
INTERGOVERNMENTAL RENEWABLE ENERGY TASK FORCE FOR THE NEW YORK BIGHT

COAST GUARD FEEDBACK ON DRAFT CALL AREAS

NEW YORK BIGHT TASK FORCE WEBINAR

DECEMBER 4, 2017

COAST GUARD ROLES AND RESPONSIBILITIES

- Mission: to ensure our Nation's maritime safety, security and stewardship.
- Recognized as an SME for:
 - maritime safety,
 - maritime security,
 - maritime mobility,
 - national defense, and
 - protection of the marine environment.
- Cooperating agency for NEPA purposes: Provide **recommendations** and identify **potential impacts** to the Lead Permitting Agency (LPA) (BOEM) on:
 - safety of navigation for the entire maritime community,
 - the traditional uses of the particular waterway (MTS),
 - other Coast Guard missions (SAR, MEP, Security)

• **WILL NOT APPROVE/DISAPPROVE PROJECT**

PRIMARY OBJECTIVES

- Maintaining a safe, secure and efficient 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, secure and resilient flow of national defense and commercial vessels is vital to both our Nation's national and economic security
- Balancing competing interests offshore, e.g., MTS, wind farms and other renewable energy areas, fishing, recreation, tourism, etc.
- Protection of
 - All mariners
 - Property (wind farm(s) or other structures/equipment)
 - Environment



SAFETY OF NAVIGATION

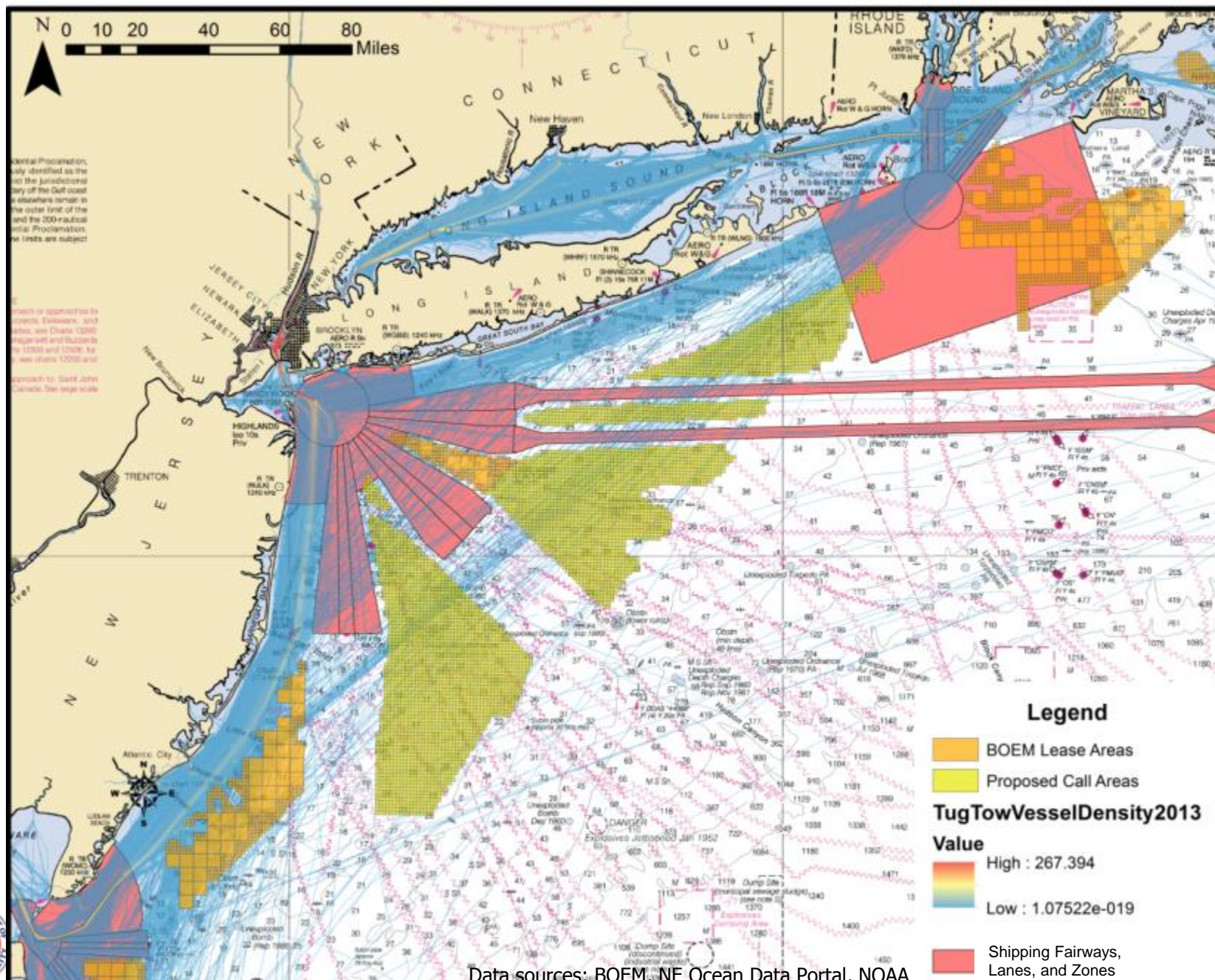
- Placement of structures on the OCS, where previously no structures existed, increases risk of a vessel allision and will increase risk of collision between vessels.
- Risk will increase as a result of the density of vessel traffic being increased through funneling and decreased sea space maneuverability.
- Rerouting traffic may also increase the weather related casualty risk to smaller vessels engaged in coastwise shipping.
- By forcing them further offshore, vessels will be subjected to larger sea states which will affect their stability.
- By forcing them offshore, their tracklines will now be interspersed among deep draft vessels transiting at higher speeds.



CROSSROADS

- The proposed WEAs 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 WEAs are developed in this crossroads location, the alternative for tugs and barges would be to transit to the west of the WEAs, which would introduce hazardous navigation conditions by crossing with the inbound/outbound traffic at the entrance to NY Bight AS WELL AS BEING "BLOCKED" BY THE STATOIL PROJECT AND THE NY UNSOLICITED LEASE (AREA C) .
- The result from displacing traffic from traditional existing routes has further solidified the USCG's concern that the proposed NY WEA as currently proposed, will result in unacceptable increases in risk to navigational safety.

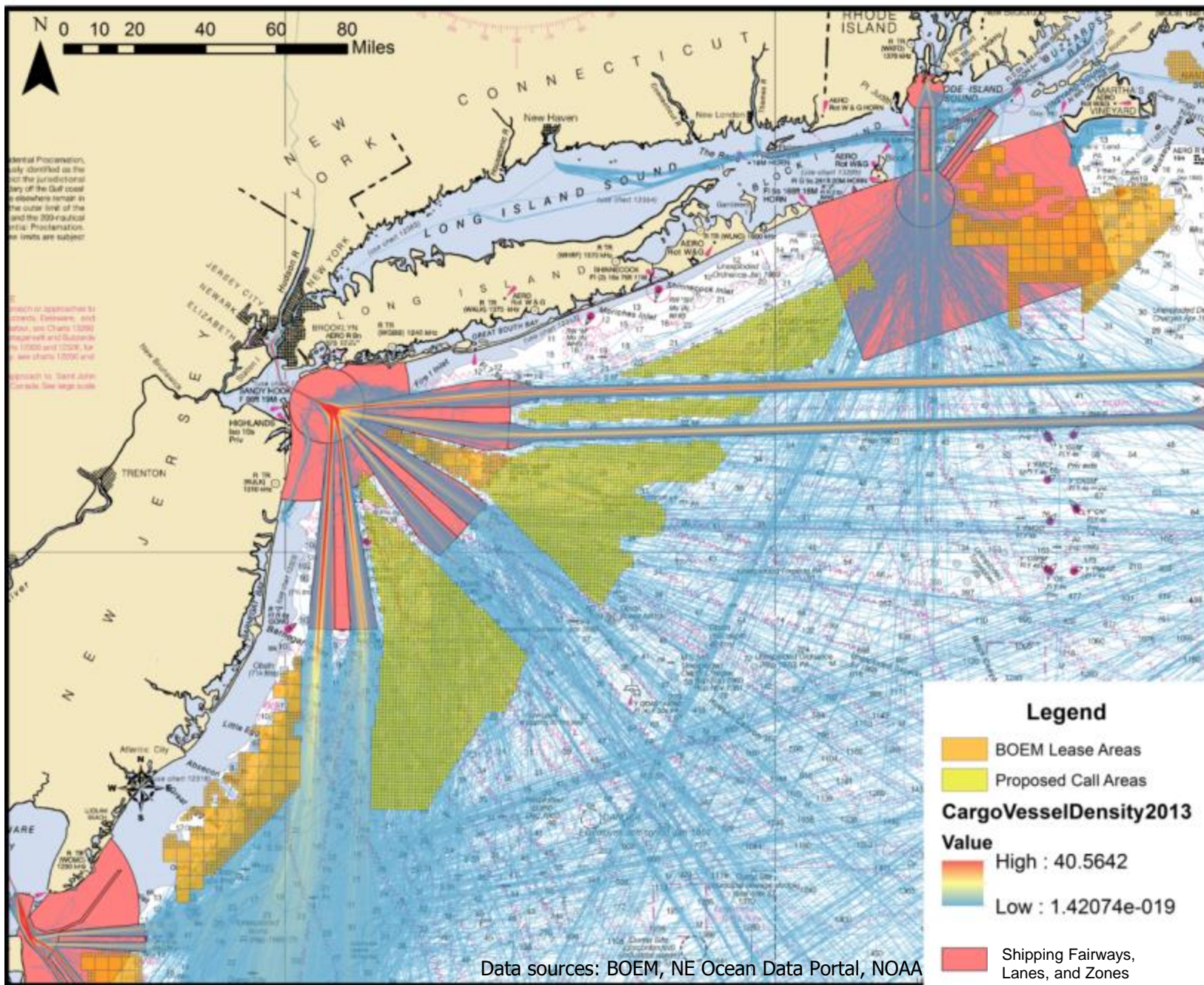
NEW YORK 2013 TOWING VESSEL DENSITY



Data sources: BOEM, NE Ocean Data Portal, NOAA



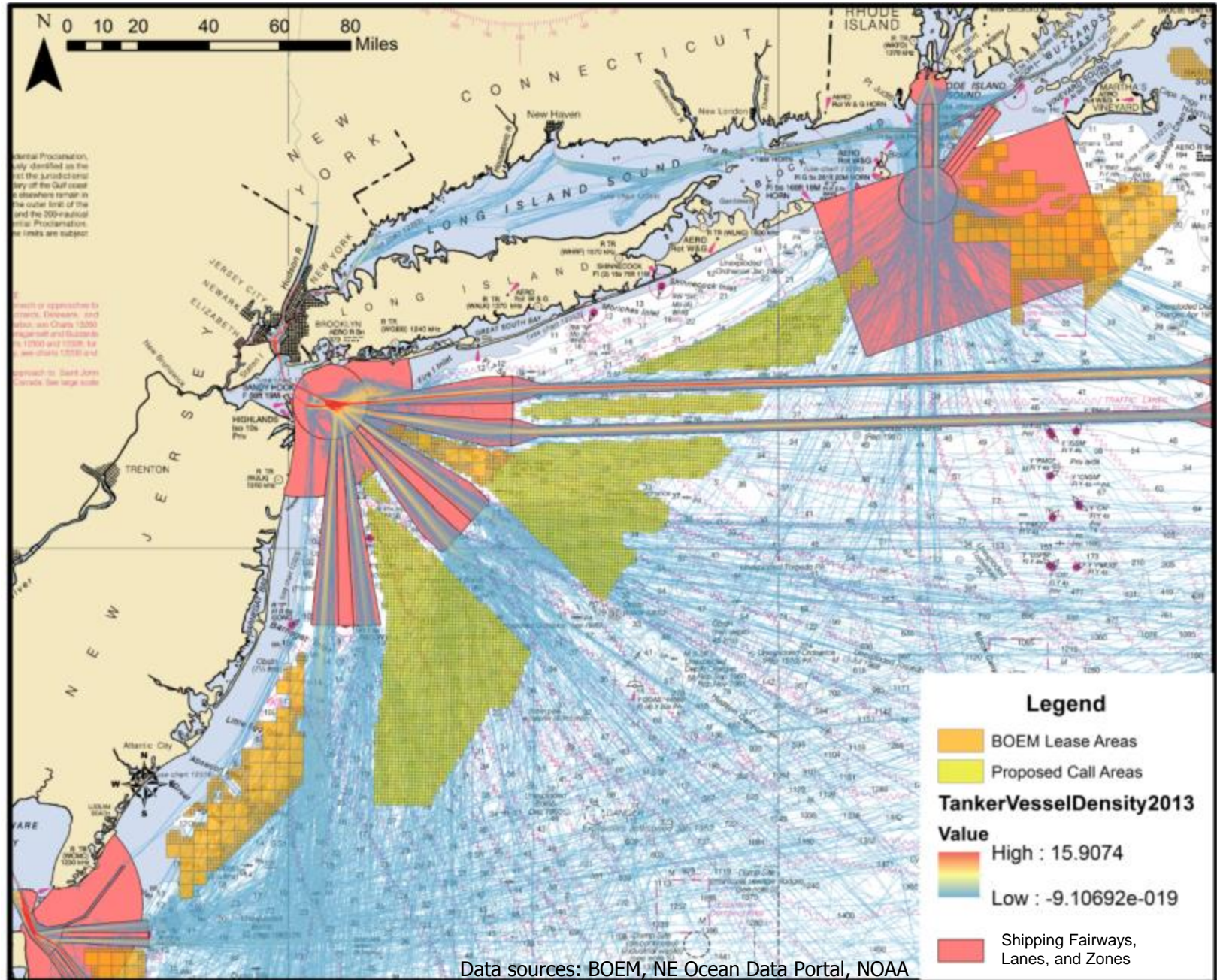
NEW YORK 2013 CARGO VESSEL DENSITY



Data sources: BOEM, NE Ocean Data Portal, NOAA



NEW YORK 2013 TANKER VESSEL DENSITY



Data sources: BOEM, NE Ocean Data Portal, NOAA



MOVING FORWARD

Coast Guard is committed to supporting BOEM and their “Smart from the Start” principles for their planning of the proposed call areas 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 BOEM to develop workable solutions, and
- Evaluating additional areas that may be suitable for development that have not yet been explored in the New York Bight waters.



QUESTIONS



“We Help Mariners Get There”

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