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# United States Coast Guard



## NY York Bight Intergovernmental Renewable Energy Task Force Meeting

Ms. Michele DesAutels, First Coast Guard District, Boston , MA  
Mr. Chris Scraba, Fifth Coast Guard District, Portsmouth, VA



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# Coast Guard Roles, Responsibilities & Objectives

- **Protect** All mariners, Property (wind farm(s)) and the Environment
- Provide **recommendations** and identify **potential impacts** as a Cooperating agency for NEPA purposes to the Lead Agency (LA) (BOEM) on the following areas:
  - Safety of navigation for the entire maritime community,
  - Maintaining the traditional uses of the particular waterway (MTS, Fishing),
  - Ability to still carry out other Coast Guard missions (SAR, MER, MLE/PWCS)
- **Balance competing interests offshore**, e.g., MTS, wind farms and other renewable energy areas, fishing, recreation, tourism, etc. (Mutual Co-Existence)
- Maintain a safe, secure, efficient and resilient Marine Transportation System (**MTS**)
  - NY/NJ is the third largest port in our nation, having an economic impact of **\$205B** annually to the local economy.
  - Ensuring a **safe and secure flow** of national defense and commercial vessel traffic is vital to both our Nation's national and economic security



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# SAFETY OF NAVIGATION

- Placement of structures on the OCS, where previously no structures existed, increases risk of a vessel allision and will **increase risk of collision** between vessels.
- Risk will increase as a result of **vessel traffic density being increased through funneling and decreased sea space maneuverability.**
- Rerouting traffic may also increase the **weather related casualty risk** to smaller vessels engaged in coastwise shipping.
- By forcing tug and barge traffic further offshore, vessels will be subjected **to larger sea states** which will affect their stability.
- By forcing this traffic further offshore, many **tracklines will now be interspersed among deep draft vessels transiting at higher speeds, causing more complex vessel interactions from different size vessels at different speeds.**
  - (ULCV 20Kts, -Tug-Tow 4 to 6Kts, -CFV(transit/fishing/haul-back 2-8 Kts)- Regular/High Speed Rec Boat 20 to 45Kts)
  - Example: Driving I-95 with trucks, motorcycles, cars, buses, going 20, 30, 40, 60, 80, 90 MPH.

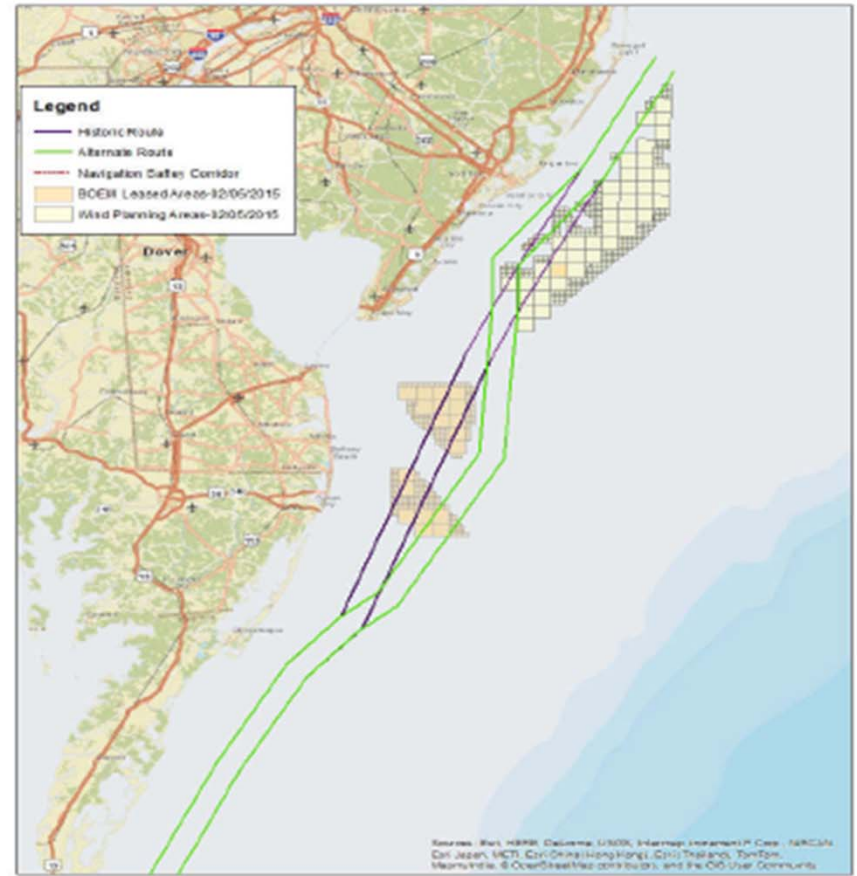
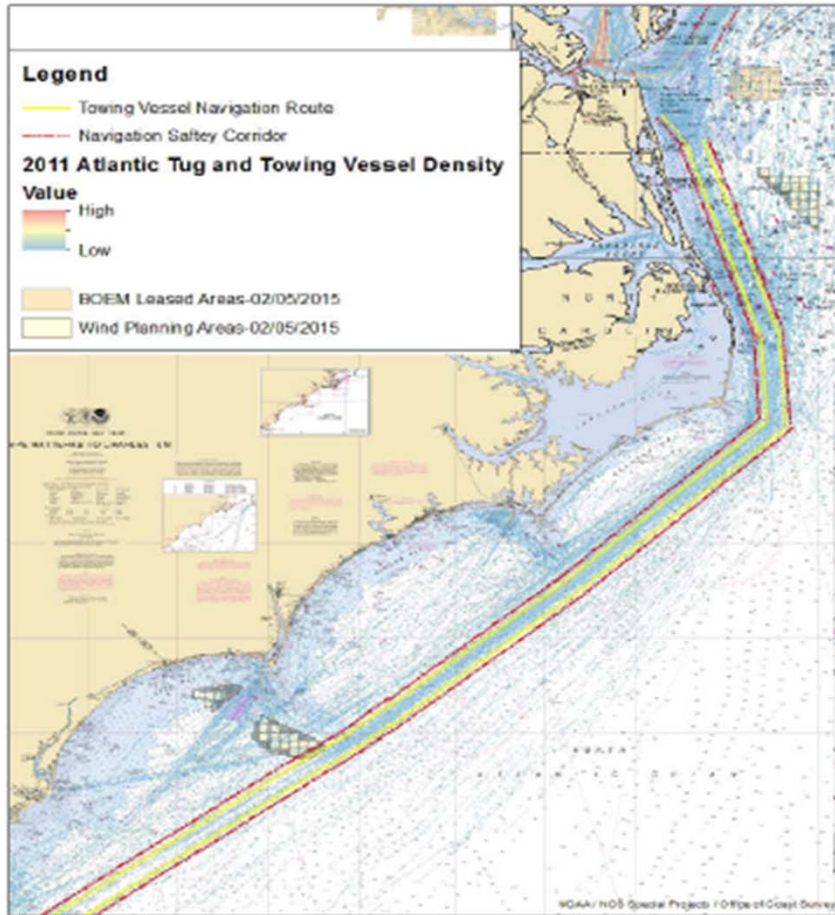


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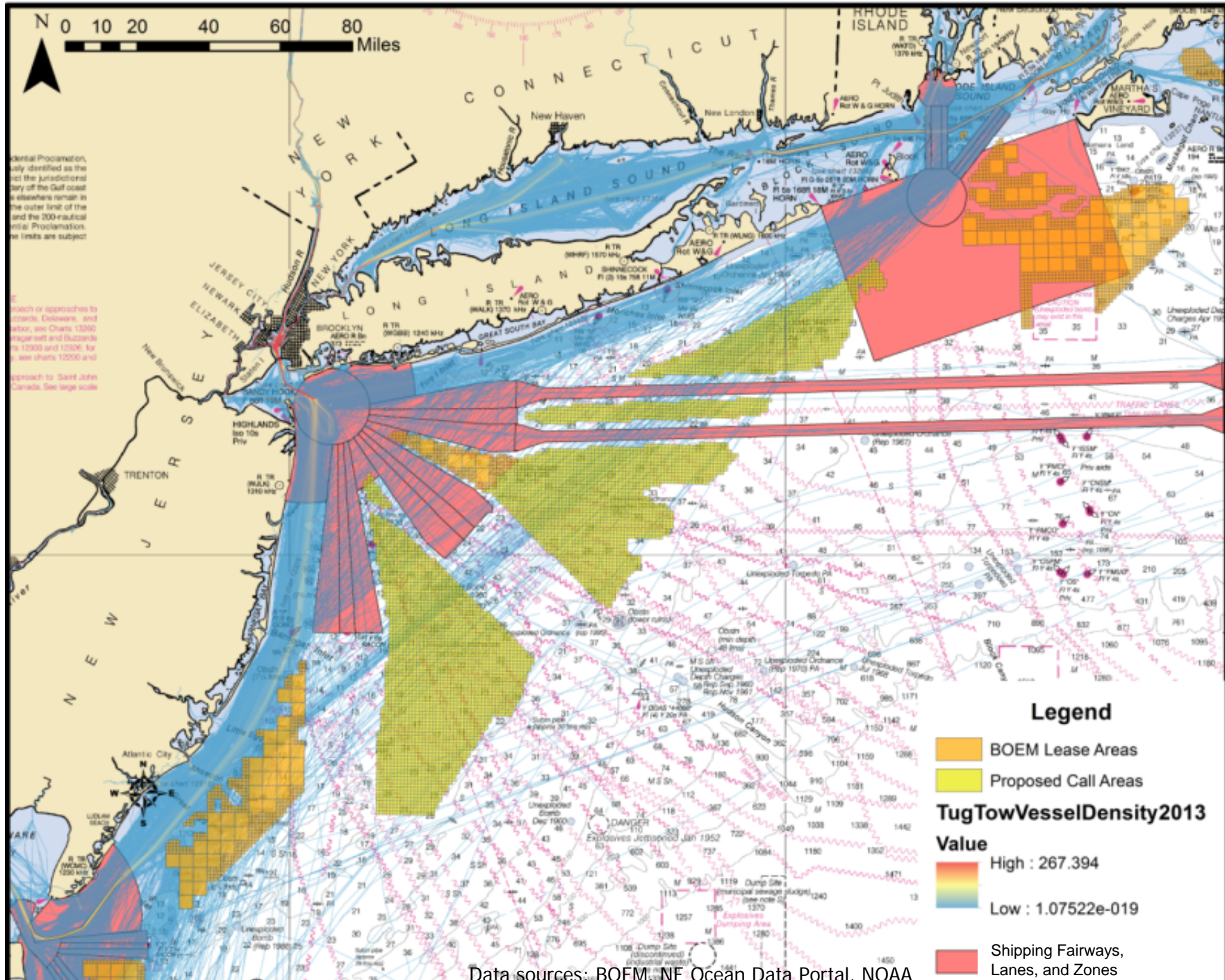
# ATLANTIC COAST PORT ACCESS ROUTE STUDY (PARS)

- Coast Guard is required (by law) to conduct a PARS before establishing new or adjusting existing fairways or TSS's.
- Consult/coordinate with Federal, State, and foreign state agencies (as appropriate) and maritime community representatives, environmental groups, and other interested stakeholders.
- Primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses.
- PARS process (complete or modified) may be used to determine and justify if safety zones, security zones, recommended routes, regulated navigation areas and other routing measures should be created
- ACPARS Final Report published in Federal Register on March 14, 2016.
- **Outcome: Apply marine planning guidelines (i.e. navigation corridors) during marine planning activities**

# ALONGSHORE TOWING VESSEL ROUTES



# - NEW YORK 2013 TOWING VESSEL DENSITY -



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# CROSSROADS

- The proposed call areas are literally at the crossroads to the entrances of the three New York Bight TSSs where a large volume of tanker and cargo vessels transit inbound/outbound NY/NJ ports
- Perpendicular to the TSSs commercial traffic is a large volume of tug and barge traffic transiting along the Delaware/Chesapeake Bay to Eastern Long Island/Cape Cod Canal on their traditional maritime trackline.
- If the proposed call areas are developed in this crossroads location, the alternative for tugs and barges would be to transit to the east or west of the call areas, which would introduce hazardous navigation conditions by crossing with the inbound/outbound traffic at the entrance to NY Bight.
- The result from displacing traffic from traditional existing routes has further solidified the USCG's concern that the NY call area, as currently proposed, may result in unacceptable increases in risk to navigational safety.



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# MOVING FORWARD

Coast Guard is committed to supporting the maritime community by:

- Helping to identify likely navigation conflicts that will occur from placing structures along and in close proximity to traditional maritime routes taking into account, as appropriate, our Marine Planning Guidelines,
- Helping to identify routing conflicts that will arise from development within the call areas and adjacent leased areas (cumulative effects),
- Helping to identify associated navigation safety risks,
- Working with other government agencies to develop workable solutions, and
- Evaluating additional areas that may be identified as potential areas of development that have not yet been explored in the New York Bight waters.
- USCG HQ has commenced developing a routing system along the Atlantic Coast by “Converting” navigation corridors into shipping safety fairways or other routing measures (U.S. Regulations and IMO submissions). **MTF**



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# United States Coast Guard



## NY York Bight Intergovernmental Renewable Energy Task Force Meeting

# Questions ?

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# MARINE PLANNING GUIDELINES

- Developed using input from:
  - Confed. of European Shipmasters' Assoc. (CESMA)
  - World Shipping Council (WSC)
  - UK Maritime Coastguard Agency (MCA)
  - German Waterways and Shipping Directorates
- Major topics:
  - Port Approaches and Traffic Separation Schemes (TSSs)
  - Along Shore Routes
  - Offshore Deep Draft Routes
  - Navigational Safety Corridors
  - Other Considerations
  - Contributions to Risk
  - Mitigations

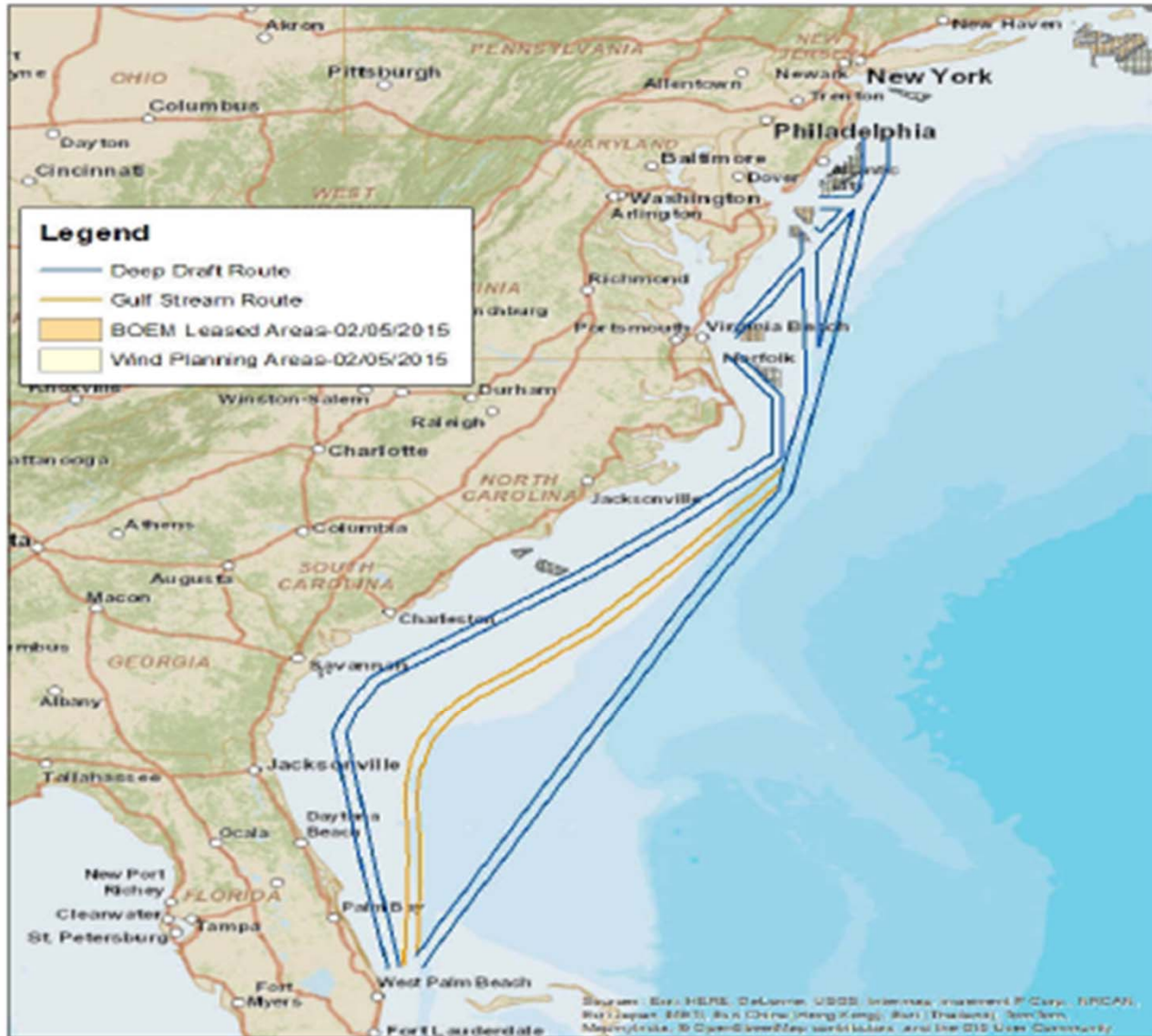
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# IDENTIFICATION OF ALONGSHORE TOWING VESSEL + MAJOR DEEP DRAFT VESSEL ROUTES

- Identified traditional tug and barge routes
  - Applied MPGs to routes to identify Navigation (Safety) Corridors
  - 9 NM for tug and barges
- Identified major deep draft routes
  - Applied MPGs to a lesser degree due to deep draft traffic location and wind farm interaction
  - 10 NM for deep draft vessels



# DEEP DRAFT ROUTES



# NAVIGATION SAFETY RISK ASSESSMENT (NSRA)

- Navigation safety requires that mariners be able to:
  - determine their position and a safe course to steer, be alert to unseen dangers,
  - determine if risk of collision exists, and to take action to avoid collision.
- Wind farm impacts nav safety if it impairs/impacts the mariner's ability to do the above.
- NSRA = an assessment of the nav safety risks leveraging existing studies, standard industry practices, or guidelines from recognized sources (i.e governmental agencies or classification societies) applicable to their wind farm or the characteristics of the waterway.
- NSRA will also evaluate cumulative affects of multiple wind farms.
- NSRA identifies and evaluates potential mitigation measures.
- BOEM requires completion by the **developer**
- Coast Guard Guidance
  - NVIC 02-07 (final draft updated release in SEP 2018)
  - Marine Planning Guidelines
- Reviewed by Coast Guard for BOEM
- Recommendations provided to BOEM and developer concerning miti

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COMDTPLUB P16700.4  
NVIC 02-07  
10/18 § 200

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 02-07

Subj: GUIDANCE ON THE COAST GUARD'S ROLES AND RESPONSIBILITIES FOR OFFSHORE RENEWABLE ENERGY INSTALLATIONS (OREI)

Ref: (a) Memorandum of Understanding between the Minerals Management Service (MMS) - U.S. Department of the Interior and the U.S. Coast Guard - U.S. Department of Homeland Security dated 30 September 2004  
 (b) Cooperating Agency Agreement between the MMS and U.S. Coast Guard for Programmatic Environmental Impact Statement (EIS), Coast Guard e-mail acceptance submitted 7 July 2006  
 (c) The Ports and Waterways Safety Act (PWSA) of 1972 (Public Law 92-340, 86 Stat. 424)  
 (d) Coast Guard and Maritime Transportation Act of 2006 (Public Law 109-241)  
 (e) Navigation and Vessel Inspection Circular (NVIC) No. 9-02, Ch-1, Outlines for Development of Area Maritime Security Committees and Area Maritime Security Plans for U.S. Ports, COMDTPLUB P16700.1  
 (f) Risk-Based Decision-Making (RBDM), COMDTINST M16010.3 (series), and Risk-Based Decision-Making Guidelines, 1st edition (<http://www.uscg.mil/hq/gc/mtrk/guidelines/RBDM/Grde.htm>)  
 (g) PAWSA Guide ([http://www.uscg.mil/mtrk/projects/pawsa/PAWSA\\_Guide.htm](http://www.uscg.mil/mtrk/projects/pawsa/PAWSA_Guide.htm))

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# NEW YORK 2013 CARGO VESSEL DENSITY

