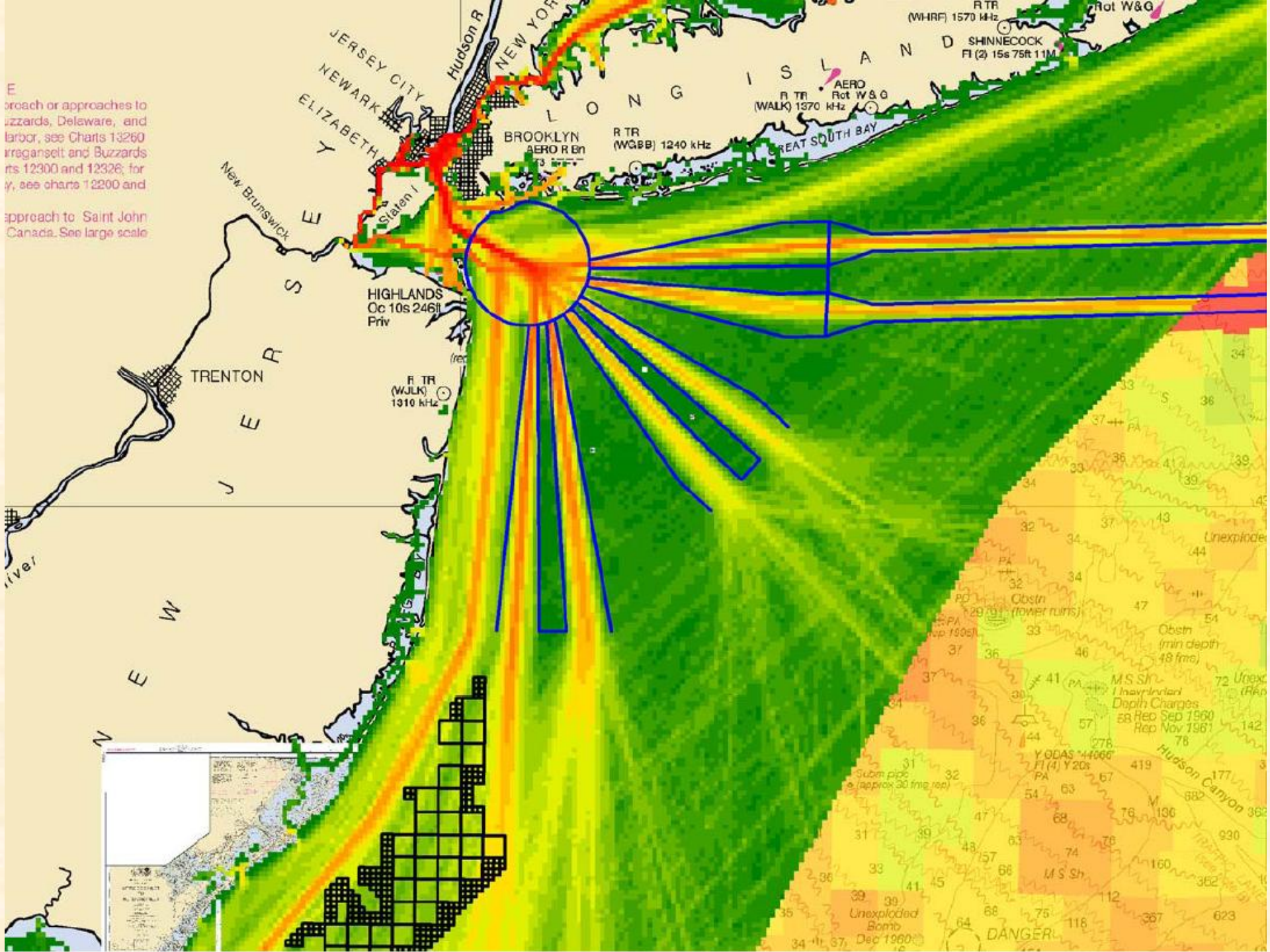
[www.uscg.mil/LANTAREA/ACPARS](http://www.uscg.mil/LANTAREA/ACPARS)





Approach or approaches to  
Buzzards, Delaware, and  
Harbor, see Charts 13260  
Bregansett and Buzzards  
Charts 12300 and 12326; for  
New York, see charts 12200 and

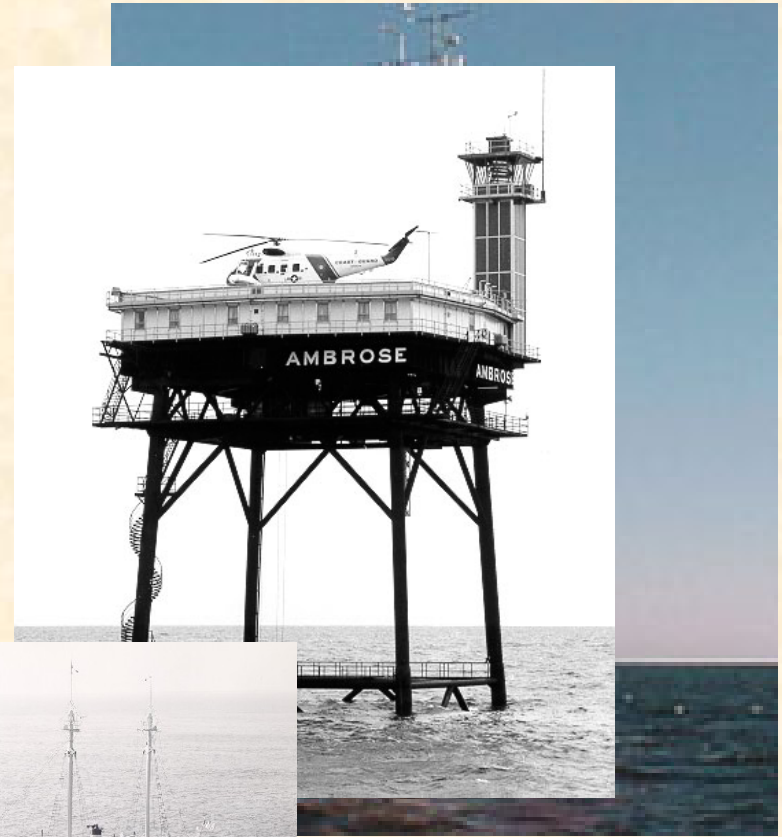
Approach to Saint John  
Canada. See large scale



# Ambrose Light Tower

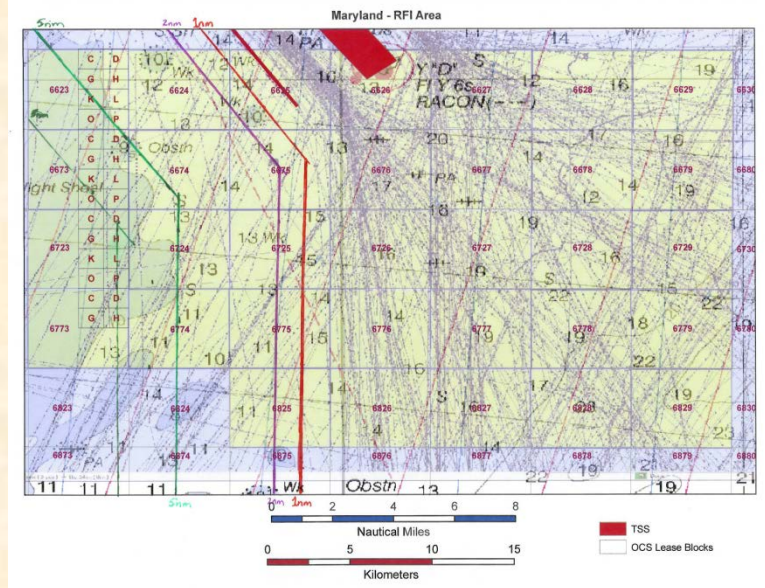
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- November 3, 2007 collision
- 799 foot tanker *Axel Spirit*  
Tower damaged beyond repair
- Previous tower was destroyed in a 1996 collision
- June 24, 1960 Relief Lightship sunk



# Phase 2- Determine Shipping Routes

- Determine port & coastal shipping routes
- Apply maritime risk guidance from UK
- Deliverable - Red/Yellow/Green areas (pending more detailed analysis)
- For some proposed Wind Energy Areas this is occurring concurrently w/outreach

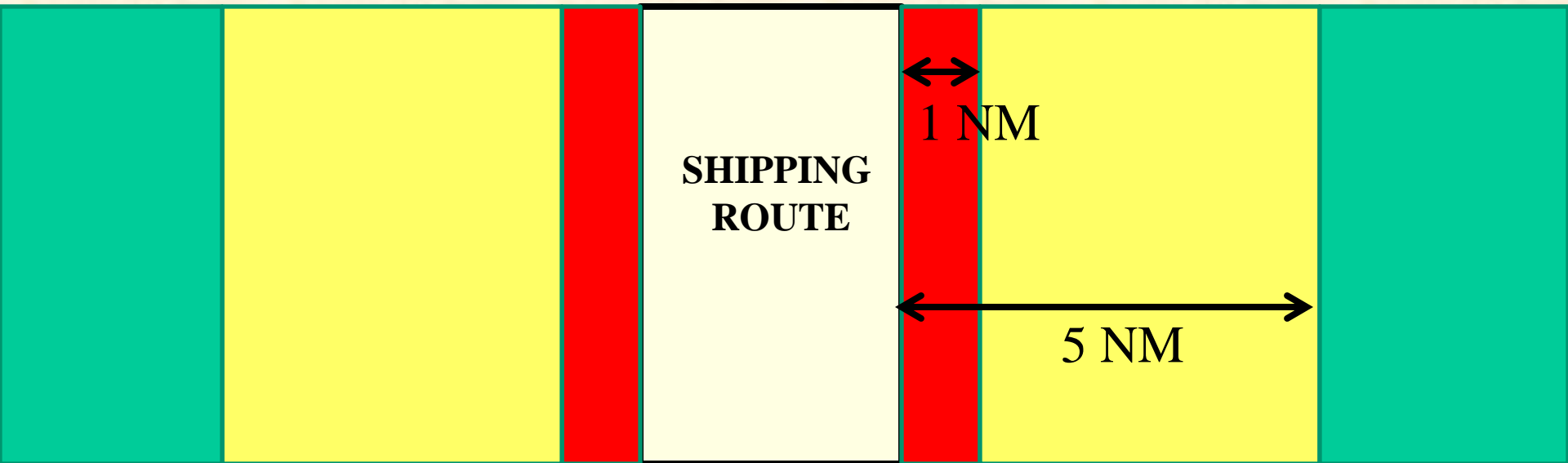


# UK Maritime Guidance Note

## MGN-371

Distance	Factors	Risk	
< 0.25 NM	Inter-turbine spacing = only small craft recommended	Very High	<b>RED</b>
0.5 NM	Mariner's high traffic density domain	High	
1.0 NM	Minimum distance to parallel boundary of TSS	Medium	<b>YELLOW</b>
1.5 NM	S band radar interference - ARPA affected	Medium	
2.0 NM	Compliance with COLREGS becomes less challenging	Medium	
> 2.0 NM	But not near a TSS	Low	<b>GREEN</b>
5.0 NM	Adjacent wind farm introduces cumulative effect. Distance from TSS entry/exit	Very Low	
10.0 NM	No other wind farms	Very Low	

# R-Y-G Methodology



Within 1 NM → **RED** → Not suitable for development

Between 1 – 5 NM → **YELLOW** → May be suitable w/ mitigation  
Requires further analysis

> 5 NM → **GREEN** → minimal impact

# Phase 3- Modeling and Analysis

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- Transparent, repeatable, risk-based process to evaluate potential impacts of WEAs on other coastal waterway users, safety and the environment.
- Develop a GIS based model to predict traffic density and traffic patterns given alternative siting scenarios
- Working with BOEM to initiate

# Way Forward

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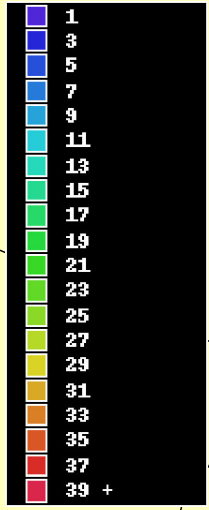
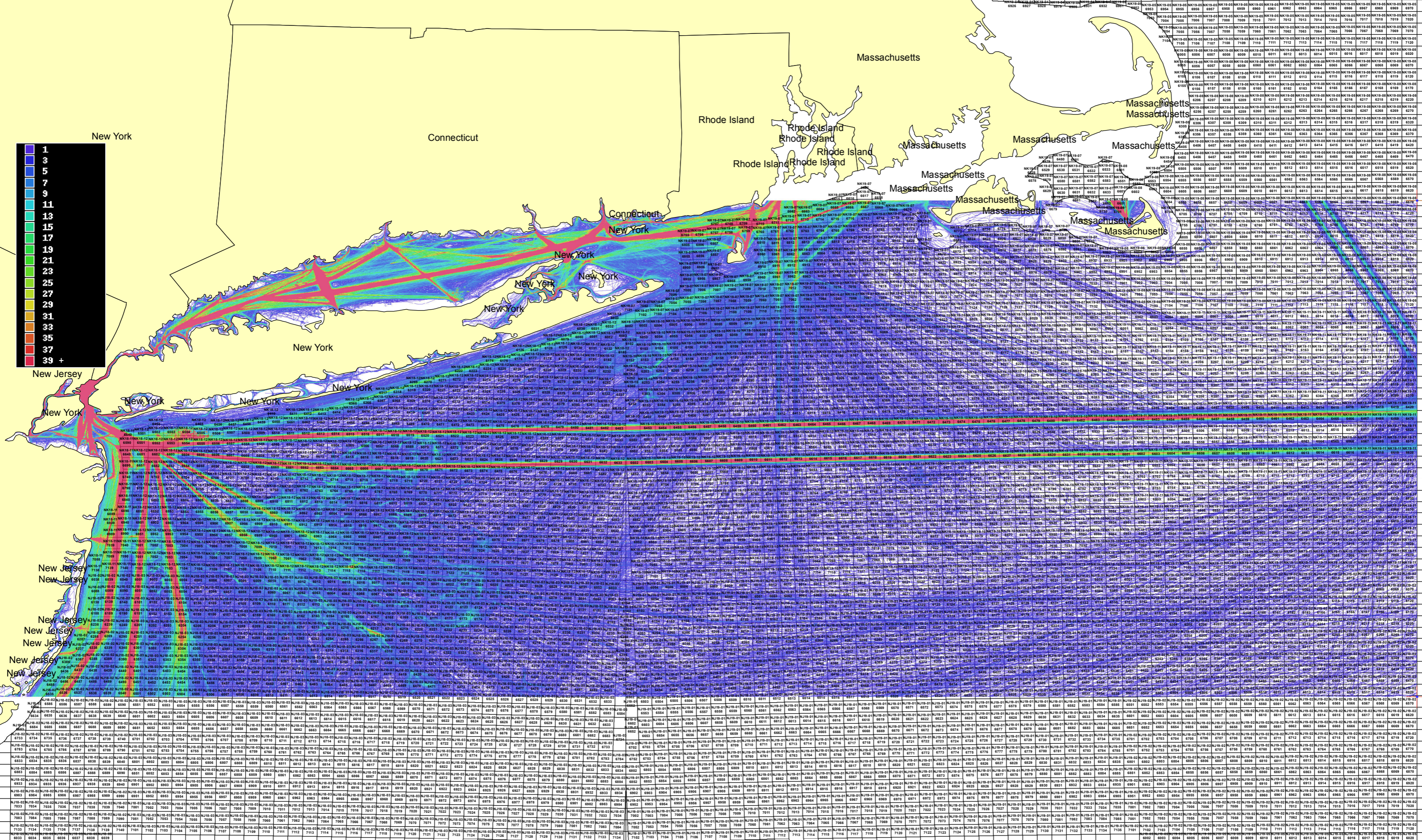
- Continue to fill role as Cooperating Agency
- Support BOEM / State Task Forces
- Publish Interim ACPARS Report

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# Questions?





New York

Connecticut

Rhode Island

Massachusetts

Massachusetts

New Jersey

New York

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